



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, July 23, 2024, 10:00 a.m.
LOCATION: Legislative Chamber, Room 250, City Hall
 Watch SF Cable Channel 26 or 99
 (depending on your provider)
 Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2660 486 0021# #

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

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

CLERK: Amy Saeyang

Remote Participation

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

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

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

1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**



4. Approve the Minutes of July 9, 2024 Meeting – **ACTION*** **5**

Consent Agenda

5. **[Final Approval]** Reappoint Sara Barz as the District 7 Representative to the Community Advisory Committee – **ACTION*** **13**

6. **[Final Approval]** 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*** **21**

7. **[Final Approval]** Allocate \$15,006,000 and Appropriate \$800,000 in Prop L Funds, with Conditions, for Five Requests – **ACTION*** **47**

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. **[Final Approval]** 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*** **59**

9. **[Final Approval]** 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*** **97**

10. **[Final Approval]** Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – **ACTION*** **111**

11. **[Final Approval]** Approve the Jane Warner Plaza [NTIP Planning] Final Report – **ACTION*** **117**

12. **[Final Approval]** Approve the Fiscal Year 2024/25 Transportation Fund for Clean Air Program of Projects – **ACTION*** **145**

Projects: SFE: Emergency Ride Home (\$91,775). SFMTA: Short-Term Bike Parking (\$506,004), Paratransit Electrification (\$45,000). SFCTA: Program Administration (\$47,445)

End of Consent Agenda

13. SFMTA Quick-Build Program Update – **INFORMATION*** **179**

14. SFMTA: What's Next for Vision Zero – **INFORMATION*** **186**

15. San Francisco Department of Public Health Vision Zero SF: Severe Injury and Fatalities Trends Update – **INFORMATION*** **191**

16. Transit Recovery and Fiscal Cliff: SFMTA – **INFORMATION*** **203**



- 17. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024 – INFORMATION* 227**

Other Items

- 18. 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.

- 19. Public Comment**

- 20. Adjournment**

*Additional Materials

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, July 09, 2024

1. Roll Call

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

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

Absent at Roll Call: Commissioners Chan (entered during Item 3), Safai (entered during Item 4), Stefani (3)

2. Approve the Minutes of June 25, 2024 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (8)

Absent: Commissioners Chan, Safai, Stefani (3)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that during the June 26 CAC meeting, committee members had a long discussion on the four Prop L 5-Year Prioritization Programs (5YPPs) that the Board would be considering as part of item 6 with most of the discussion time spent on the curbside EV charging pilot project under the Citywide/Modal Planning 5YPP. Chair Siegal stated multiple members raised concerns that curbside EV charging structure would entrench parking at the city curb space when the City should focus shifting travel to other modes consistent with the Transit First policy. Chair Siegal also said some CAC members acknowledged that many people in the city would continue to rely on cars and curbside parking and advocated this was an important pilot given the state mandate to transition to electric vehicles. Chair Siegal reported that ultimately, the CAC approved programming funds for the curbside pilot and added a condition to their motion of support that SFMTA return to further discuss the pilot study and project at the next CAC meeting.

Chair Siegal reported that in regard to the Managed Lanes and Express Bus 5YPP, CAC members were glad to see that concerns raised about the proposed lane conversions on the 280 northbound study that increase freeway capacity were incorporated into the new approach and the new study has design objectives of not increasing freeway capacity. Chair Siegal stated that the CAC voted unanimously to approve that 5YPP. Chair Siegal reported the CAC also voted unanimously to support the remaining



agenda items. Chair Siegal concluded by noting that CAC members including the District 8 representative had positive feedback on the Jane Warner Plaza report and had requested updates on near-term efforts to repair the plaza in response to public comment.

During public comment, Aleta DuPree stated she was interested in EV curbside charging pilots and that her biggest concern with EV curbside charging was vandalism, while acknowledging that not everyone has access to garages where they can charge EVs. She said she looked forward to a balanced approach.

During public comment, Roland Lebrun stated there has been a positive impact to the air quality in the Bay Area as a result of the increased usage of EVs. He stated the issue with curbside charging was that there was no level 2 charging which makes charging very slow. He restated his previous recommendation in light of the San Francisco Municipal Railway's (MUNI's) current fiscal situation which he speculated was caused by dropping revenue from parking was to turn over some off-street parking spaces to the private sector in order to generate some revenue for MUNI and have level 3 chargers which can charge his car in 15 minutes.

4. Reappoint Sara Barz as the District 7 Representative to the Community Advisory Committee – ACTION

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

Commissioner Melgar stated Sara Barz was a Sunnyside resident, a new mother, and a dedicated transportation professional and had been serving on the CAC for years. Commissioner Melgar said she would nominate Ms. Barz for reappointment because her absences were not a reflection of disinterest, but a reflection of the complex lives we all lead, and she encouraged the need to embrace the kinds of people who serve the city with grace and few benefits.

Ms. Barz spoke to her interests and qualifications for serving on the CAC, stating that if she were reappointed to the CAC, she would be committed to representing the unique transportation interest of District 7 and champion initiatives that make San Francisco's transportation system more sustainable, equitable, and family friendly.

There was no public comment.

Commissioner Melgar moved to reappoint Sara Barz to the CAC, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

Absent: Commissioners Stefani (1)

5. State and Federal Legislation Update – INFORMATION

Mark Watts, Sacramento Advocate, presented the item per the staff memorandum.

During public comment, Aleta DuPree stated she has used autonomous vehicles, and they were working fine. She also stated she was happy Senate Bill 915 had been pulled because she disagreed with the idea of prohibition but agreed with sound regulation



and was looking forward seeing what Assembly Bill (AB) 1777 and AB 3061 would entail. She also said she thought the data could be helpful with trend analysis, but she expressed concern about any personal data being used.

During public comment, Roland Leburn stated he appreciated funding for transportation but that the budget suspended \$13.7 million in solutions effecting schools which would be supposedly compensated by a measure in the fall, which if approved, he speculated would restore an excess of \$4 billion.

6. 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

Nick Smith, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment Aleta DuPree expressed her support for EV charging and the T line extension. She indicated a desire for more information regarding the subway plan and said she supports a west side subway that wasn't redundant with the Twin Peaks tunnel, but rather paralleled 19th Avenue.

Michael Petrelis called attention to how public engagement is described in the attachments. He said there was no requirement to hold open public meetings and indicated it was important that proposals and contacts mandate open public meetings that any member of the public could attend. He said that the Jane Warner Plaza project held invitation-only meetings and asked the Board to ensure that staff hold and publicize open public meetings.

Roland Lebrun called attention to the Next Generation Transit placeholder project which mentioned the Pennsylvania Avenue Extension and Link21 projects. He said mention of those projects was encouraging recommended, that as satellite projects of The Portal, that funds be used to study how to integrate what are essentially four separate projects into a single project. He cited an example where the federal government just announced a \$12 billion grant for the Hudson River Tunnels project and expressed his desire for San Francisco to leverage the \$3.4 billion already recommended from the federal government to The Portal to integrate all these projects together into a single full funding agreement.

Commissioner Melgar moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

Absent: Commissioner Stefani (1)

7. Allocate \$15,006,000 and Appropriate \$800,000 in Prop L Funds, with Conditions, for Five Requests – ACTION

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

During public comment Aleta DuPree said that paratransit was essential and suggested



dedicating funding to paratransit without going through an annual allocation process. She asked what the Essential Trip Card program was and how it worked, said that she supported funding for wheelchair accessible vehicles, and opined that there should be a card that allows any qualified disabled user to use on any automobile transportation service, including autonomous vehicle services.

Michael Petrelis noted that \$100,000 had been allocated to the Jane Warner Plaza project under the Neighborhood Transportation Program. He said that this allocation was not a good use of funds because there was no funding mechanism yet in place to implement the long term vision. He said that there were dangerous current conditions in the plaza, including the condition of the pavement; that fixing the current pedestrian conditions should have been a priority; and that there needed to be an open public meeting on the project.

Commissioner Peskin moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai and Walton (10)

Absent: Commissioner Stefani (1)

8. 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

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

During public comment, Aleta DuPree expressed interest in express buses and managed lanes and would like to put them together. She noted that when buses sit in congestion, they were not effective and therefore she supported the idea of tolling and MTC's efforts on toll lanes in the region. Ms. DuPree added she would like to see a dedicated bus lane in San Francisco.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

Absent: Commissioner Stefani (1)

9. 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

Items 9 and 10 were called together.

10. Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – ACTION



Cynthia Fong, Deputy Director for Finance and Administration, presented items 9 and 10 per the staff memoranda.

During public comment, Aleta DuPree stated she was pleased the Transportation Authority had a very good credit rating and stated the cost of maintenance for the revolving credit agreement was low. She continued by saying that the credit and other financing should be used only with due diligence and when truly necessary.

Commissioner Peskin moved to approve Items 9 and 10, seconded by Commissioner Walton.

Items 9 and 10 were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Safai, Stefani (2)

11. Approve the Jane Warner Plaza [NTIP Planning] Final Report – ACTION

Tony Esterbrooks, Section Manager-Bureau of Landscape Architecture with San Francisco Public Works (SFPW), presented the item per the staff memorandum.

Chair Mandelman thanked SFPW staff Bill Buckley and Julie Ahn for their work on the project. He said that he had been an eager supporter of a proposed redesign of Harvey Milk Plaza, but that the further they get on that project, the more it called into question what should be done at Jane Warner Plaza across the street. He said he thought it made sense to spend a relatively small amount of money to start that conversation via this project and commented that the initial thinking around where the curblines could be placed and some of the potential treatments of the plaza were worthwhile and that starting the conversation was a good thing. He asked Mr. Esterbrooks what next steps for the project would be to get it from the current highly conceptual status to being ready for construction and noted the project cost estimate of \$8 million.

Mr. Esterbrooks replied that they were thinking about a few strategies. He said that if they were provided with \$1 million, they could get the project environmentally cleared and shovel ready. He said that alternatively, they could work with SFPW finance staff to prioritize the project internally among other SFPW projects and work to pursue grants. He said that it could be possible to phase implementation of the project depending on the amount of available funding. He said that, for example, they could spend \$1.5 - \$2 million to move the curbs and adjust the profile of the pavement in the plaza. He said that the project also could try to pursue private funding, as Harvey Milk Plaza had done, and that there could be a lot of construction synergies if both plaza were constructed simultaneously, but that he was not certain that Jane Warner Plaza designs would be ready in time.

Chair Mandelman asked Mr. Esterbrooks to confirm that the process of getting from the current report to final design would involve a lot of public participation. Mr. Esterbrooks said that the current effort was a visioning exercise and that SFPW would need to take the project through a concept planning phase where public input would be fully taken into account.

Chair Mandelman said that he was hoping to work with SFPW to move this project forward, but that there were immediate pressing needs in the plaza. He asked what the



status was of efforts to repair pavement in the plaza. Mr. Esterbrooks responded that they were in the process of estimating costs and that repaving the full plaza would cost about \$1 million. He said that in mid-May, SFPW had done spot repair of potholes and repainting of the plaza surface and reported that he was having ongoing conversations with SFPW operations staff about identifying additional funds for further repairs.

During public comment Michael Petrelis said that \$100,000 was a lot of money to spend on a conceptual project that did not improve current dangerous conditions in the plaza. He criticized SFPW for not holding more open public meetings and expressed disappointed that the Castro Community Benefits District had not attending the meeting to speak about the project.

Chair Mandelman moved to approve the item, seconded by Vice Chair Melgar.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioner(s) Safai, Stefani, (2)

12. Approve the Fiscal Year 2024/25 Transportation Fund for Clean Air Program of Projects – ACTION

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

During public comment Aleta DuPree said she thought the City should buy an EV paratransit van and said that she had recently seen a video of New York City putting its first EV paratransit van into service. She said that she supported more bike racks all over the city and noted that they were also used for shared mobility, not just personal bikes. She continued by saying that the Emergency Ride Home program seemed like a good program, but that any transportation service should be eligible for reimbursement, especially if they were cheaper.

Commissioner Walton moved to approve the item, seconded by Commissioner Engardio.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioner(s) Safai, Stefani, (2)

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Aleta DuPree said that she spoke on all these different topics because they all affected her wherever she travelled which was why she looked for expansive and inclusive mobility concepts. She stated that with any benefit, there were



associated risks including motor vehicles on a road. She concluded by saying everybody needed to know their rights and responsibilities.

During public comment, Michael Petrelis stated he believed it was important that the supervisor for both Harvey Milk Plaza and Jane Warner Plaza hold an open public meeting about the many serious safety issues at both plazas for pedestrians. He said he was also very concerned that the Castro Community Benefit District (CBD) had not held an open public meeting about pedestrian safety at Jane Warner Plaza. He reiterated that stated he was disappointed that no one from the CBD joined this meeting to discuss this plan that he believed was not a good use of funds. Mr. Petrelis said he did not support putting a poetry sculpture in the middle of a plaza while potholes were creating danger for pedestrians who passed through the plaza.

15. Adjournment

The meeting was adjourned at 11:42 a.m.

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Memorandum

AGENDA ITEM 5

DATE: July 3, 2024
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 07/09/24 Board Meeting: Reappoint Sara Barz as the District 7 Representative to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is an open seat on the 11-member CAC for District 7 as the result of the prior representative (Sara Barz) automatically being removed from the CAC for missing four of the last twelve regularly scheduled meetings consistent with the Transportation Authority’s Administrative Code. Commissioner Melgar has indicated her intent to renominate Sara Barz to the District 7 seat and the Administrative Code requires Ms. Barz to reappear before the Board to speak on her behalf. CAC members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

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

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



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

DISCUSSION

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

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are accepted on a continuous basis and can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants are advised that they need to appear in person before the Board in order to be appointed unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. Applicants who were previously CAC members, but whose membership was terminated due to missing four of the last 12 regularly scheduled meetings must appear before the Board to be reappointed.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2024/25 budget.

CAC POSITION

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



SUPPLEMENTAL MATERIALS

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

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
Vacant			7				
Najuawanda Daniels	F	AA	10	Hunters Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sep 2022	Sep 2024
Rachael Ortega	F	C	8	NP	Business, Environment, Social and racial justice; Neighborhood, Public Policy	Oct 2022	Oct 2024
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2024
Mariko Davidson	F	NP	11	Ingleside	Environment, Neighborhood, Public Policy	Feb 2023	Feb 2025
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Apr 2025
Sean Kim	M	A	1	Central Richmond	Business, Disabled, Environment, Social and Racial Justice, Labor, Neighborhood, Public Policy, Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Sunset	Business; Environment; Neighborhood	Sep 2023	Sep 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment;Public Policy	Oct 2023	Oct 2025
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2026
Venecia Margarita	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	Feb 2024	Feb 2026

*A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian

* H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | ME – Middle Eastern | NP – Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

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

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

Sara	Barz	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Caucasian, European, or White		No	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 7	Sunnyside	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

Since I finished my graduate degree in city planning from U.C. Berkeley in 2015, I have made my career in transportation. As a Product Manger with Apple Pay, I work at the intersection of transportation and user experience technology, a trajectory I started while managing the free-floating car share program at the City of Oakland and the procurement of the next generation of Clipper at the Metropolitan Transportation Commission. As an advocate, I have organized the Slow Hearst group to champion safe streets in Sunnyside and co-founded the transportation advocacy group Seamless Bay Area.

Statement of objectives:

I intend to work with Supervisor Melgar's office to advance the city's commitment to transit and active transportation. While my family has a car, we primarily get around by bike, bus and train. As a new mother, I will champion the interests of families in District 7, who want to safely get around the city. Sustainability, equity and a commitment to neighborhood business motivate my advocacy work, and I intend to represent those values in my work with Supervisor Melgar and the Citizen's Advisory Committee.

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

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

Business;Environment;Social and racial justice;Neighborhood;Public Policy

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

Yes

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

Sara Barz

6/3/2022

***Reconfirmed on 7/2/2024**

NAME OF APPLICANT

DATE



RESOLUTION REAPPOINTING SARA BARZ AS THE DISTRICT 7 REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is currently a vacancy on the CAC for a District 7 representative since the prior representative (Sara Barz) was automatically removed from the CAC for missing four of the last twelve regularly scheduled meetings consistent with the Transportation Authority's Administrative Code; and

WHEREAS, Any member removed from the CAC due to absences may seek reappointment for a new two-year term by contacting their District Supervisor and the candidate must reappear before the Board to speak on their behalf; and

WHEREAS, At its July 09, 2024, meeting, Commissioner Melgar nominated Sara Barz as the District 7 CAC representative; and

WHEREAS, Sara Barz spoke to her interest and qualifications for serving on the CAC at the July 09, 2024, Board meeting; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience and recommended reappointing Sara Barz to serve on the CAC for a period of two years; now, therefore, be it

RESOLVED, That the Board hereby appoints Sara Barz as the District 7 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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

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Memorandum

AGENDA ITEM 6

DATE: June 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>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</p> <p>Amend the Prop L Strategic Plan Baseline</p> <p>SUMMARY</p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. 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.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: ____
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BACKGROUND

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to



advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

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

In June 2023, the Board adopted the 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, 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 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 a proposed amendment to reprogram placeholder funding to projects in FYs 2024/25 through 2027/28 in the Muni Maintenance 5YPP and to adopt the final Prop L Strategic Plan to the Board for adoption in Fall 2024.

FINANCIAL IMPACT

There is no impact on the 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 (CAC) considered this item at its June 26, 2024, meeting and adopted a motion of support for the staff recommendation amended to add a condition that SFMTA return to the next CAC meeting to provide a more detailed update and background on the Curbside Electric Vehicle Charging Study, which was the subject of discussion at the CAC meeting. Two CAC members



expressed concern about further entrenching curbside parking with electric charging infrastructure, preferring to use the curb for bike lanes or parklets or other uses beyond cars. Other members felt it was important to proceed with a curbside charging pilot to learn more, including exploring ways to provide options for people living in multi-family housing who may not have access to off street parking. We are following up with SFMTA and SF Environment to schedule the requested update at the CAC 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
- Attachment 6 - Resolution

- 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		Bi-County Study Follow-on Placeholder: TBD	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. 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.	7, 10, 11	TBD	\$200,000	FY26
14	Development Oriented Transportation	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		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	Citywide/Modal Planning	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 resiliency, mobility and economic recovery work in the Financial District and adjacent neighborhoods, and will feed into a larger, multi-sectoral resiliency 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		USES	
	(YOES)		(YOES)
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	\$ 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	\$ 6,742,626	\$ 6,833,340																																																						
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	\$ 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	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																																								
				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	\$ 53,687,574	\$ 59,539,427	\$ 47,272,541	\$ 58,141,650	\$ 56,593,657	\$ 45,171,686	\$ 38,744,082	\$ 31,738,444																																																							
TOTAL MAJOR CAPITAL PROJECTS																																																																														
<table border="0"> <tr> <td>Programming</td> <td>\$ 597,759,492</td> <td>\$ -</td> <td>\$ 41,496,000</td> <td>\$ 15,349,000</td> <td>\$ 26,582,000</td> <td>\$ 67,152,000</td> <td>\$ 2,152,000</td> <td>\$ 47,385,371</td> <td>\$ 102,503,537</td> <td>\$ 47,623,593</td> <td>\$ 47,741,550</td> <td>\$ 32,869,498</td> <td>\$ 7,995,410</td> <td>\$ 8,123,336</td> <td>\$ 33,253,308</td> <td>\$ 8,385,361</td> <td>\$ 8,519,526</td> <td>\$ 8,655,838</td> </tr> <tr> <td>Interest Costs</td> <td>\$ 169,064,802</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 689,448</td> <td>\$ 1,547,256</td> <td>\$ 3,796,332</td> <td>\$ 5,083,974</td> <td>\$ 7,033,698</td> <td>\$ 8,412,934</td> <td>\$ 11,867,684</td> <td>\$ 12,277,934</td> <td>\$ 13,543,057</td> <td>\$ 12,323,790</td> <td>\$ 12,643,537</td> <td>\$ 11,704,719</td> <td>\$ 10,739,574</td> <td>\$ 9,795,513</td> </tr> <tr> <td>Total</td> <td>\$ 766,824,294</td> <td>\$ -</td> <td>\$ 41,496,000</td> <td>\$ 15,349,000</td> <td>\$ 27,271,448</td> <td>\$ 68,691,256</td> <td>\$ 5,948,332</td> <td>\$ 52,469,346</td> <td>\$ 109,537,235</td> <td>\$ 56,036,527</td> <td>\$ 59,609,234</td> <td>\$ 45,147,433</td> <td>\$ 21,538,466</td> <td>\$ 20,447,125</td> <td>\$ 45,896,845</td> <td>\$ 20,090,079</td> <td>\$ 19,259,100</td> <td>\$ 18,451,350</td> </tr> </table>																						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	\$ 68,691,256	\$ 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	\$ 18,451,350
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	\$ 68,691,256	\$ 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	\$ 18,451,350																																																												
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																																																																														
I. Transit Maintenance, Rehabilitation, and Replacement																																																																														
206	Muni Maintenance	\$ 1,084,175,946	1.43%	Programming	\$ 788,000,000	\$ -	\$ 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	\$ -	\$ -	\$ 1,636	\$ 22,555	\$ 33,850	\$ 39,425	\$ 55,290	\$ 47,501	\$ 51,938	\$ 67,802	\$ 69,133	\$ 82,268	\$ 80,977	\$ 82,133	\$ 82,216	\$ 82,216	\$ 81,860	\$ 81,369																																																							
				Total	\$ 39,793,368	\$ -	\$ 1,884,000	\$ 1,481,636	\$ 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	\$ 1,437,670	\$ 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	\$ -	\$ 2,086,000	\$ 4,705,636	\$ 80,108	\$ 1,923,982	\$ 168,574	\$ 1,462,684	\$ 1,478,926	\$ 1,525,320	\$ 1,616,802	\$ 1,643,558	\$ 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																																																																														
<table border="0"> <tr> <td>Programming</td> <td>\$ 1,048,169,228</td> <td>\$ -</td> <td>\$ 85,305,000</td> <td>\$ 51,147,000</td> <td>\$ 21,556,000</td> <td>\$ 7,977,000</td> <td>\$ 39,882,000</td> <td>\$ 42,446,711</td> <td>\$ 45,533,858</td> <td>\$ 36,698,400</td> <td>\$ 36,786,393</td> <td>\$ 42,803,755</td> <td>\$ 40,896</td></tr></table>																						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																																											
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																																																																	

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	\$ 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	\$ 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	\$ 9,536,653	\$ 9,536,653	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000
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	\$ 220,399	\$ 220,937	\$ 218,716	\$ 218,716	\$ 216,701
				Total	\$ 27,248,468	\$ -	\$ 1,000,000	\$ 1,064,839	\$ 1,125,658	\$ 1,208,462	\$ 1,325,485	\$ 1,076,990	\$ 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	\$ 375,157	\$ 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	\$ 92,297	\$ 109,387	\$ 107,249	\$ 108,369	\$ 108,081	\$ 108,081	\$ 108,081	\$ 108,081	\$ 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	\$ 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	\$ 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	\$ -	\$ 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 L STRATEGIC PLAN		\$ 3,288,482,652	10.80%	Programming	\$ 2,620,659,191																		

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	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -

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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 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 MANA																
I. Transportation Demand Management																
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -
II. Transportation, Land Use, and Commu																
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 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	\$ 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	\$ 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	\$ 392,635	\$ 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	\$ 523,958	\$ 531,878	\$ 630,194	\$ 617,726	\$ 624,028	\$ 622,227	\$ 617,205	\$ 612,556	
				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	\$ 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	\$ 1,327,178	\$ 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	\$ 212,744	\$ 238,839	\$ 310,416	\$ 315,714	\$ 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</	

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	\$ -	\$ -	\$ -	\$ 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	\$ 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	\$ 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	\$ 2,150,129	\$ 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	\$ 575,691	\$ 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,													

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	\$ 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	\$ 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	\$ 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	\$ 149,989	\$ 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	\$ 314,511	\$ 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	\$ 8,192,058	\$ 8,328,396	\$ 8,464,661	\$ 8,601,914	\$ 8,739,167	\$ 8,876,420	\$ 9,013,673
		\$ 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	\$ 8,358,265	\$ 8,419,124	\$ 8,493,807	\$ 8,571,160	\$ 8,651,167	\$ 8,732,420	\$ 8,816,473

TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 75,942,033	\$ 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.



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

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs, 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 four enclosed 2023 Prop L 5YPP for the following programs: Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning; and

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

WHEREAS, At its June 26, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline amendment and after discussion adopted a motion of support for the staff recommendation amended to add a condition that the San Francisco Municipal Transportation Agency return to the next CAC meeting to provide a more detailed update and background on the Curbside Electric Vehicle Charging Study to, among other things, better understand how it fits in the context of the city's Transit First Policy; 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 2023 Prop L 5YPPs for the Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning programs.



Attachments:

1. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
2. Prop L Strategic Plan Baseline Amendment Sources and Uses

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

1. Next Generation Transit Investments
2. Equity Priority Transportation Program
3. Development Oriented Transportation
4. Citywide/Modal Planning

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Memorandum

AGENDA ITEM 7

DATE: June 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$13,956,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Paratransit (\$13,506,000) 2. Safe Streets Evaluation Program (\$450,000) <p>Allocate \$1,050,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Tree Planting and Establishment (\$1,050,000) <p>Appropriate \$800,000 in Prop L funds, with conditions, to Transportation Authority for:</p> <ol style="list-style-type: none"> 4. Neighborhood Transportation Program Coordination (\$100,000) 5. San Francisco Transportation Plan (SFTP) 2050+ (\$700,000) <p>SUMMARY</p> <p>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</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 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 considered this item at its June 26, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2024/25
- Attachment 5 - Resolution



- Enclosure - Allocation Request Forms (5)

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Phase(s) ⁴		
Prop L	14	SFMTA	Paratransit	\$ 13,506,000	\$ 34,743,263	81%	61%	Construction	Citywide
Prop L	18	SFMTA	Safe Streets Evaluation Program	\$ 450,000	\$ 450,000	83%	0%	Planning	Citywide
Prop L	20	SFPW	Tree Planting and Establishment	\$ 1,050,000	\$ 1,050,000	59%	0%	Construction	10
Prop L	25	SFCTA	Neighborhood Transportation Program Coordination	\$ 100,000	\$ 100,000	78%	0%	Planning	Citywide
Prop L	28	SFCTA	San Francisco Transportation Plan 2050+	\$ 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	

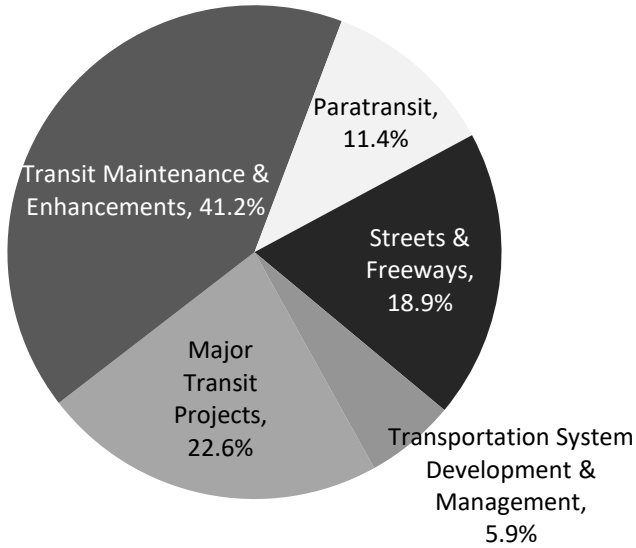
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2024/25**

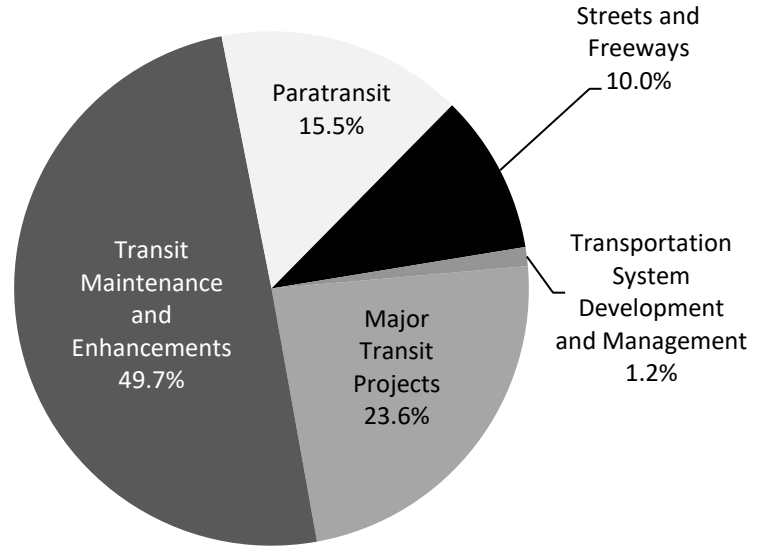
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 50,111,637	\$ 2,373,000	\$ 27,429,319	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 15,806,000	\$ 11,092,500	\$ 4,713,500	\$ -	\$ -	\$ -
New Total Allocations	\$ 65,917,637	\$ 13,465,500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





San Francisco
County Transportation
Authority

BD070924

RESOLUTION NO. 25-03

RESOLUTION ALLOCATING \$15,006,000 AND APPROPRIATING \$800,000 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$15,806,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Paratransit; Safer and Complete Streets; Tree Planting; Neighborhood Transportation Program; and Citywide and Modal Planning programs; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) each of the aforementioned Prop L programs; and

WHEREAS, All of the requests are consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$15,006,000 and appropriating \$800,000 in Prop L funds, with conditions, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop L allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

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

WHEREAS, At its June 26, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$15,006,00 and appropriates \$800,000 in Prop L funds, with conditions for five requests as



summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions



- 3. Staff Recommendations
- 4. Prop L Allocation Summaries - FY 2024/25

Enclosure

- 1. Prop L Allocation Request Forms (5)

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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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<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 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
-
- 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		USES	
	(YOES)		(YOES)
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

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

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years FY2022/23 through FY2038/39. Rows include MAJOR CAPITAL PROJECTS, TRANSIT MAINTENANCE AND ENHANCEMENTS, and STREETS AND FREEWAYS.

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	\$ 5,724,679	\$ 5,724,679	\$ 3,048,444	\$ 2,929,247	\$ 2,808,326
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	\$ 9,537,396	\$ 9,537,396	\$ 8,324,448	\$ 8,517,723	\$ 8,709,573
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	\$ 1,449,566	\$ 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	\$ 220,506	\$ 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	\$ -	\$ 369,290	\$ 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	\$ 75,199	\$ 64,324	\$ 90,944	\$ 92,324	\$ 109,428	\$ 107,295	\$ 108,416	\$ 108,134	\$ 108,134	\$ 107,295	\$ 106,286	
				Total	\$ 10,514,897	\$ -	\$ 2,000,000	\$ 27,774	\$ 127,244	\$ 396,741	\$ 69,425	\$ 444,488	\$ 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	\$ 7,012,815	\$ 7,123,335	\$ 7,230,816	\$ 7,338,116	\$ 7,446,618	
TOTAL PROP L STRATEGIC PLAN		<																					

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	\$ -	\$ -	
		\$ 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 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

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years FY2022/23 through FY2038/39. Rows include Major Capital Projects (Muni, BART, Caltrain), Transit Maintenance and Enhancements (Muni, BART, Caltrain, Ferry, Transit Enhancements), Paratransit, and Streets and Freeways (Maintenance, Rehabilitation, and Replacement).

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

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Includes sub-sections like 'II. Safer and Complete Streets', 'III. Freeway Safety and Operational Improvements', and 'E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT'.

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 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	\$ 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	\$ 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	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 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	\$ 1,224,621	\$ 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	\$ 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	\$ 75,942,033	\$ 78,023,000	\$ 79,487,658	\$ 81,309,075	\$ 83,481,380	\$ 85,917,951	\$ 88,629,567	\$ 91,629,567	\$ -	\$ -	
		\$ 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 Descriptions¹

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	

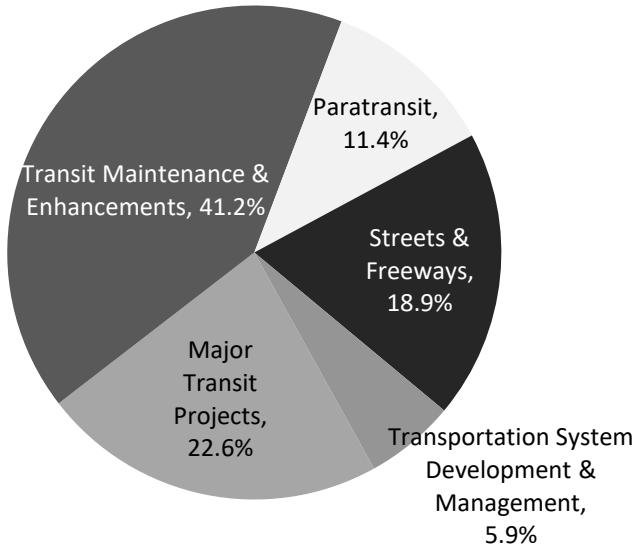
¹ See Attachment 6 for footnotes.

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

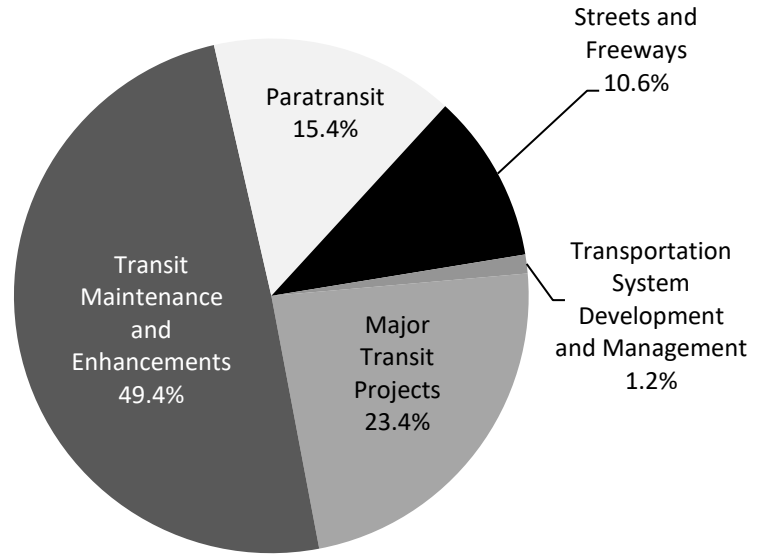
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 65,917,637	\$ 13,465,500	\$ 32,142,819	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 66,917,637	\$ 13,965,500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



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

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Memorandum

AGENDA ITEM 9

DATE: June 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • 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 <p>SUMMARY</p> <p>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</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<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 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 - Largest Cash Flow Drivers FY23/24 - FY 24/25
- Attachment 2 - Resolution

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



RESOLUTION AUTHORIZING 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

WHEREAS, The San Francisco County Transportation Authority (the "Transportation Authority") is a county transportation authority duly organized and existing pursuant to the Bay Area County Traffic and Transportation Funding Act, being Division 12.5 of the Public Utilities Code of the State of California (Sections 131000 et seq.) (the "Act"); and

WHEREAS, Ordinance No. 153-22 (the "Ordinance") was passed on first reading by the Board of Supervisors of the City and County of San Francisco (the "Board of Supervisors") on July 12, 2022, finally passed on July 19, 2022 and approved by the Mayor of the City and County of San Francisco on July 21, 2022; and

WHEREAS, Pursuant to the Ordinance, the Board of Supervisors adopted a new county transportation expenditure plan (the "2022 Transportation Expenditure Plan") that superseded the prior transportation expenditure plan and provided for an election for the purpose of submitting to the voters a measure to enact the Ordinance ("Proposition L") that would, among other things, authorize implementation of the 2022 Transportation Expenditure Plan, continue collection of the retail transactions and use tax applicable in the City and County of San Francisco at the existing level of one-half of one percent (1/2%) (the "Sales Tax"), continue in effect the Transportation Authority as the independent agency to administer the Sales Tax and the 2022 Transportation Expenditure Plan, and authorize the Transportation Authority to issue limited tax bonds from time to time, in a total



aggregate amount not to exceed \$1,910,000,000 secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, Proposition L was approved by more than two-thirds of the electors voting on the measure to authorize enactment at the election held for such purpose on November 8, 2022; and

WHEREAS, Pursuant to Section 131109 and 131120 of the Act and the Ordinance, the Transportation Authority is authorized to issue limited tax bonds or bond anticipation notes secured by and payable from the proceeds of the Sales Tax levied by the Transportation Authority; and

WHEREAS, The Transportation Authority is party to a Revolving Credit Agreement, dated October 7, 2021 (the "Revolving Credit Agreement"), by and between the Transportation Authority and U.S. Bank National Association ("U.S. Bank") pursuant to which the Transportation Authority may borrow amounts from U.S. Bank from time to time in accordance with the terms of such Revolving Credit Agreement and may have up to a \$125,000,000 outstanding at any one time; and

WHEREAS, The Transportation Authority's obligations to repay amounts borrowed under the Revolving Credit Agreement constitute limited tax bonds and are payable from and secured by the Sales Tax as provided in the Third Amended and Restated Indenture, dated as of November 1, 2017, as supplemented and amended (the "Indenture"), by and between the Transportation Authority and U.S. Bank Trust Company, National Association, as successor Trustee, and by the Sales Tax Revenues Bank Note (Limited Tax Bond) of the Transportation Authority dated October 7, 2021 (the "Bank Note") issued pursuant to the Indenture; and

WHEREAS, The Transportation Authority presently has \$0 outstanding under the Revolving Credit Agreement and the Bank Note; and

WHEREAS, The Transportation Authority proposes to borrow up to \$65,000,000 principal amount under the Revolving Credit Agreement and the Bank Note by effecting one or more draws under the Revolving Credit Agreement (the



“Draw(s)”) to finance a portion of the costs and estimated costs of, incidental to, or connected with, some or all of the following transportation improvements outlined in the 2022 Transportation Expenditure Plan: San Francisco Municipal Transportation Agency’s Light Rail Vehicles procurement, Motor Coaches procurement, L-Taraval Transit Enhancements, various signals and signs projects, and Van Ness Bus Rapid Transit; and BART’s Next Generation Fare Gates including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, working capital and expenses of all proceedings for the Draw(s); and

WHEREAS, Draw(s) and the related limited tax bonds shall be in minimum principal amounts or specified amounts in excess thereof, shall mature, shall be payable and shall bear interest and shall be subject to a maximum interest rate and otherwise as set forth in the Revolving Credit Agreement, the Bank Note and the Indenture, as such agreements may be modified as permitted by this Resolution; and

WHEREAS, The total estimated cost of the portion of the Project to be financed with the Draw(s) is approximately \$65,000,000; and

WHEREAS, In accordance with Government Code, Section 5852.1, the Board of Commissioners of the Transportation Authority (the “Board”) has obtained and disclosed the good faith estimates required thereby, as more fully set forth in the Staff Recommendation and such good faith estimates have been made available to the public at the meeting at which this Resolution is adopted; and

WHEREAS, The Board desires to authorize (i) the Draw(s) and (ii) the execution and delivery of all documents, instruments and agreements necessary or desirable in connection with the Draw(s), including, if and to the extent applicable, one or more requests for advance; one or more supplemental tax certificates; any amendments or modifications to or restatements of the Revolving Credit Agreement, the Indenture and the Bank Note; and other documents related thereto as deemed appropriate by an Authorized Representative (defined below) (collectively, the “Draw Documents”); and



WHEREAS, The ability of the Transportation Authority to borrow under the Revolving Credit Facility expires October 4, 2024; and

WHEREAS, The Board desires to delegate to the Executive Director and the Chief Deputy Director of the Transportation Authority (each, an "Authorized Representative") and each of them, acting alone, to extend the Revolving Credit Facility for a period of up to six months on substantially the same terms as are in the existing Revolving Credit Facility, with such terms and to the extent determined to be desirable and practicable by an Authorized Representative, such determination to be conclusively evidenced by the execution and delivery of documents related to such extension (any such extension, the "Extension"); and

WHEREAS, The Board desires to authorize (i) the Extension if and to the extent determined to be desirable and practicable by an Authorized Representative and (ii) the execution and delivery of all documents, instruments and agreements necessary or desirable in connection with the Extension, including, if and to the extent applicable, one or more supplemental tax certificates; any amendments or modifications to or restatements of the Revolving Credit Agreement, the Indenture and the Bank Note; and other documents related thereto as deemed appropriate by an Authorized Representative (collectively, the "Extension Documents" and, together with the Draw Documents, the "Documents"); and

WHEREAS, A staff recommendation has been prepared with respect to the Draw(s) and the Extension and has been presented to the Community Advisory Committee attached hereto as Exhibit A (the "Staff Recommendation"); and

WHEREAS, At its June 26, 2024 meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the Staff Recommendation; now, therefore, be it

RESOLVED, That the Board hereby finds and declares that the statements, findings and determinations set forth above are true and correct; and be it further

RESOLVED, That the Board hereby authorizes the Draw(s). The Authorized



Representatives are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to determine the timing and amount of the Draw(s), up to a total aggregate principal amount of \$65,000,000, and to execute by manual or facsimile signature and deliver the Draw Documents in the form approved by the Authorized Representative executing the same as being in the best interests of the Transportation Authority, such approval to be conclusively evidenced by the execution and delivery thereof; and be it further

RESOLVED, That the Board hereby authorizes the Extension. The Authorized Representatives are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to determine whether to pursue an Extension and the timing, duration and terms of any such Extension, and to execute by manual or facsimile signature and deliver the Extension Documents in the form approved by the Authorized Representative executing the same as being in the best interests of the Transportation Authority, such determination and approval to be conclusively evidenced by the execution and delivery thereof; and be it further

RESOLVED, That the other officers, Board members, employees and agents are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to execute by manual or facsimile signature and deliver the Documents in the form approved by an Authorized Representative to the extent necessary or desirable, including to comply with the terms of the Indenture, the Revolving Credit Agreement, the Bank Note or applicable law; and be it further

RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to negotiate the terms of the Documents so long as the aggregate amount of the Draw(s) does not exceed the amount set forth herein and the Extension does not extend the expiration date of the Revolving Credit Agreement by more than six months, and so long as neither the maximum outstanding amount



nor the maximum interest rate under the Revolving Credit Agreement is increased;
and be it further

RESOLVED, That the Authorized Representatives, and all other officers, employees and agents of the Transportation Authority are, and each of them acting alone is, hereby authorized to take any and all actions and execute and deliver such documents, agreements, certificates and other instruments as an Authorized Representative deems necessary or advisable to carry out the purposes of this Resolution and the Ordinance and to consummate the Draw(s) and the Extension, and all actions heretofore taken by all officers, employees and agents of the Transportation Authority with respect to the Draw(s) and the Extension, are hereby approved, confirmed and ratified; and be it further

RESOLVED, That this Resolution shall take effect immediately upon its adoption and approval.

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Memorandum

AGENDA ITEM 10

DATE: June 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness</p> <p>SUMMARY</p> <p>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.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 considered this item at its June 26, 2024 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution



RESOLUTION DECLARING THE OFFICIAL INTENT OF THE SAN FRANCISCO
COUNTY TRANSPORTATION AUTHORITY TO REIMBURSE CERTAIN
EXPENDITURES FROM THE PROCEEDS OF INDEBTEDNESS

WHEREAS, The San Francisco County Transportation Authority (the "Issuer") intends to construct, acquire and improve certain transit, street, freeway, traffic and transportation system facilities and similar expenditures, such transit, street freeway, traffic and transportation system facilities and expenditures being more fully described in the 2022 Transportation Expenditure Plan adopted in connection with Proposition L, which was approved by the voters on November 8, 2022, as such plan may be amended from time to time (hereinafter collectively referred to as the "Project"); and

WHEREAS, The Issuer expects to pay certain expenditures (the "Reimbursable Expenditures") in connection with the Project prior to the issuance of indebtedness for the purpose of financing costs associated with the Project on a long-term basis; and

WHEREAS, The Issuer reasonably expects that debt obligations in an amount not expected to exceed \$1,910,000,000 will be issued in connection with the Project and that certain of the proceeds of such debt obligations will be used to reimburse the Reimbursable Expenditures; and

WHEREAS, The Issuer desires to declare its reasonable intent to reimburse the Reimbursable Expenditures with proceeds of the debt obligations; now, therefore, be it

RESOLVED, That the Board of Commissioners of the San Francisco County Transportation Authority declares:

Section 1. The Issuer finds and determines that the foregoing recitals are true and correct.

Section 2. This declaration of official intent (this "Declaration") is made solely



for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This Declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. The Issuer hereby declares its official intent to use proceeds of indebtedness in the maximum principal amount of \$1,910,000,000 to reimburse itself for Reimbursable Expenditures.

Section 4. This Resolution does not supersede any prior reimbursement resolutions with respect to the projects described therein, and such prior reimbursement resolutions remain in full force and effect.

Section 5. This Resolution shall take effect from and after its adoption.

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Memorandum

AGENDA ITEM 11

DATE: June 27, 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 [NTP Planning] Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the Jane Warner Plaza [NTP Planning] Final Report</p> <p>SUMMARY</p> <p>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.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

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 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 - Jane Warner Plaza Preferred Concept Vision
- Attachment 2 - Resolution

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



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024

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.

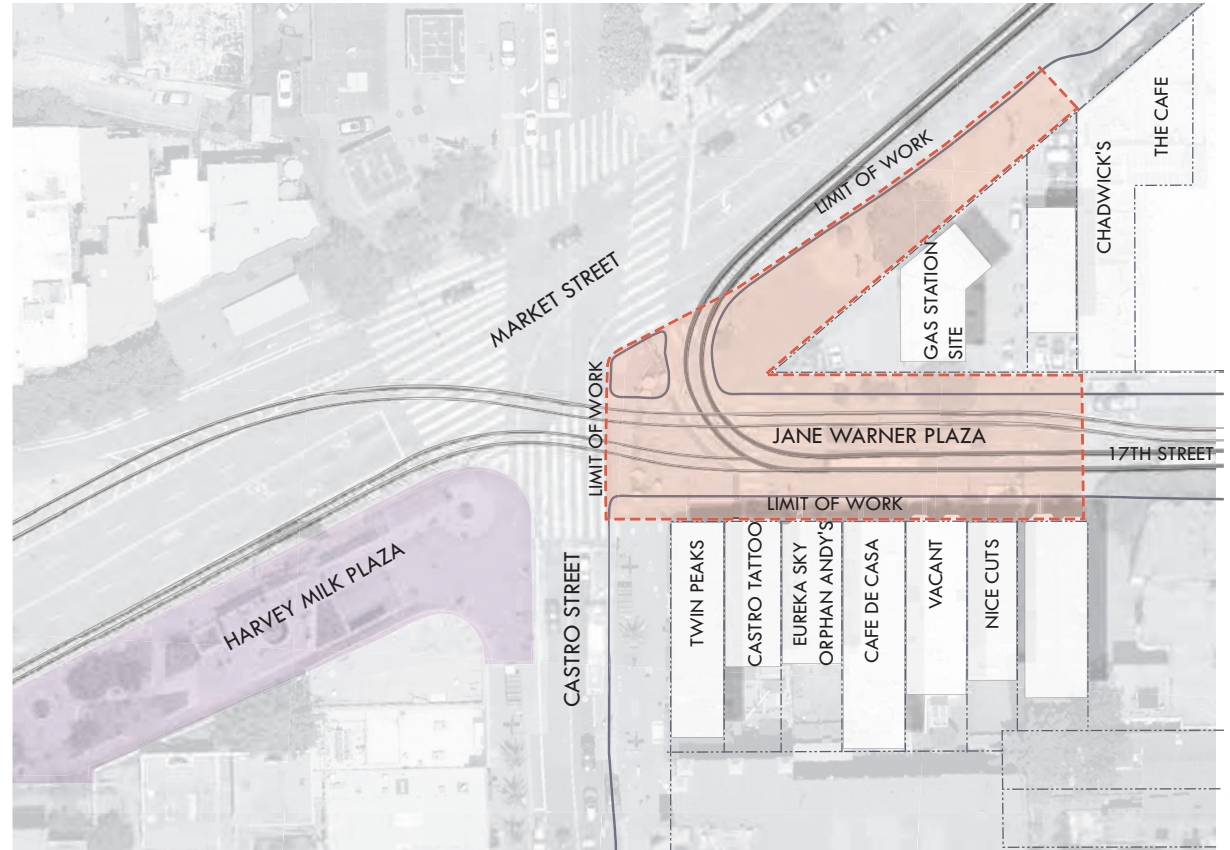
Place Making

- 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.

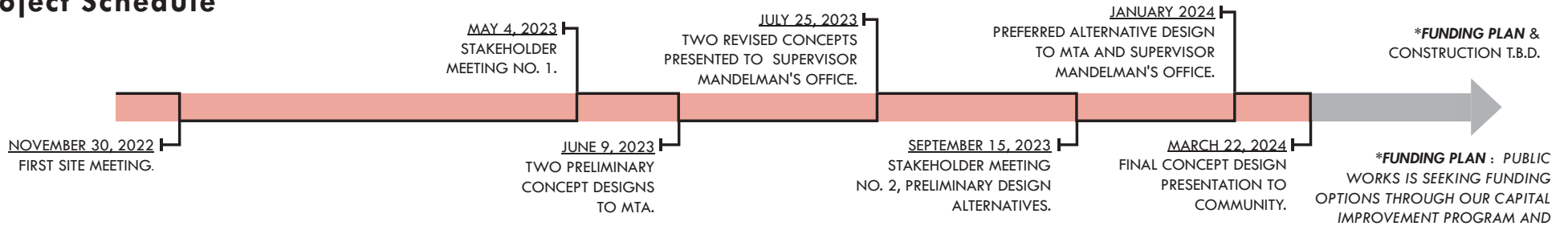
Materials

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

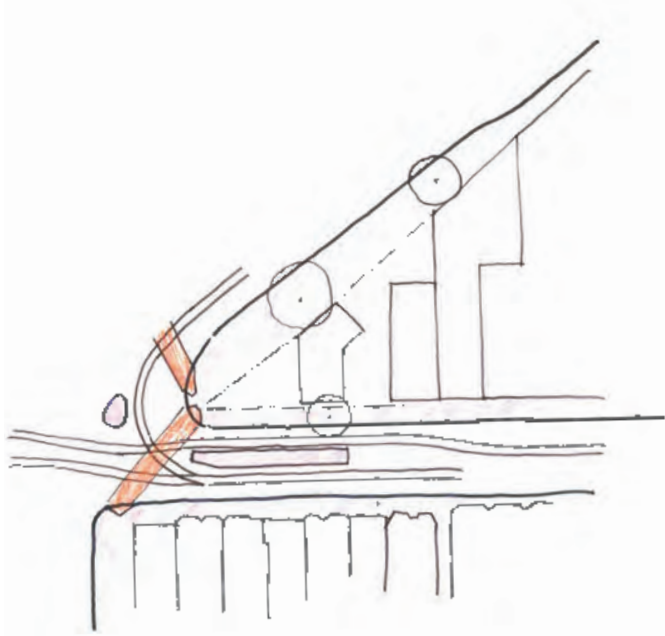
Existing Conditions Plan



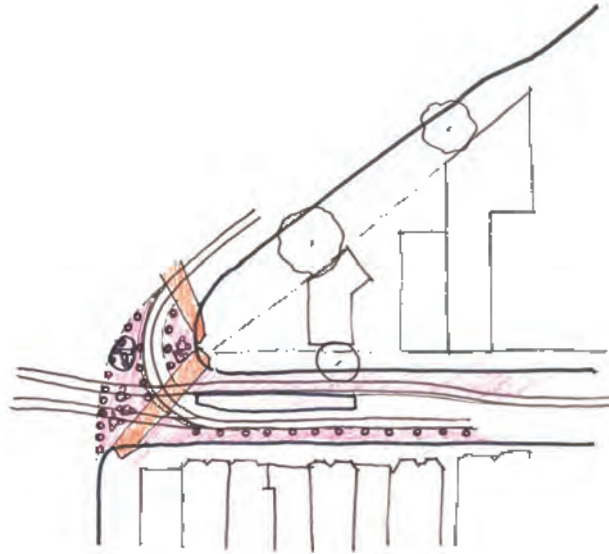
Project Schedule



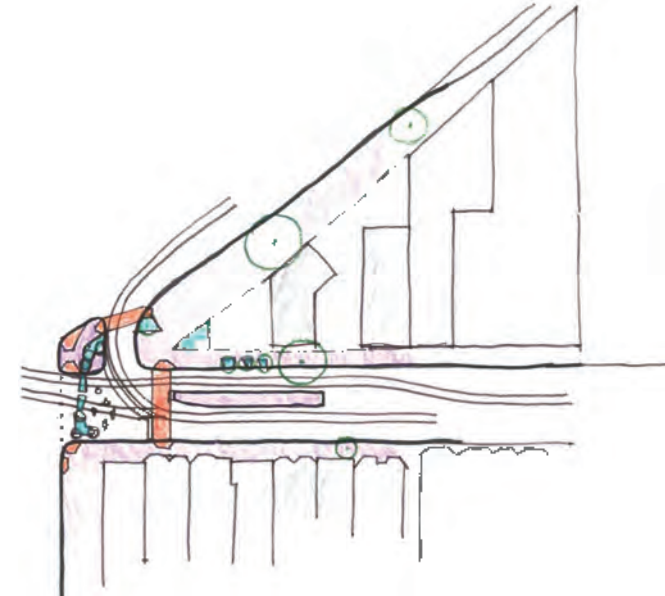
The Evolution of Jane Warner Plaza



BEFORE JANE WARNER PLAZA, 2008



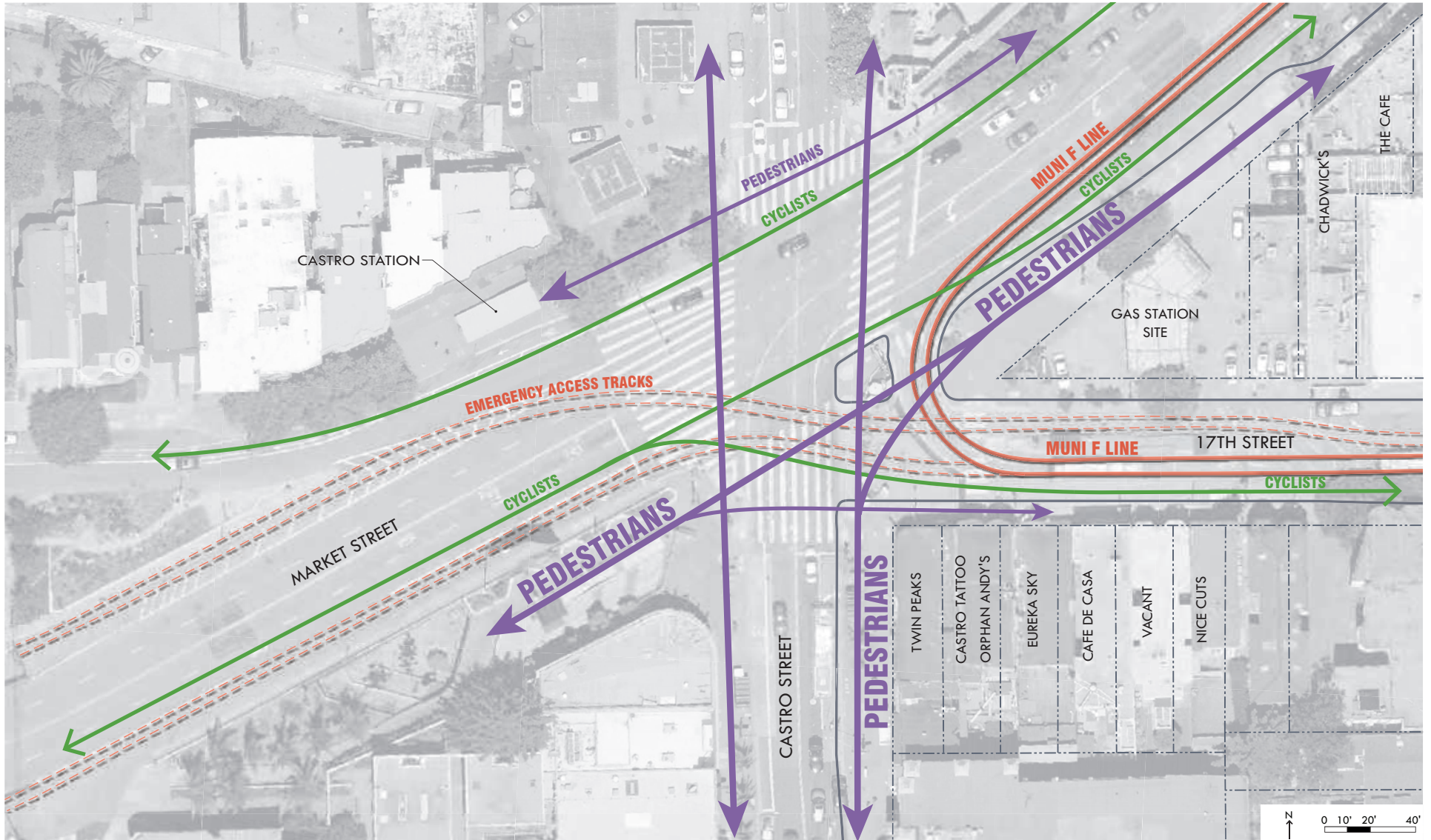
TACTICAL URBANISM, 2009



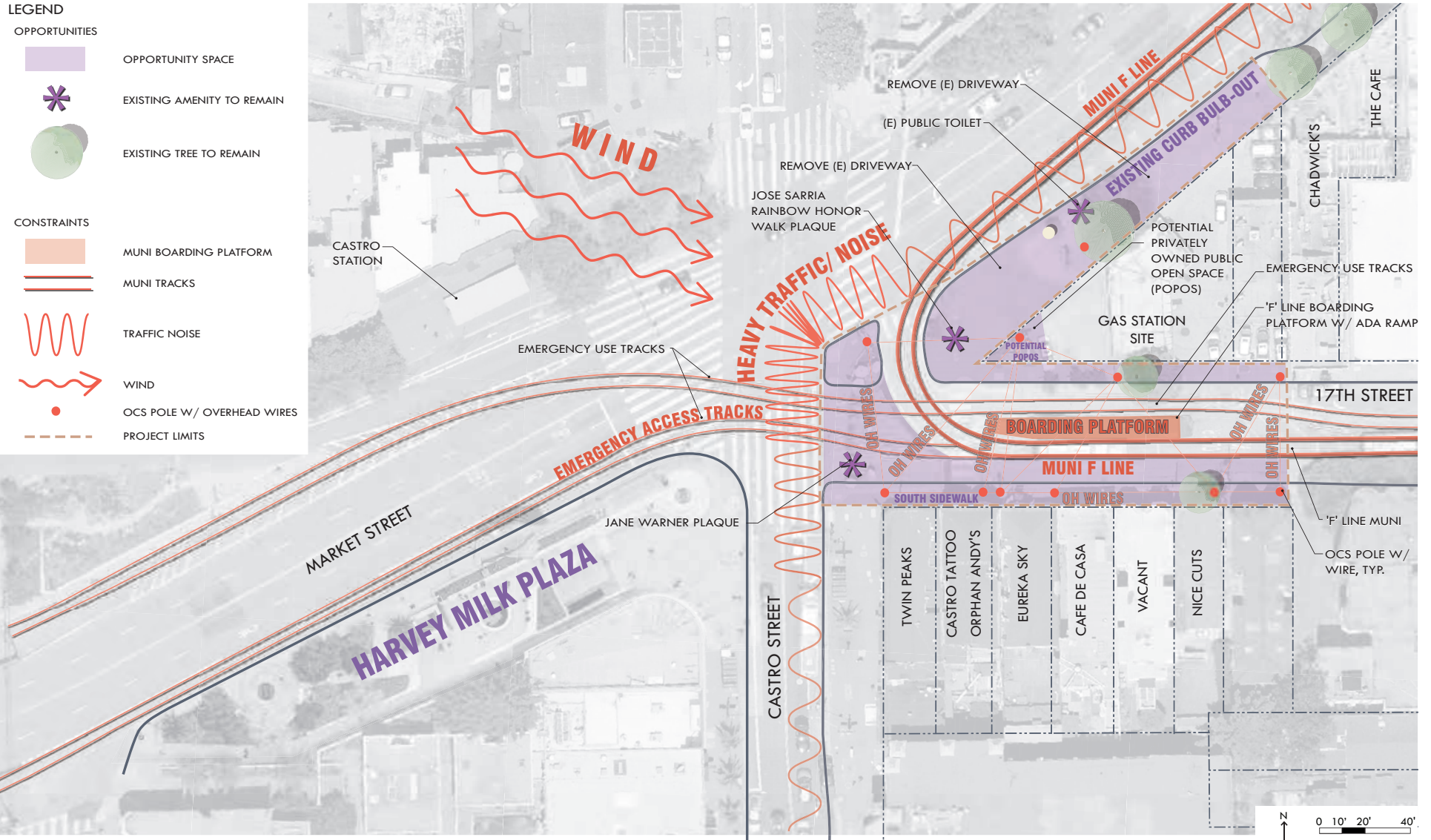
JANE WARNER PLAZA TODAY



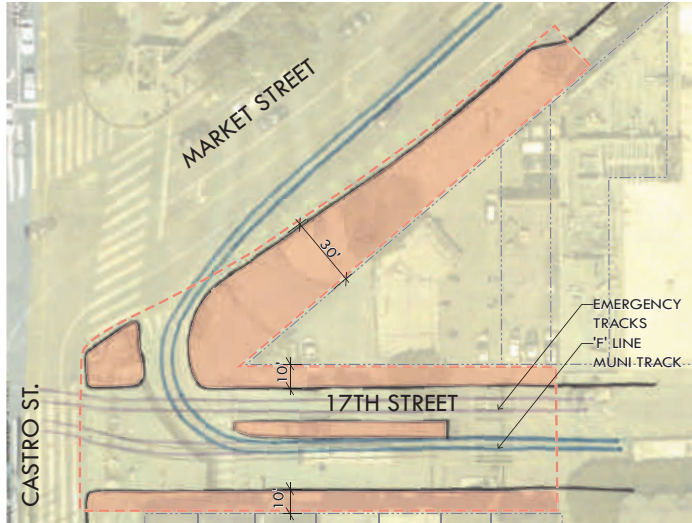
Site Circulation



Site Opportunities & Constraints

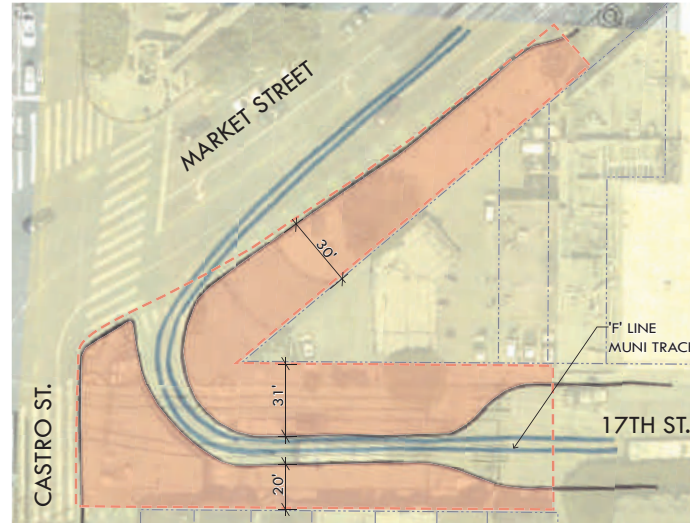


Curb Configuration Studies



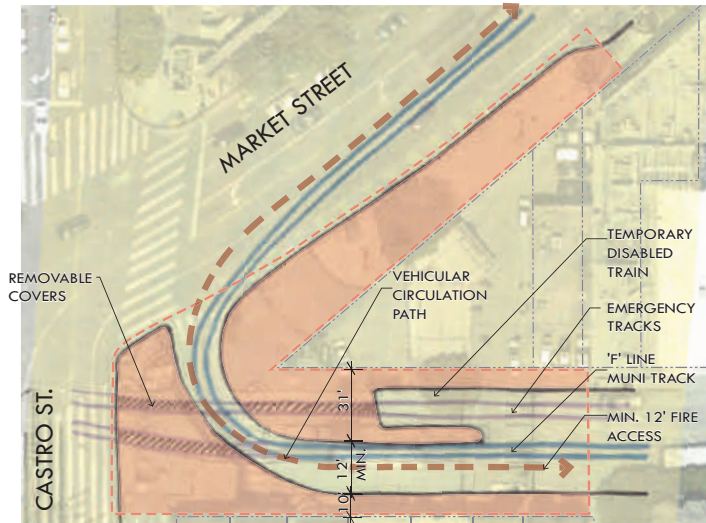
1.) EXISTING CURBS

9,600 S.F.



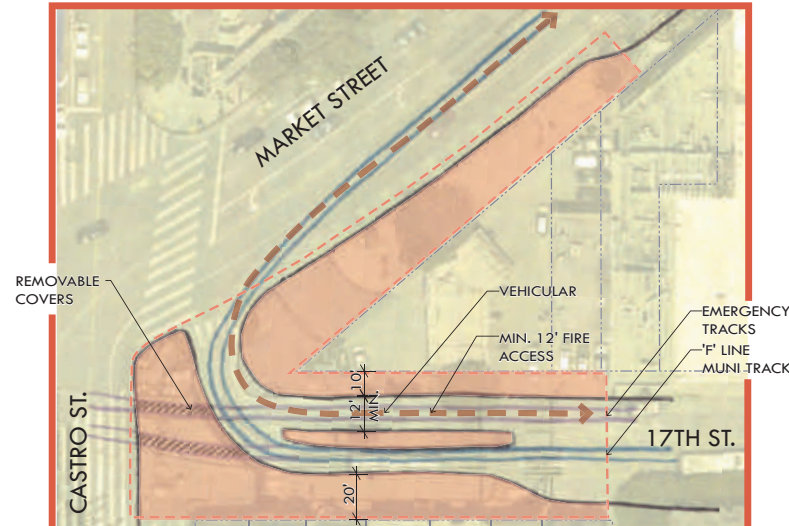
2.) PRELIMINARY CURB PROPOSAL

15,300 S.F.



3.) ALTERNATIVE 1: NORTH PLAZA CONNECTION

13,182 S.F.



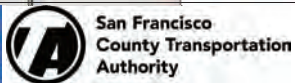
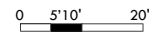
4.) ALTERNATIVE 2: SOUTH BULB-OUT (PREFERRED)

13,070 S.F.

Preliminary Concept Alternative : Love Is Action

LEGEND

-  GRANITE PAVERS
-  SPECIAL COLORED PAVERS
-  RAISED PLANTER W/ WOOD BENCHES
-  WOOD BENCH
-  MOVABLE FURNISHINGS
-  LIGHT BOLLARD
-  MUNI SHELTER
-  NEW TREE
-  EXISTING TREE
-  MTA OCS POLE



JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -8-

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



BOLLARDS W/ CHAIN



"LOVE" MEDALLION



MULTIPLE SEATING HEIGHTS AND OPTIONS



LIGHT BOLLARD



RAISED STEEL PLANTER W/ WOOD



RAISED PLANTER W/ WOOD SEATING AND MOVABLE FURNISHINGS



SPECIAL PAVERS IN GRADIENT



SPECIAL PAVERS IN CIRCULAR BANDS



"RADIANT RED" GRANITE PAVERS TO MATCH HARVEY MILK PLAZA



WOOD BENCH

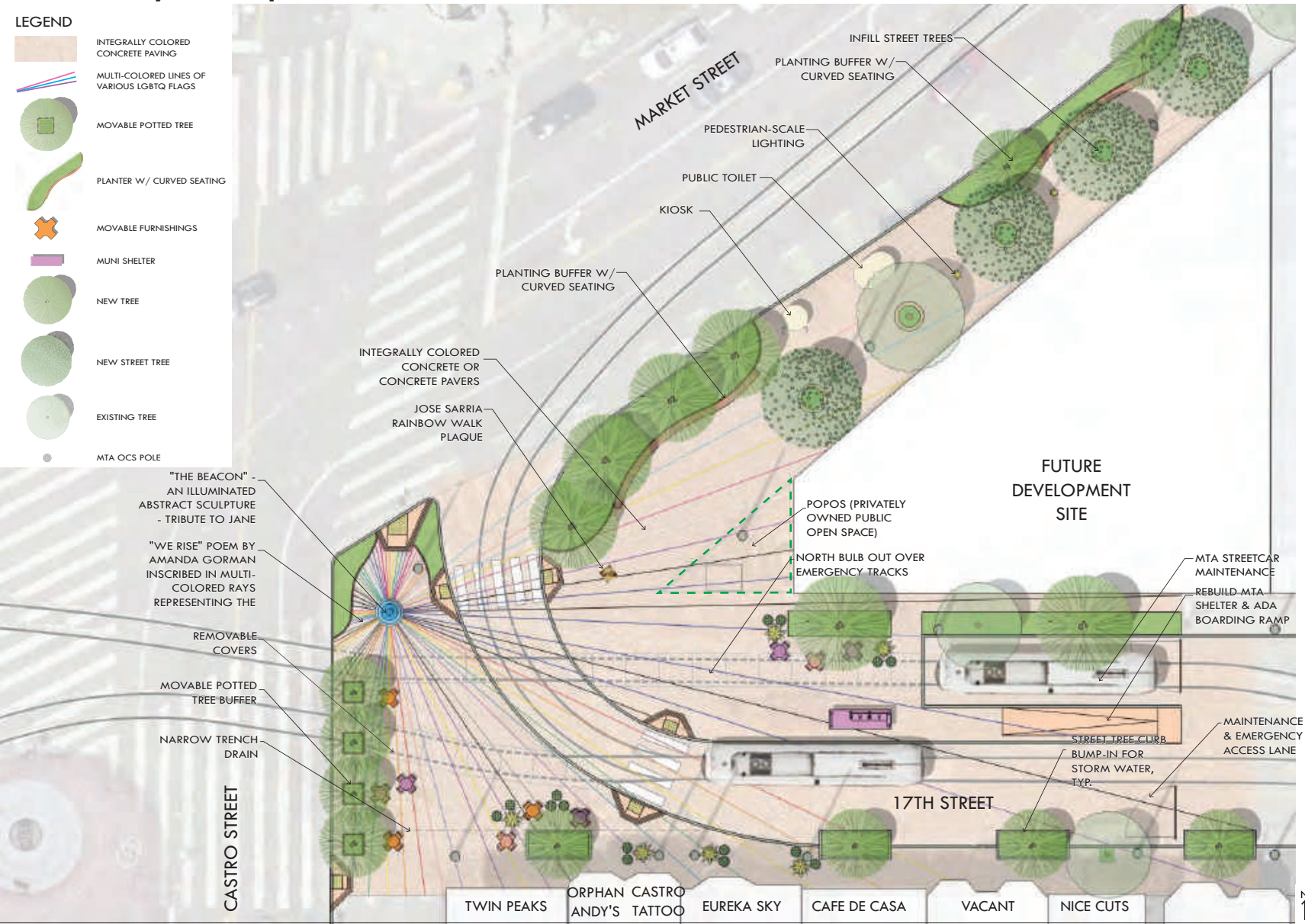


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JANE WARNER PLAZA

Preliminary Concept Alternative: The Green Embrace

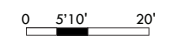
- LEGEND**
-  INTEGRALLY COLORED CONCRETE PAVING
 -  MULTI-COLORED LINES OF VARIOUS LGBTQ FLAGS
 -  MOVABLE POTTED TREE
 -  PLANTER W/ CURVED SEATING
 -  MOVABLE FURNISHINGS
 -  MUNI SHELTER
 -  NEW TREE
 -  NEW STREET TREE
 -  EXISTING TREE
 -  MTA OCS POLE



San Francisco County Transportation Authority

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



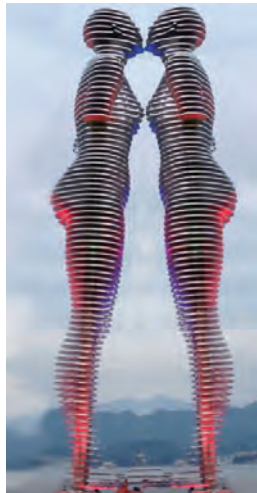
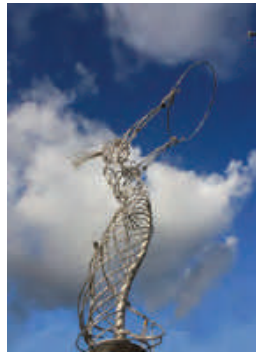
RADIATING TEXT



DROUGHT TOLERANT SIDEWALK PLANTING



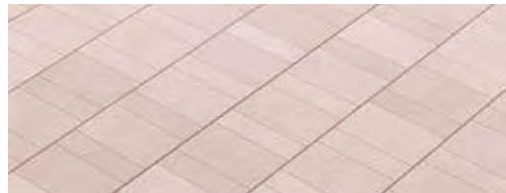
MOVABLE CAFE TABLES AND CHAIRS



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



ANODIZED METAL INSET IN FLAG COLORS



INTEGRALLY COLORED CONCRETE OR CONCRETE



POTTED PLANTS IN A VARIETY OF SIZES



MOVABLE POTTED TREES AT CASTRO STREET EDGE

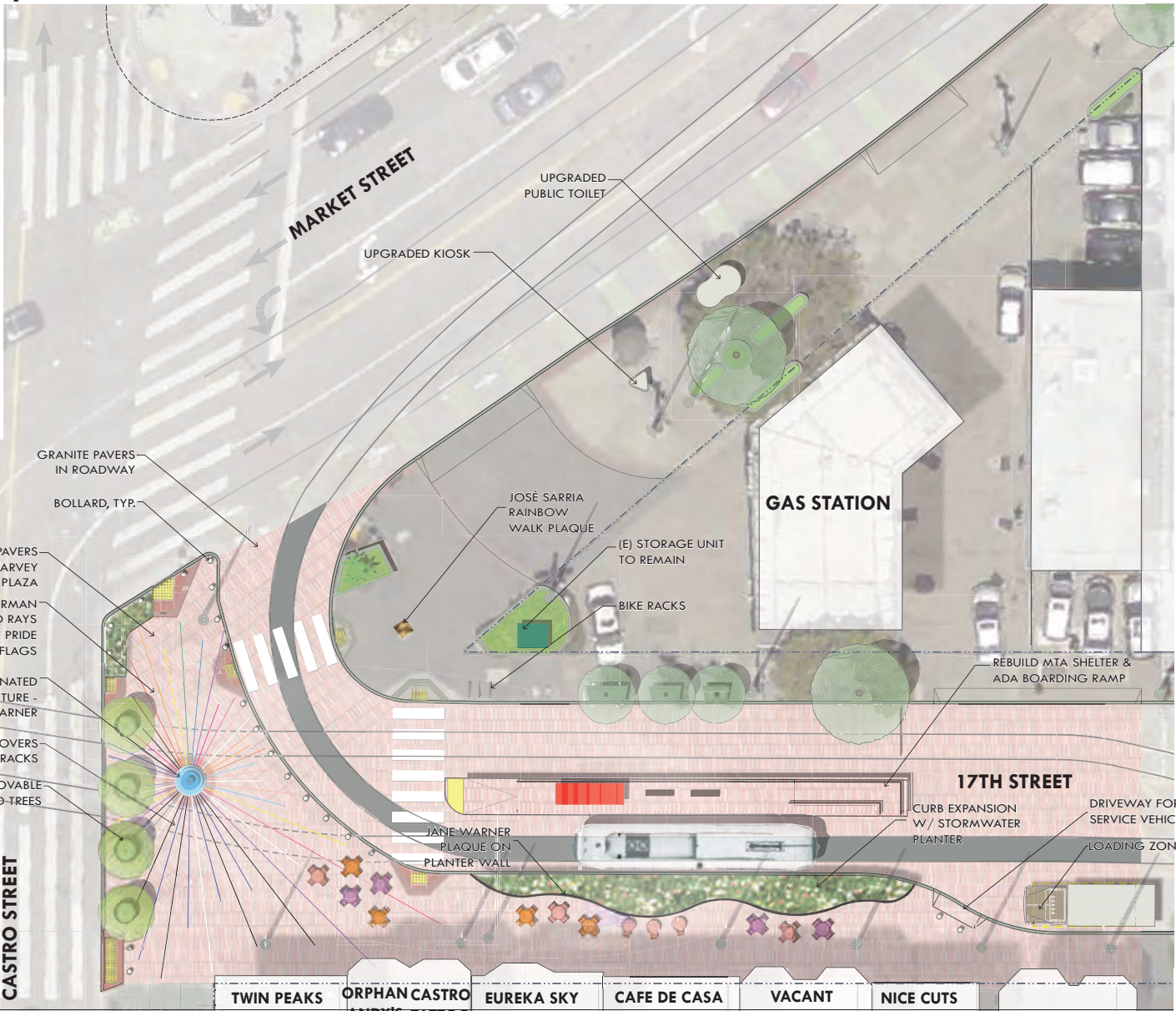


RAISED PLANTER W/ BUILT-IN SEATING AT BULB-OUT EDGE

"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"

Preferred Concept : Green Embrace - Short Term Plan

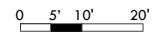
- LEGEND**
-  GRANITE PAVERS
 -  CONCRETE PAVING AT TRACKS
 -  MULTI-COLORED LINES OF VARIOUS LGBTQ FLAGS
 -  RAISED PLANTER W/ TREE
 -  RAISED STORMWATER PLANTER
 -  MOVABLE FURNISHINGS
 -  MUNI SHELTER
 -  BOLLARD
 -  EXISTING TREE
 -  MTA OCS POLE



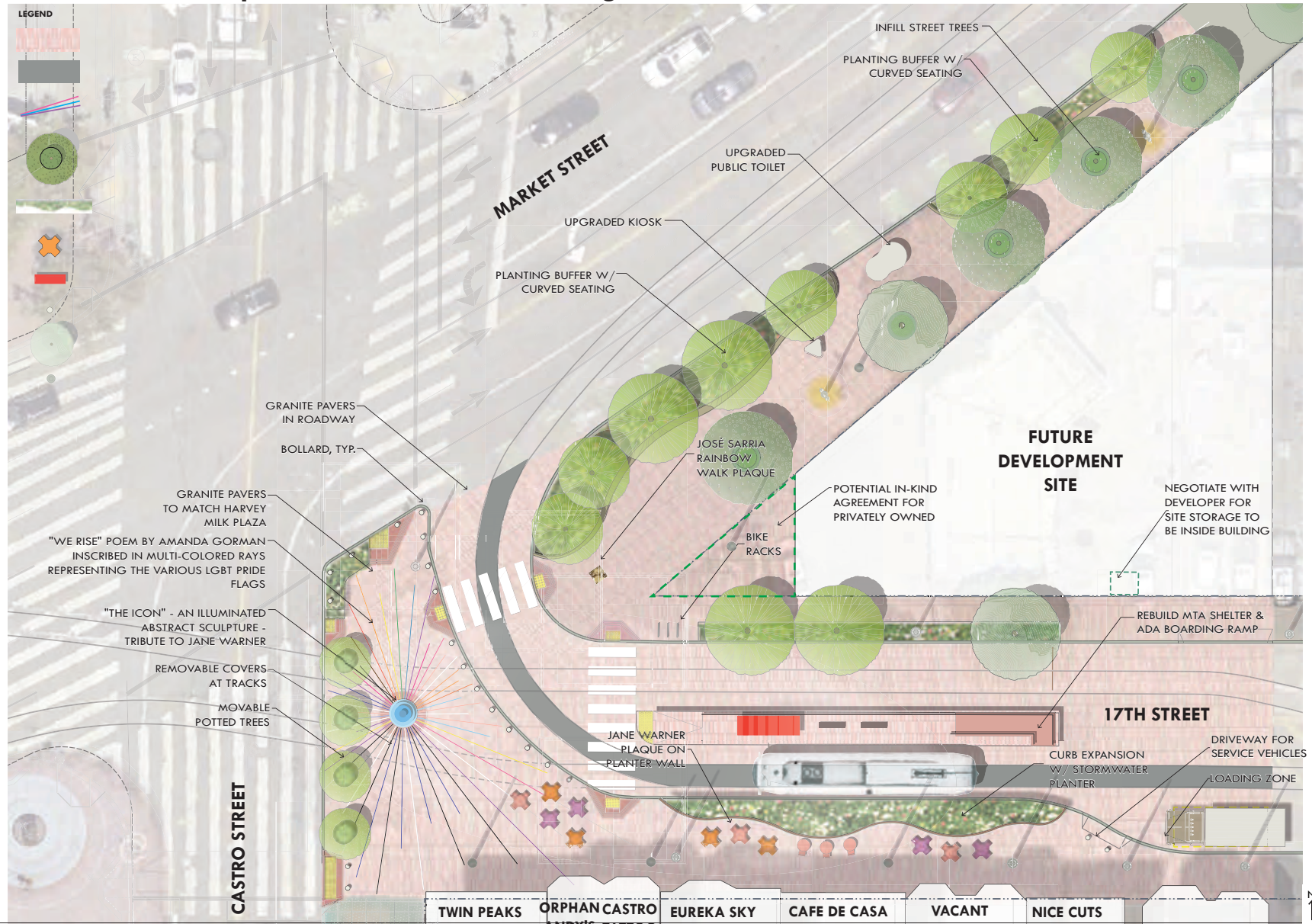
San Francisco County Transportation Authority

JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -14-



Preferred Concept : Green Embrace - Long Term Plan



JANE WARNER PLAZA

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



RADIATING TEXT



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



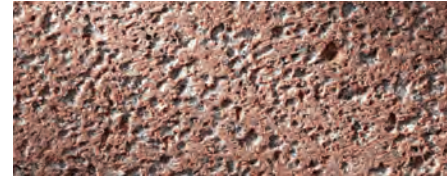
PLANTER WITH CURVED EDGES



ANODIZED METAL INSET IN FLAG COLORS



MOVABLE FURNISHINGS AT 17TH STREET



RADIANT RED GRANITE PAVERS



CONTEMPORARY ILLUMINATED SCULPTURE "BEACON"



MOVABLE POTTED TREES AT CASTRO STREET EDGE



UPGRADED PUBLIC TOILET



BOLLARD WITH CHAIN



UPGRADED BOARDING PLATFORM

Existing Street View at Castro Street & 17th Street



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -18-

Proposed Street View at Castro Street & 17th Street





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JANE WARNER PLAZA

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 Benches	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
* 5 gallon plants spaced at 18" OC	1	LS	\$10,000.00	\$10,000
6 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				

Long Term Plan Cost Estimate

*EXCLUSIONS: SFMTA OVERHEAD WIRE SYSTEM, F LINE TRACK WORK, MAJOR UTILITY MODIFICATIONS, OTHER UNFORESEEN INFRASTRUCTURE MODIFICATIONS ARE NOT INCLUDED IN THIS 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 Benches	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				
* 5 gallon plants spaced at 18" OC	776	EA	\$95.00	\$73,720
6 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				



San Francisco County Transportation Authority

JANE WARNER PLAZA

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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RESOLUTION APPROVING THE JANE WARNER PLAZA [NTP PLANNING] FINAL REPORT

WHEREAS, In December 2022, the Transportation Authority allocated \$100,000 in Prop K half-cent sales tax funds from the Neighborhood Transportation Program (NTP), for the Jane Warner Plaza planning project at the request of Chair Rafael Mandelman; and

WHEREAS, The Jane Warner Plaza planning project (Study) sought to coordinate with community stakeholders and other agencies, and analyze, propose, and develop conceptual schematics with a focus on improvements to pedestrian and bicycle safety in this busy multi-modal node; and

WHEREAS, San Francisco Public Works (SFPW) led the Study; and

WHEREAS, SFPW developed two concept alternatives in consultation with community stakeholders, the District 8 office, and the with the San Francisco Municipal Transportation Agency (SFMTA); and

WHEREAS, The final report includes analyses of the project area's multi-modal circulation patterns, and identifies site opportunities and constraints; and

WHEREAS, SFPW identified a short-term and long-term versions of a preferred concept to enhance the safety of people passing through the plaza and to improve the longevity and appearance of plaza features; and

WHEREAS, The final report identifies cost estimates for the short-term and long-term conceptual plans to help advance recommendations towards implementation, including identifying funds for further planning and project development; and

WHEREAS, The CAC was briefed on the final report at its June 26, 2024 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached



Jane Warner Plaza Final Report.

Attachments:

1. Jane Warner Plaza Final Report

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Memorandum

AGENDA ITEM 12

DATE: June 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the Fiscal Year (FY) 2024/25 Transportation Fund for Clean Air (TFCA) Program of Projects including:</p> <ul style="list-style-type: none"> • 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) <p>SUMMARY</p> <p>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.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

The 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 adopted FY 2024/25 budget.

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 - 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 4 - Resolution

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	CO₂ 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.

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



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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

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



Project Name:	Emergency Ride Home
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% 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 Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
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
<i>Labor Total</i>	<i>\$ 2,985</i>	<i>\$ 11,008</i>	<i>\$ 38,762</i>	<i>\$ 52,755</i>

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

	Task 1	Task 2	Task 3	Grand Total
Totals	\$ 2,985	\$ 18,008	\$ 70,762	\$ 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>	\$ 1,044	\$ 1,305	\$ 1,566	\$ 3,915
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>	\$ 1,941	\$ 9,703	\$ 37,196	\$ 48,840
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

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



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**



San Francisco
County Transportation
Authority

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Project Name:	Short-Term Bike Parking		
Implementing Agency:	SFMTA		
Project Location:	City & County of San Francisco		
Supervisory District(s):	Citywide	TFCA Proj. Number:	<i>SFCTA assigns</i>
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-foot tall by three-foot 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.

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



San Francisco
County Transportation
Authority

Project Name:	Short-Term Bike Parking
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SCHEDULE Phase/Milestone	Status % Complete as of 4/19/24	Start Date		End Date	
		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 Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
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			Cost	NOTES
ITEM	NO.	UNIT COST		
Bike racks	1000	\$285.38	\$ 285,380	In addition to inventory

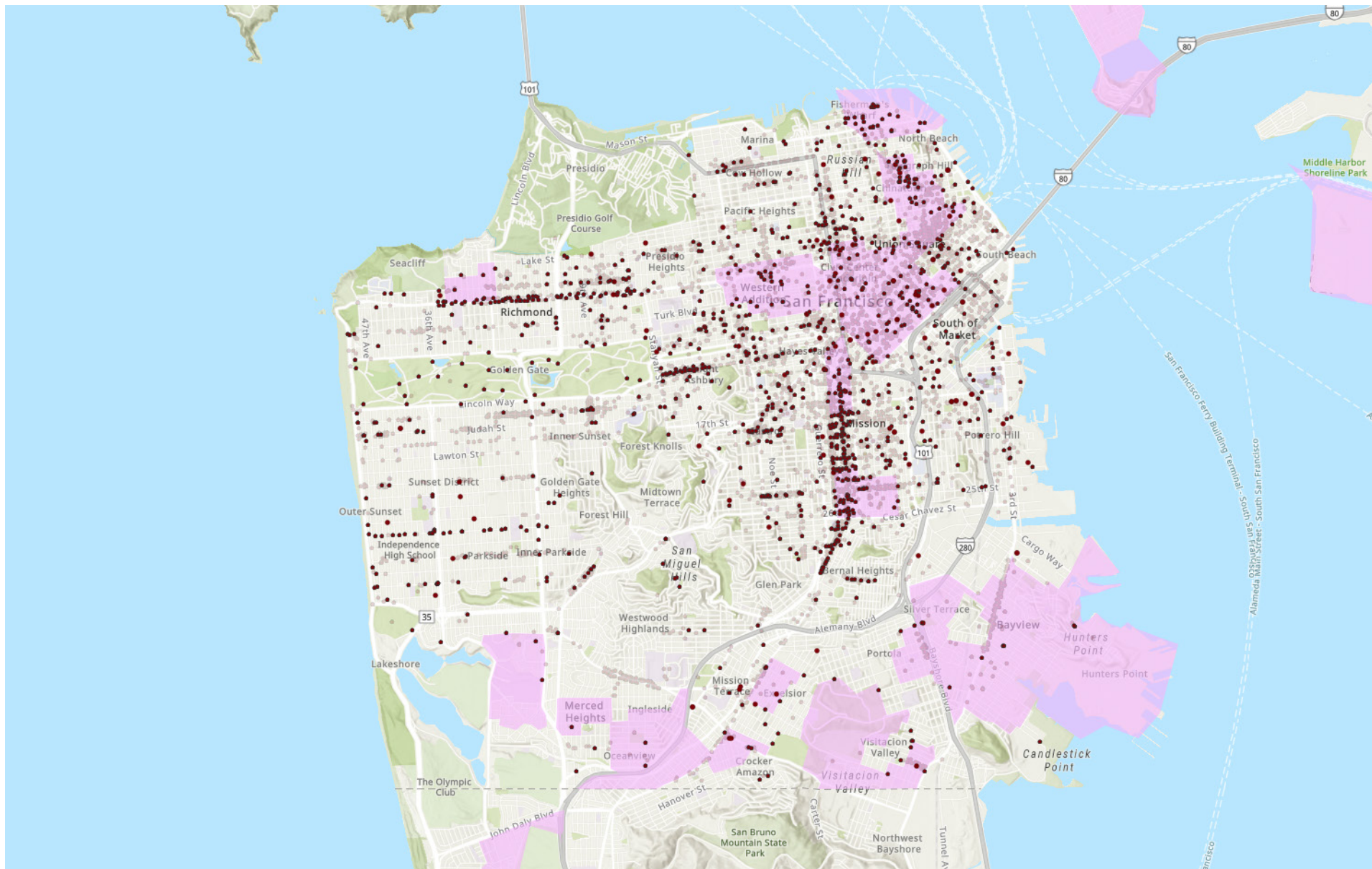
SUBTOTAL - Procurement: \$ 285,380

SUBTOTAL all labor: \$ 771,894

SUBTOTAL procurement: \$ 285,380

Grand total: \$ 1,057,274

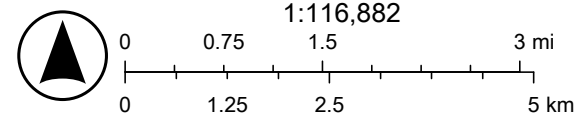
TFCA-Funded Bike Racks, 1/1/21 - 5/1/24



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%



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

171

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>

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:	<i>SFCTA assigns</i>
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



Project Name:	Paratransit Electrification - Purchase One Electric Vehicle
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SCHEDULE Phase/Milestone	Status % Complete as of 4/19/24	Start Date		End Date	
		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 Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
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**



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:

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. 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.
4. 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.
5. 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:

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



RESOLUTION APPROVING THE FISCAL YEAR 2024/25 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS PROGRAMMING \$642,779 TO THREE PROJECTS, WITH CONDITIONS, AUTHORIZING THE USE OF \$47,445 FOR PROGRAM ADMINISTRATION, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As County Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which staff submitted to the Air District on March 1, 2024; and

WHEREAS, After netting out 6.25% (\$47,445) for administrative expenses, as allowed by Air District guidelines, and including new revenues and deobligated funds from prior projects completed under budget, the Transportation Authority has \$642,779 in Fiscal Year (FY) 2024/25 TFCA funds to program to eligible projects; and

WHEREAS, On March 8, 2024, the Transportation Authority solicited applications for projects for FY 2024/25 TFCA San Francisco County Program Manager funds and, by the April 19, 2024 deadline, received three project applications requesting the full \$642,779 in TFCA funds; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Attachment 1); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria



include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for each project, and other factors; and

WHEREAS, Transportation Authority staff recommended fully funding the Department of the Environment's Emergency Ride Home project and San Francisco Municipal Transportation Agency's Paratransit Electrification and Short Term Bike Parking projects to use up all the funds available as shown in Attachment 2, with additional details on project scope, schedule, budget, deliverables and special conditions provided in Attachment 3; and

WHEREAS, At its June 26, 2024 meeting, the Community Advisory Committee considered the FY 2024/25 TFCA call for projects and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves programming of \$642,779 in FY 2024/25 TFCA funds to three projects and \$47,445 for TFCA program administrative expenses as shown in Attachment 2 and detailed in Attachment 3; and be it further

RESOLVED, That the Executive Director is authorized to execute any agreements with the Air District necessary to secure \$642,779 for projects and \$47,445 for administrative expenses for a total of \$690,224 in FY 2024/25 TFCA funds; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.

Attachments:

1. Attachment 1 - FY 2024/25 TFCA Local Expenditure Criteria



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

**Vision Zero SF: Severe Injury and
Fatalities Trends Update –
INFORMATION***

SFCTA Board | July 23, 2024
ITEMS 13 and 14

QUICK-BUILD PROGRAM

Jen Wong, SFMTA

PROJECT IMPLEMENTATION HIGHLIGHTS



17th Street Quick-Build Project

Pedestrian safety improvements, upgraded bikeways, and loading zones



Frida Kahlo Way Quick-Build Project

New protected bikeways, pedestrian safety improvements bus boarding islands, traffic islands, and curb ramps

CORRIDOR PROJECTS – WELL UNDERWAY

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	Valencia St.	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	PILOT INSTALLED
2	Bayshore Blvd.	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	INSTALLED
3	Hyde St.	Sep 2022 – Fall 2023	November – December 2023	INSTALLED
4	Lake Merced Blvd.	Jul 2021 – Jan 2023	Sep 2023 – Fall 2024	Under Construction
5	Lincoln Way	Sep 2022 – May 2023	January – May 2024	INSTALLED
6	Sloat Blvd.	Sep 2022 – Jul 2023	Fall 2024	Preparing for construction
7	Guerrero St.	Jul 2023 – Sep 2023	Summer 2024	Preparing for construction
8	17th St.	May 2022 – Spring 2024	April – Summer 2024	INSTALLED
9	3rd St.	Aug 2023 – Spring 2024	March 2024	INSTALLED
10	Frida Kahlo Way	Jan 2023 – Fall 2023	May - Summer 2024	Under Construction

CORRIDOR PROJECTS – DESIGN/OUTREACH IN THE WORKS

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
11	Oak St.	Aug 2023 – Late 2024	Late 2024	Planning/design in progress
12	Sutter St.	Aug 2023 – Late 2024	Late 2024	Planning/design in progress
13	Beach St.	Oct 2023 – Fall 2024	Late 2024	Planning/design in progress
14	Alemanly Blvd.	Jan 2024 – Fall 2024	Fall 2024	Planning/design in progress
15	Cesar Chavez St.	Jan 2024 – Late 2024	Late 2024	Planning/design in progress
16	Larkin St.	April 2024 – Fall 2024	Following repaving	Planning/design in progress
17	Clarendon Ave.	Sep 2023 – Spring 2024	Following repaving	Planning/design in progress

NEXT FEW MONTHS

Construction

- Frida Kahlo Way – transit boarding islands and protected bikeway implementation during City College summer break
- Lake Merced Blvd - transit boarding islands and protected bikeway featuring concrete buffers

Preparing for Implementation

- Guerrero Street

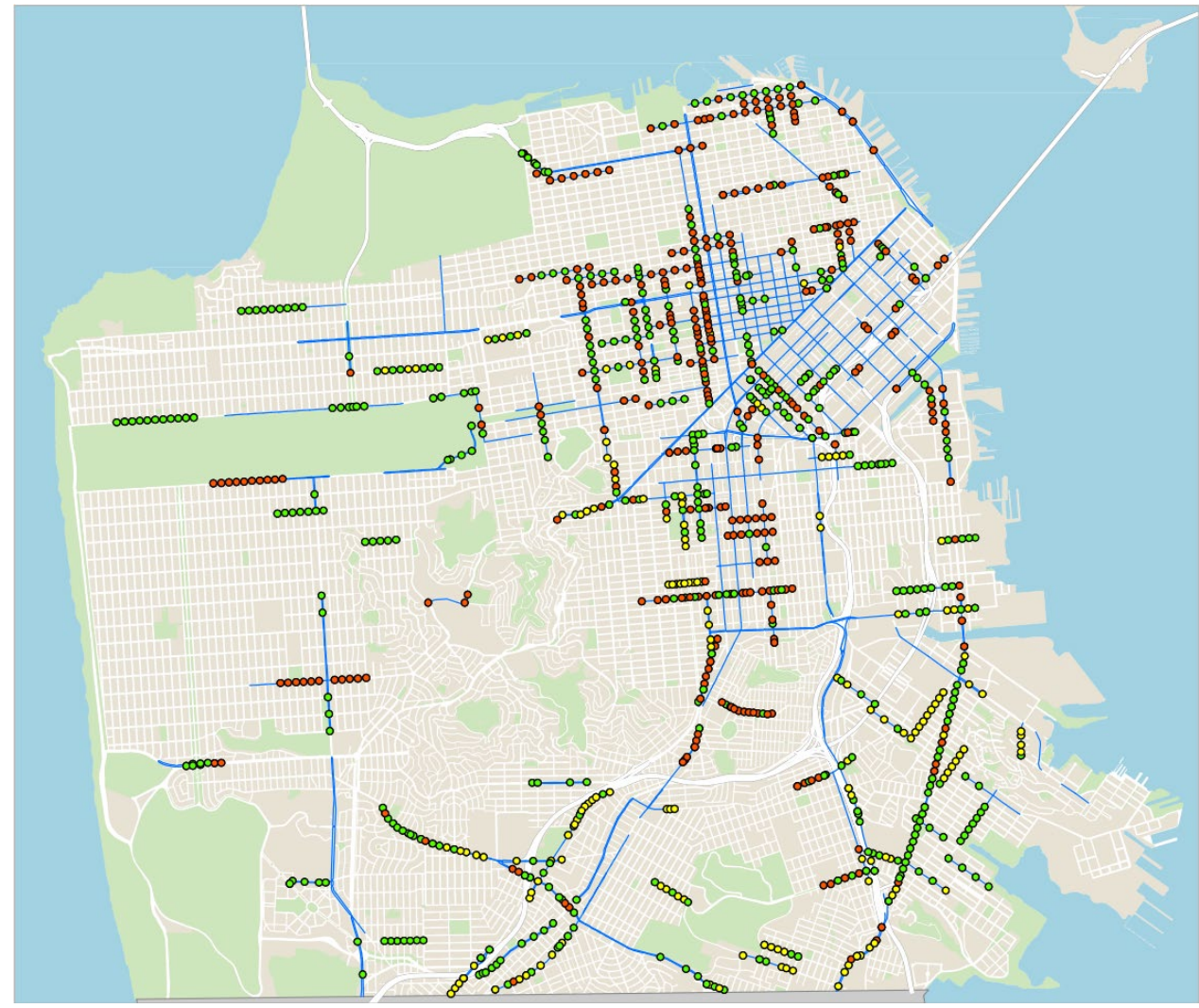
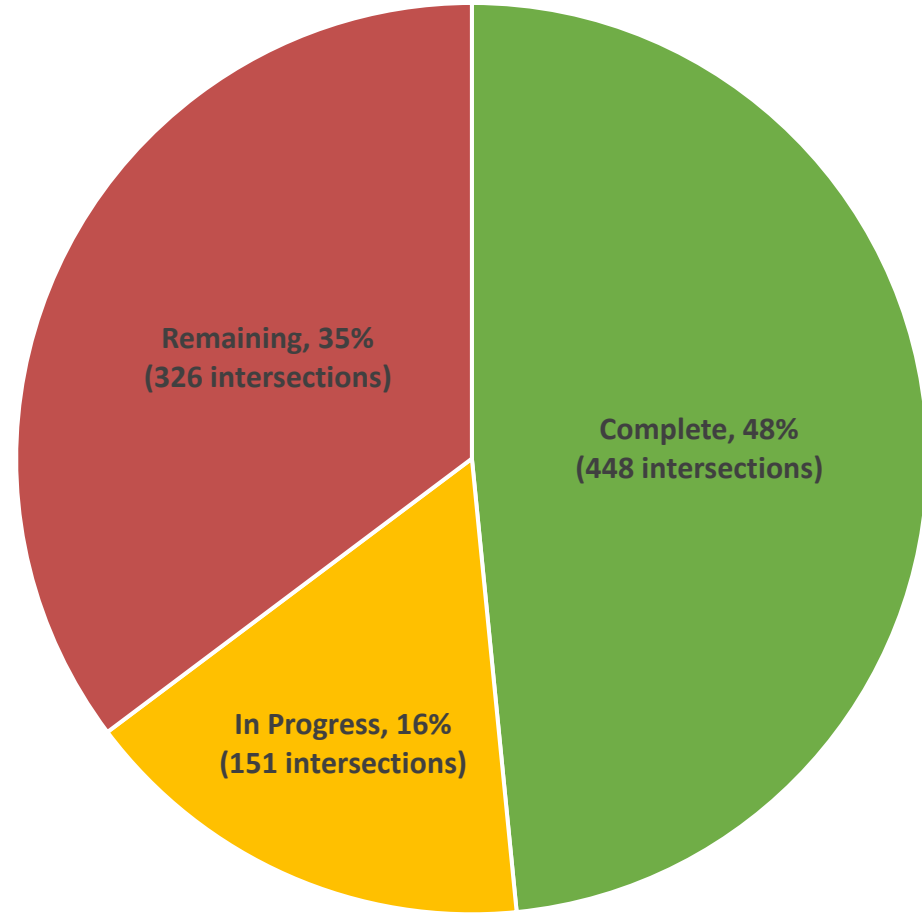
Design & Outreach

- Beach Street
- Larkin Street
- Oak Street
- Sutter Street



QUICK-BUILD TOOLKIT

PROGRESS THROUGH 6/11/2024



WHAT'S NEXT FOR VISION ZERO

Uyen Ngo, SFMTA

SCOPE & TIMELINE



Confirm Existing Work

Apr – May 2024

- MTAB budget adoption
- Confirm existing work post-2024



Engagement

Jun – Aug 2024

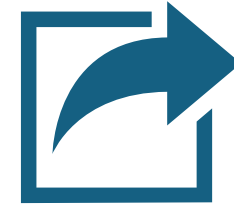
- Peer city interviews
- Internal group meetings
- City agency briefings
- Public engagement



Consolidate Input

Sep – Oct 2024

- Share progress
- Draft deliverables
- Report out on progress and set metrics



Finalize Next Phase

Nov – Dec 2024

- Finalize deliverables
- Continue street safety work
- Begin reporting on metrics

PEER CITY CONVERSATIONS AND COMPARISONS

Learning from our peers



Benchmarking progress



WE WANT TO HEAR FROM YOU!

Online Survey



Virtual Office Hours

- Ongoing, Monthly with SFMTA Board Chair Amanda Eaken
- 4-5 PM on Mondays before Tuesday SFMTA Board of Directors meetings

Listening Sessions

- Coming soon in July and August, with SFMTA staff
- In person and virtual options available, on weekdays and weekends, days and evenings

Let Us Come To You

- Ongoing throughout summer, with Vision Zero staff
- Email us at visionzerosf@sfmta.com to invite us to your meeting

PLEASE STAY IN TOUCH

<https://www.sfmta.com/visionzero>

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

VISION ZERO SF: SEVERE INJURY AND FATALITIES TRENDS UPDATE



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Collaborators



SF County Transportation Authority

July 23, 2024

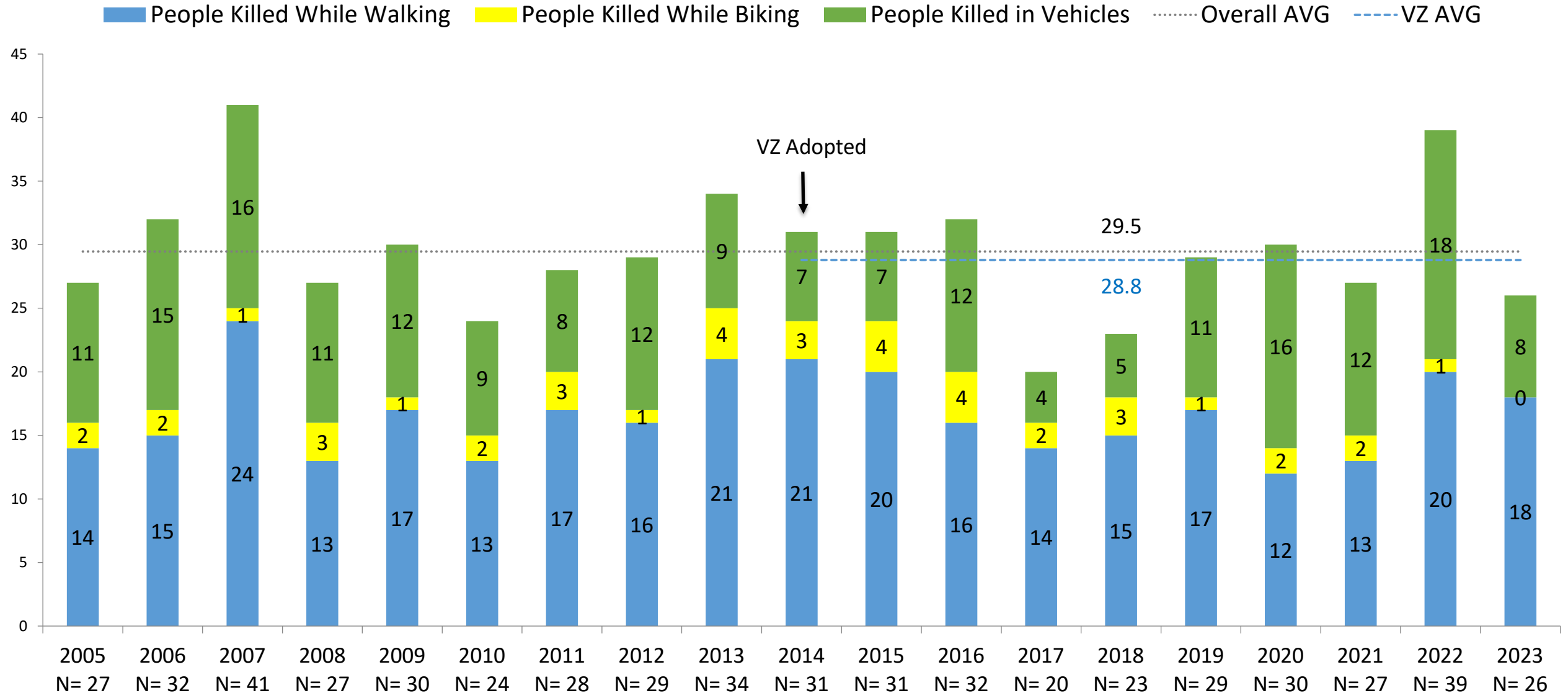
ITEM 15

Iris Tsui, MPH, San Francisco Dept. of Public Health

FATALITY TRENDS

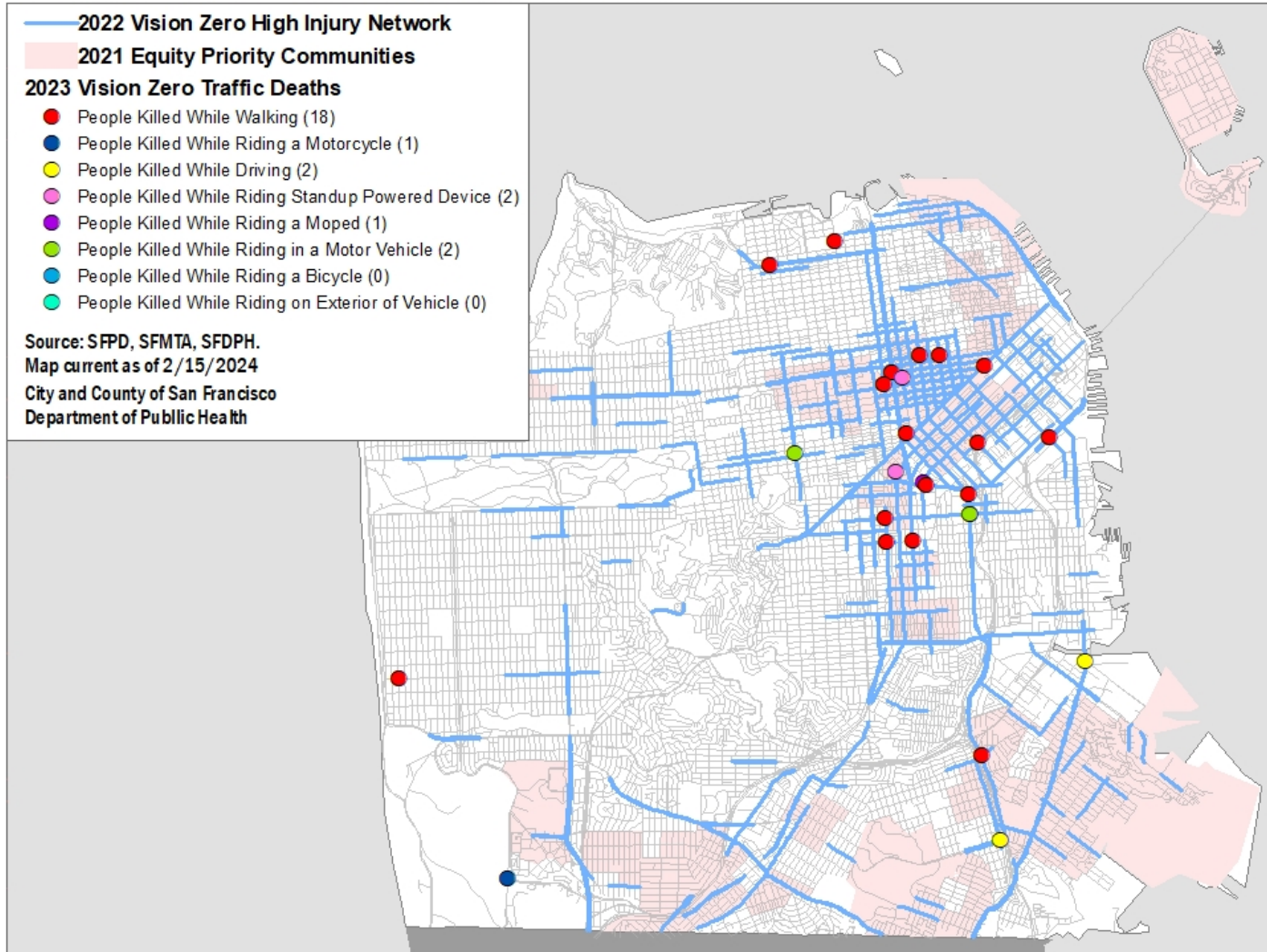


26 TRAFFIC-RELATED DEATHS IN 2023



VISION ZERO HIGH INJURY NETWORK

2023 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA



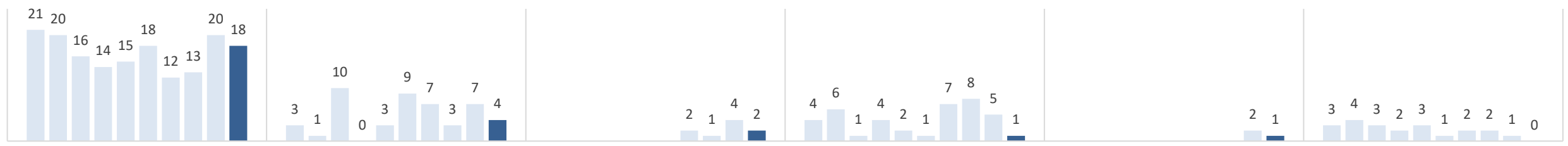
In 2023, 65% (n=17) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

Almost half of fatalities (42%; n=11) occurred in an Equity Priority Community

5 of which (45%) were also on the VZHIN

FATALITIES BY TRAVEL MODE

2014-2022 2023



Pedestrians remain most vulnerable

Two drivers and two passengers

Includes e-scooters and e-unicycles

One person killed while riding a motorcycle

Lower-powered sit-down vehicles

No one killed while biking

69% of total fatalities

15%

8%

4%

4%

0%

Two fewer than last year

Three fewer than last year

Two fewer than last year

Lowest since 2019

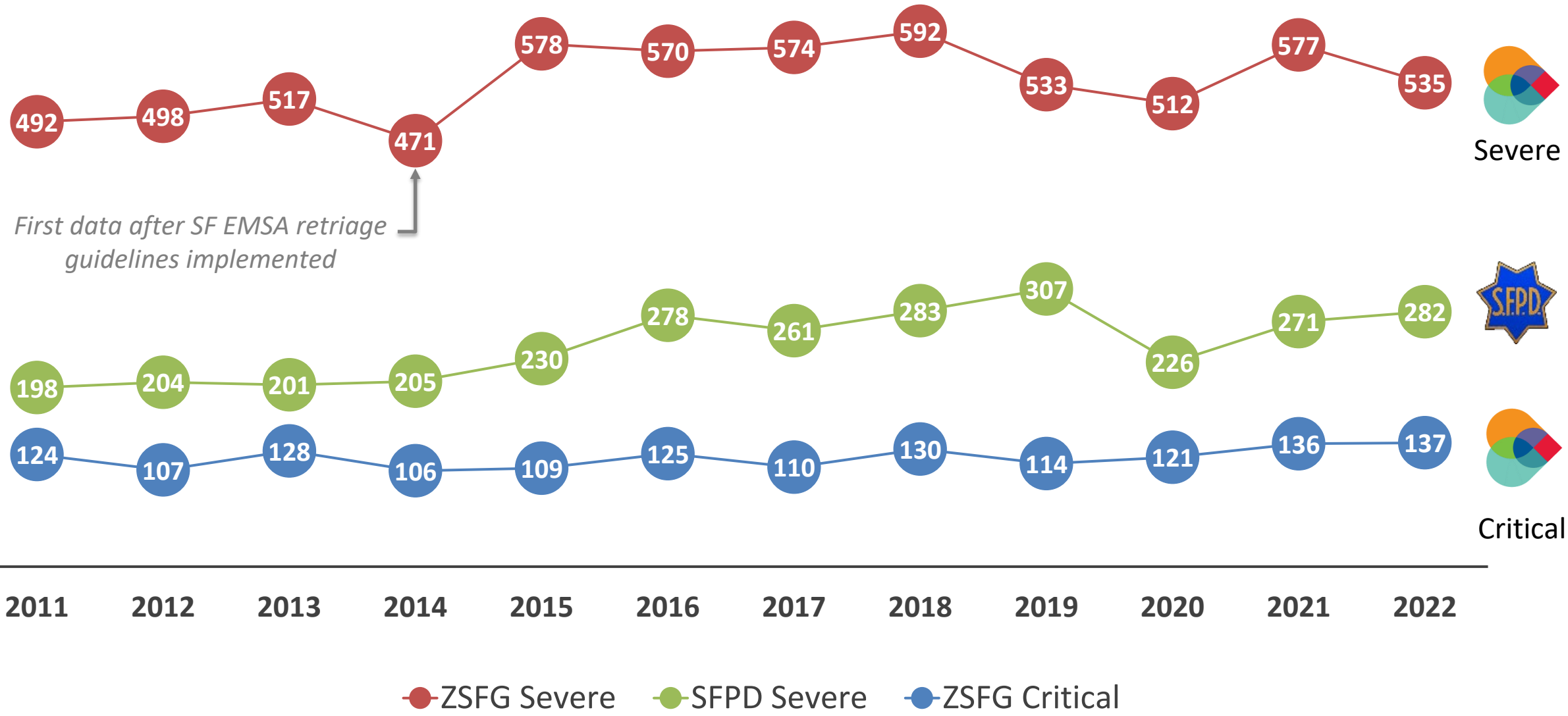
Separated from motorcycles

Major accomplishment

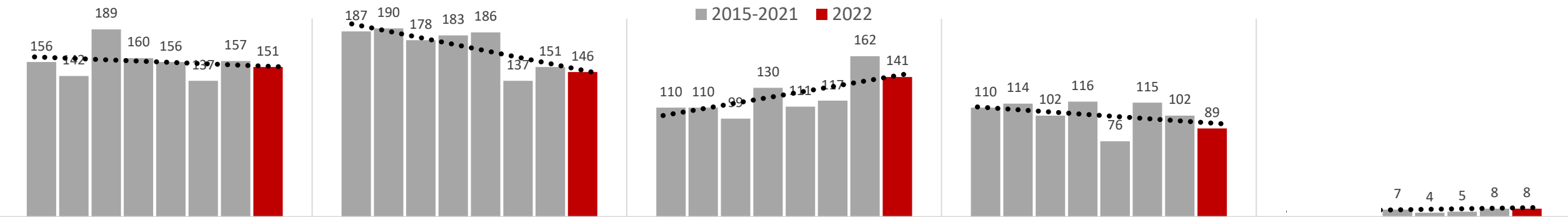
Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

SEVERE INJURY TRENDS

PRELIMINARY SEVERE AND CRITICAL INJURY TRENDS



SEVERE INJURIES BY TRAVEL MODE



Motor Vehicle

Pedestrian

Motorcyclist

Bicyclist

Standing Powered Device Rider



Includes drivers and passengers

Pedestrians remain most vulnerable

Peaked in 2021 and lower in 2022

Injuries decreasing again since 2020

Records began in 2018

28% of total severe injuries

27%

26%

17%

1%

Relatively stable across years

Lower since 2020

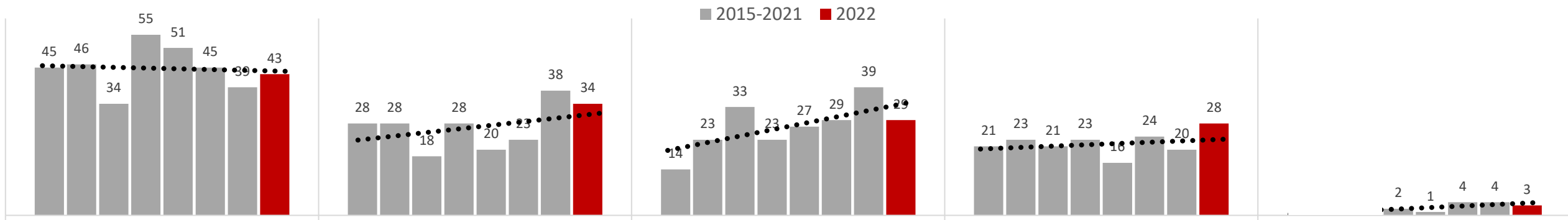
Increasing since 2017

Overall trend decreasing

Trend stable since 2018

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

CRITICAL INJURIES BY TRAVEL MODE



Pedestrian

Motorcyclist

Motor Vehicle

Bicyclist

Standing Powered Device Rider



Most vulnerable among critical injuries

Overall trend increasing since 2017

Overall trend increasing since 2015

Relatively stable trend

Records began in 2018

31% of total critical injuries

25%

21%

20%

2%

2022 was higher than 2021

2022 was lower than 2021

2022 was lower than 2021

2022 was higher than 2021

Trend stable since 2018

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

Thank you!

DIRECTOR, CENTER FOR DATA SCIENCE
CO-CHAIR, VISION ZERO SF
DR. SETH PARDO
SETH.PARDO@SFDPH.ORG

LEAD EPIDEMIOLOGIST
IRIS TSUI
IRIS.TSUI@SFDPH.ORG

HOW SEVERE INJURIES ARE CALCULATED

- ZSFG Trauma Registry nursing staff send extracted severe-injury data to CDS.
- Severe injuries include all traffic-related injuries admitted to ZSFG that meet specific ICD-10 code criteria.
- Injury severity is rated using a clinical Injury Severity Scale (ISS) ranging from 1-75, as well as whether the individual required hospital admission for treatment.
 - **Critical** (ISS > 15)
 - **Severe** (all traffic injuries that result in hospital admission).
- The next Severe Injury Report is expected later this year that covers data up to 2022.
- The Severe Injury Report is typically a biennial report.

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Transit Recovery and Fiscal Cliff



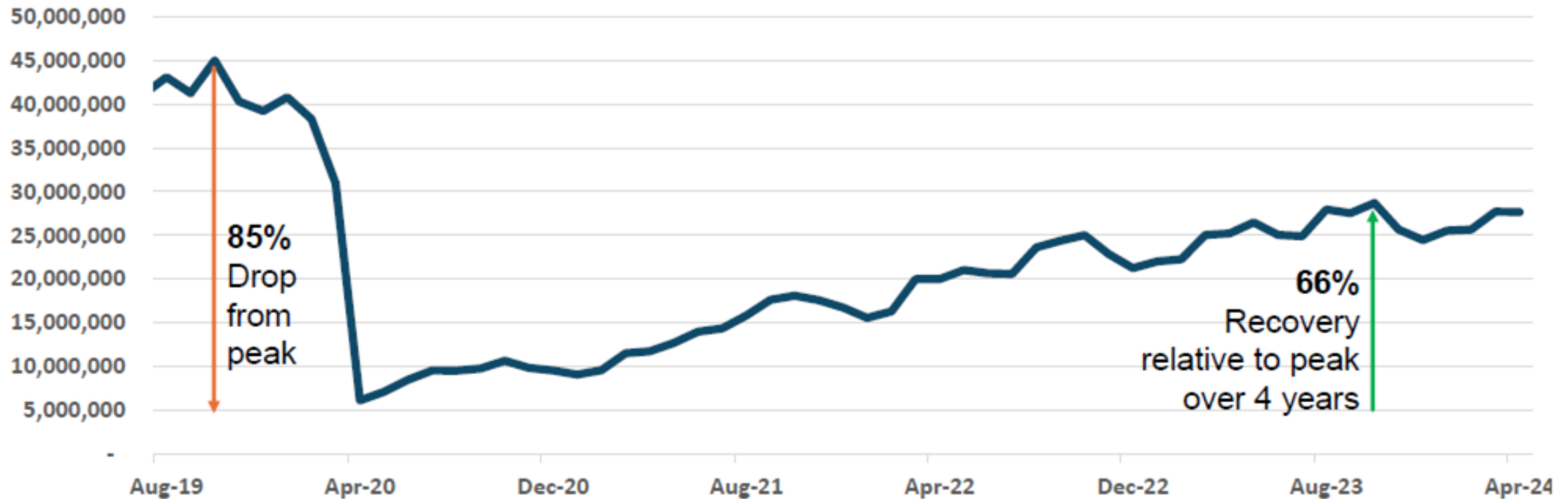
San Francisco
County Transportation
Authority

Board of Commissioners — Agenda Item 16
July 23, 2024

Transit Recovery

Transit ridership has been steadily increasing across the region

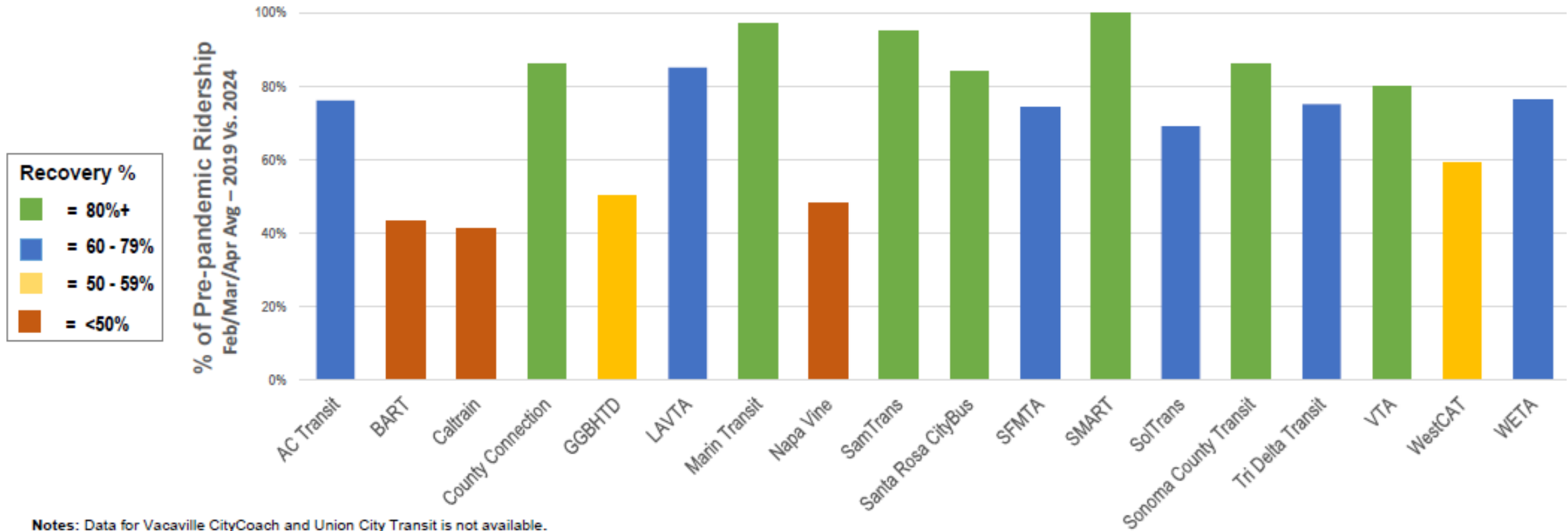
Total Monthly Bay Area Transit Ridership



Source: MTC Transportation Revenue Measure Select Committee June 24, 2024 Presentation. Data for Vacaville CityCoach and Union City Transit is not available. Data from National Transit Database.

Transit Recovery

Recovery for operators varies in terms of ridership



Notes: Data for Vacaville CityCoach and Union City Transit is not available.
Source: National Transit Database.

Transit Operator Shortfalls

Some of the large transit operators are facing a fiscal cliff in two years, which could have impacts on services

FISCAL YEAR	OPERATING SHORTFALLS (\$ MILLIONS)		
	BART	CALTRAIN	SFMTA
2024/25	0	0	0
2025/26	(35)	(36)	0
2026/27	(385)	(45)	(239 - 322)
2027/28	(377)	(61)	(249 - 280)
2028/29	(355)	(77)	TBD

Source: SFMTA July 23, 2024 5-Year Financial Forecast presentation to SFCTA Board, Caltrain State and Federal Legislative Update JPB May 2024 Presentation, BART Fiscal Year 2025 and Fiscal Year 2026 Two-Year Budget Public Hearing May 23 2024 Presentation

Regional Transportation Revenue Measure

MTC is convening a new Select Committee to build consensus for a regional transportation revenue measure

SELECT COMMITTEE MEETING SCHEDULE

NO.	DATE	TOPIC
1	Jun 24	Confronting the Challenge
2	Jul 29	Understanding the Math and Polls
3	Aug 26*	Constructing the Path(s) Forward
4	Sep 23*	Confronting the Tradeoffs
5	Oct 21*	Approve Framework for a Transportation Measure

*Tentative Dates

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SFMTA

San Francisco Municipal Transportation Agency

5-Year Financial Forecast

Bree Mawhorter

Chief Financial Officer

July 23, 2024 - ITEM 16

Financial Context



- Revenues are lower than pre-pandemic levels across the board:
 - Transit revenue down
 - Parking revenue down
 - General Fund growth much slower than prior decade.
- We've reduced our spending in response.
- Federal, state, & regional relief expected to be fully expended in FY25-26.

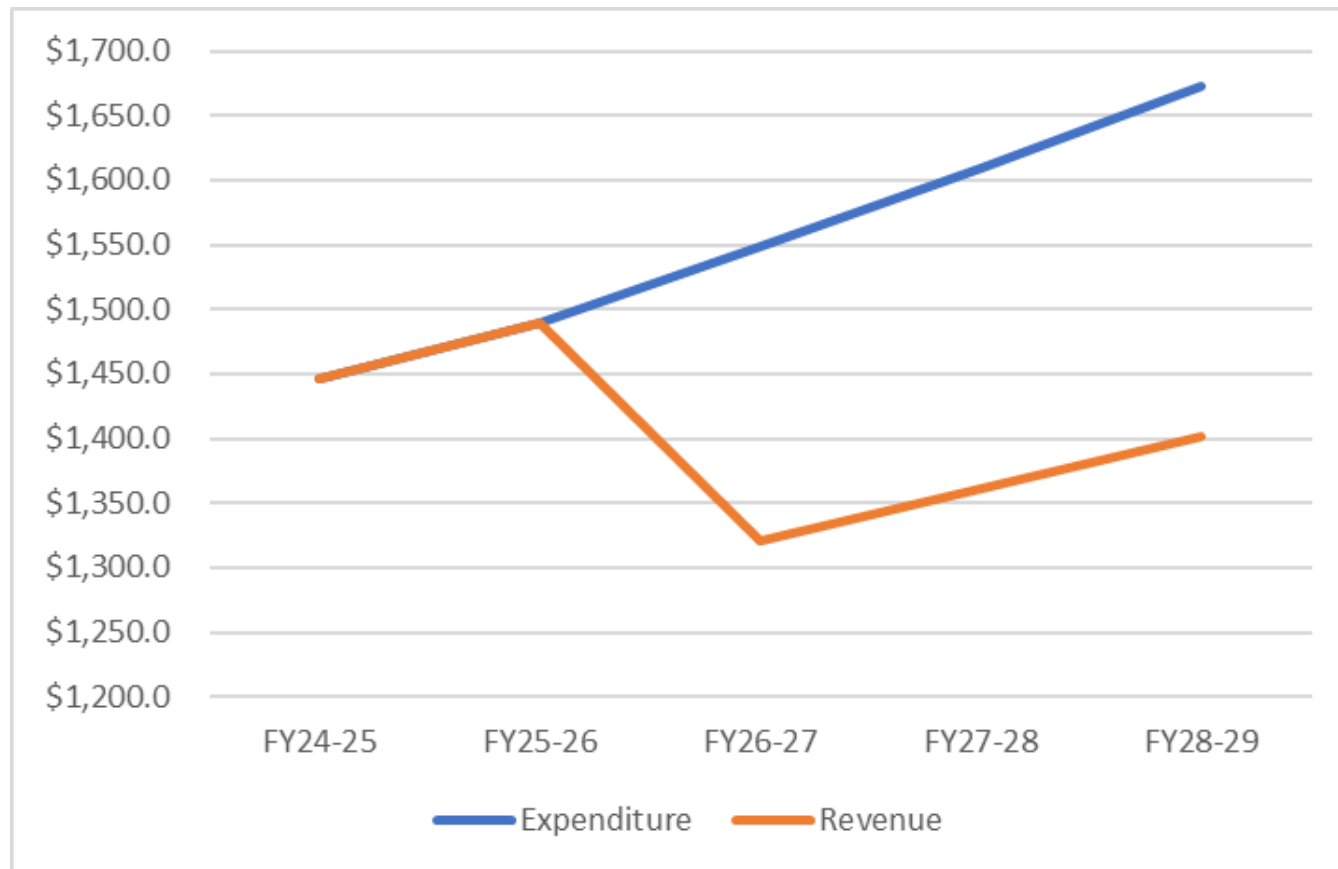
Budget Context

- In April, SFMTA Board approved agency's FY 24-25 and FY 25-26 budget.
- The budget reduced expenses and made modest increases to fares, fees, and fines.
- In June, due to updated citywide projections, expected revenue went down, and coming out of labor negotiations, expenditure went up.
- The FY24-25 budget was balanced by removing one-time investments. The FY25-26 budget will need to be rebalanced by reducing expenditure by \$14M.
- The compounding impact of these changes, plus updated assumptions about fund balance and funds that flex between capital and operating, has increased the upper bound of the FY26-27 budget deficit, which will range from \$239M to \$322M.



Five-Year Deficit Projections

Deficits begin in FY26-27 when federal, state, and regional transit relief are fully-expended and will range from \$239M to \$322M.



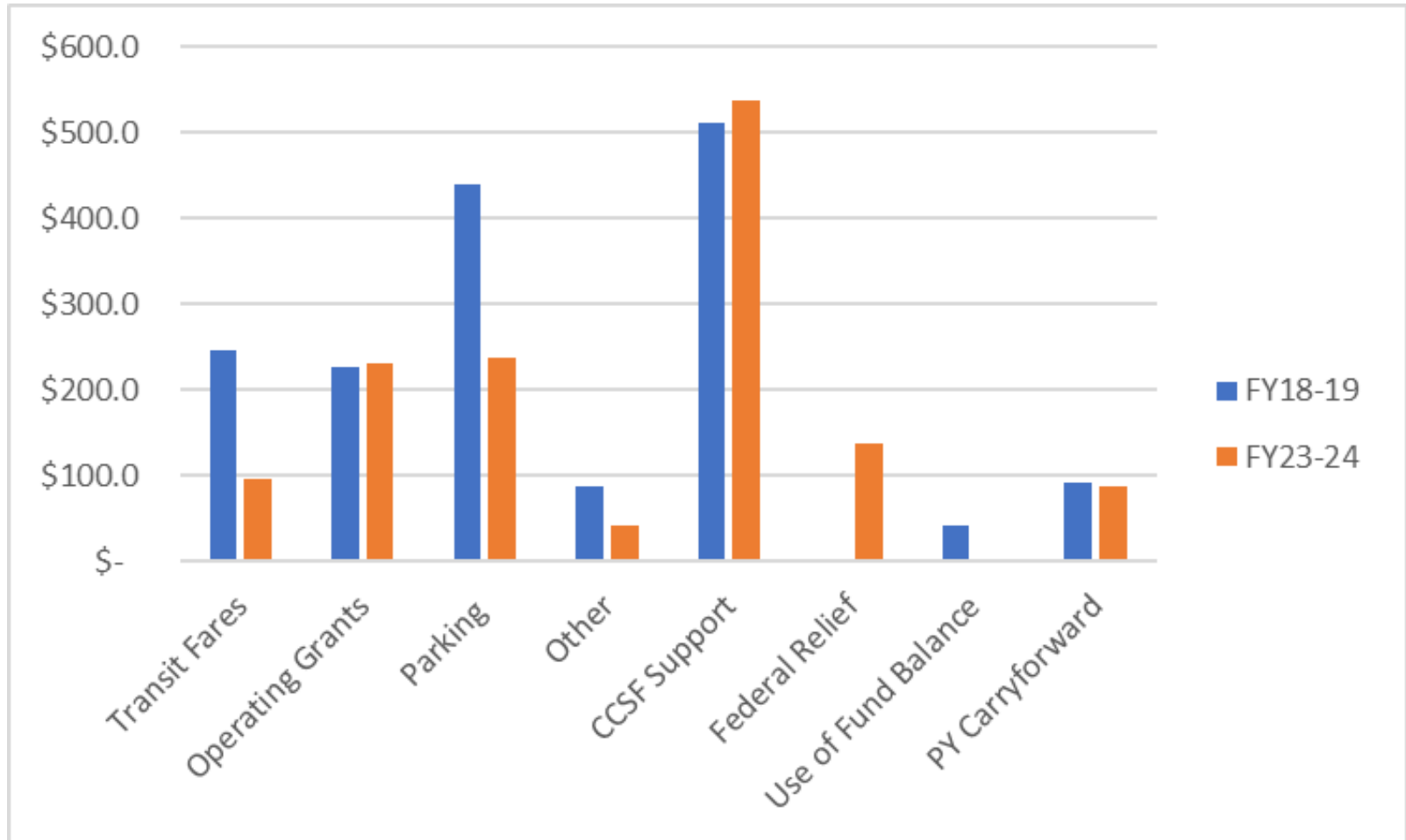
212 Five-Year Deficit Projections

Projected FY26-27 ranges from \$239M to \$322M, depending on assumptions:

- Use of flexible funds that can be used for operating or capital,
- Development of additional revenue sources,
- Policy choices about how much service to provide,
- Policy choices about implementing efficiency measures, like transit only lanes, that could make service less expensive,
- Generation of fund balance by collecting more revenue or expending less than projected

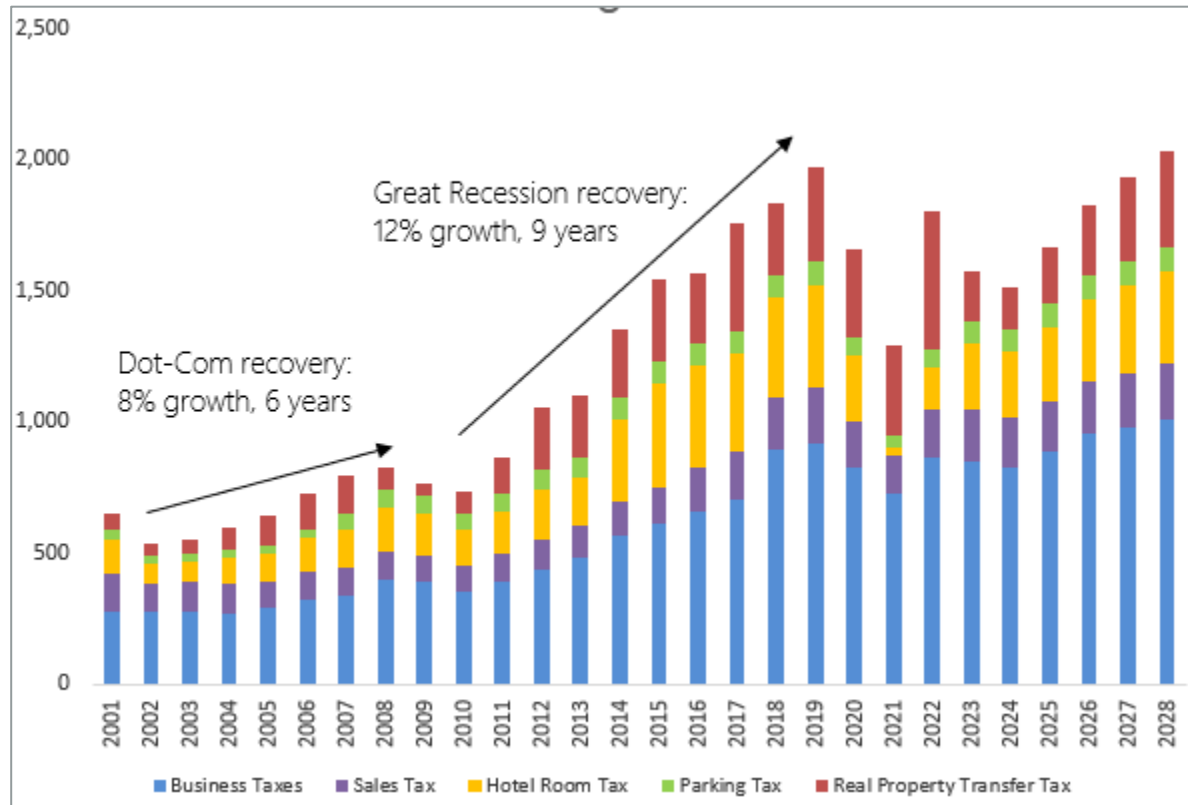
Revenue Trends

Adjusted for inflation, SFMTA revenues are \$275M or 16% less than pre-pandemic.



214 Revenue Trends

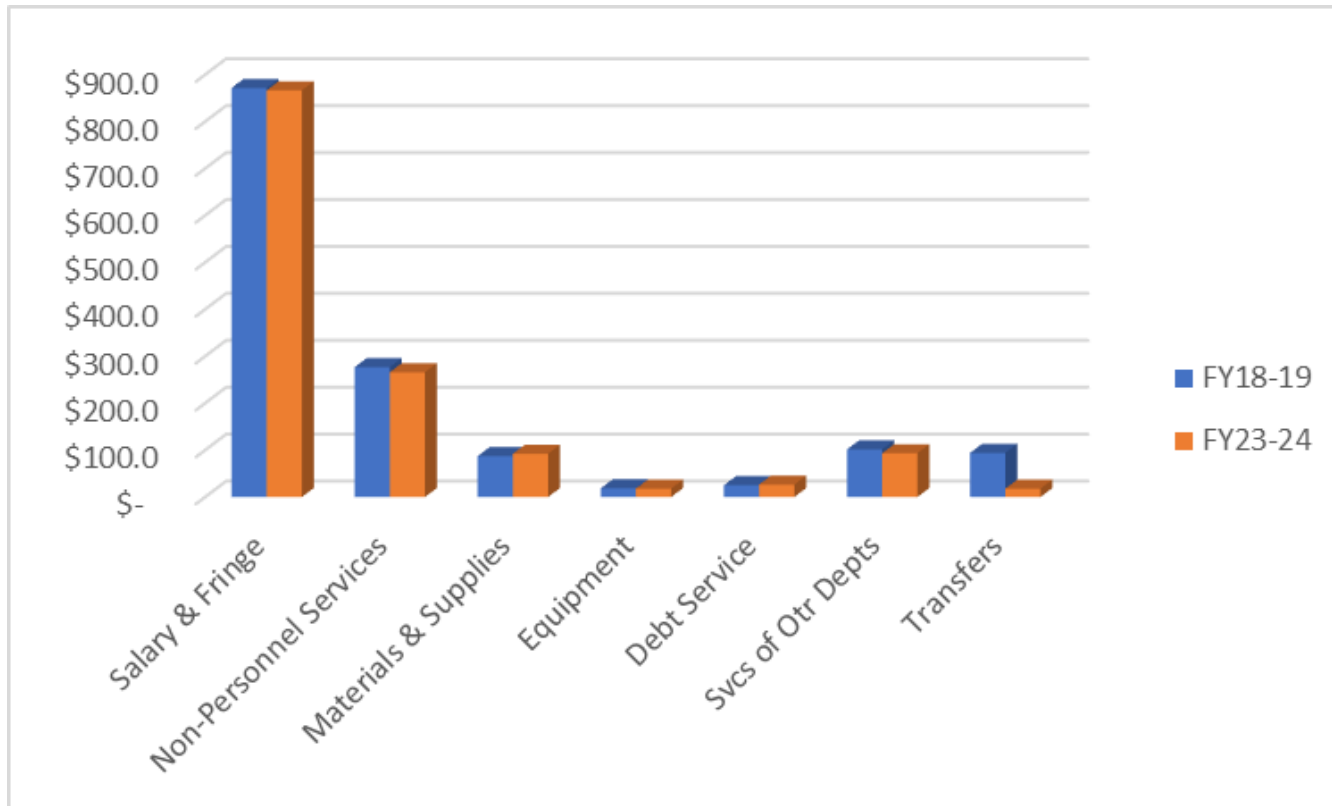
As General Fund is 39% of SFMTA revenue, performance is the most significant driver of lower revenue.



15 years of General Fund revenue growth of 8% to 12% is replaced by projected 3% growth.

Expenditure Trends

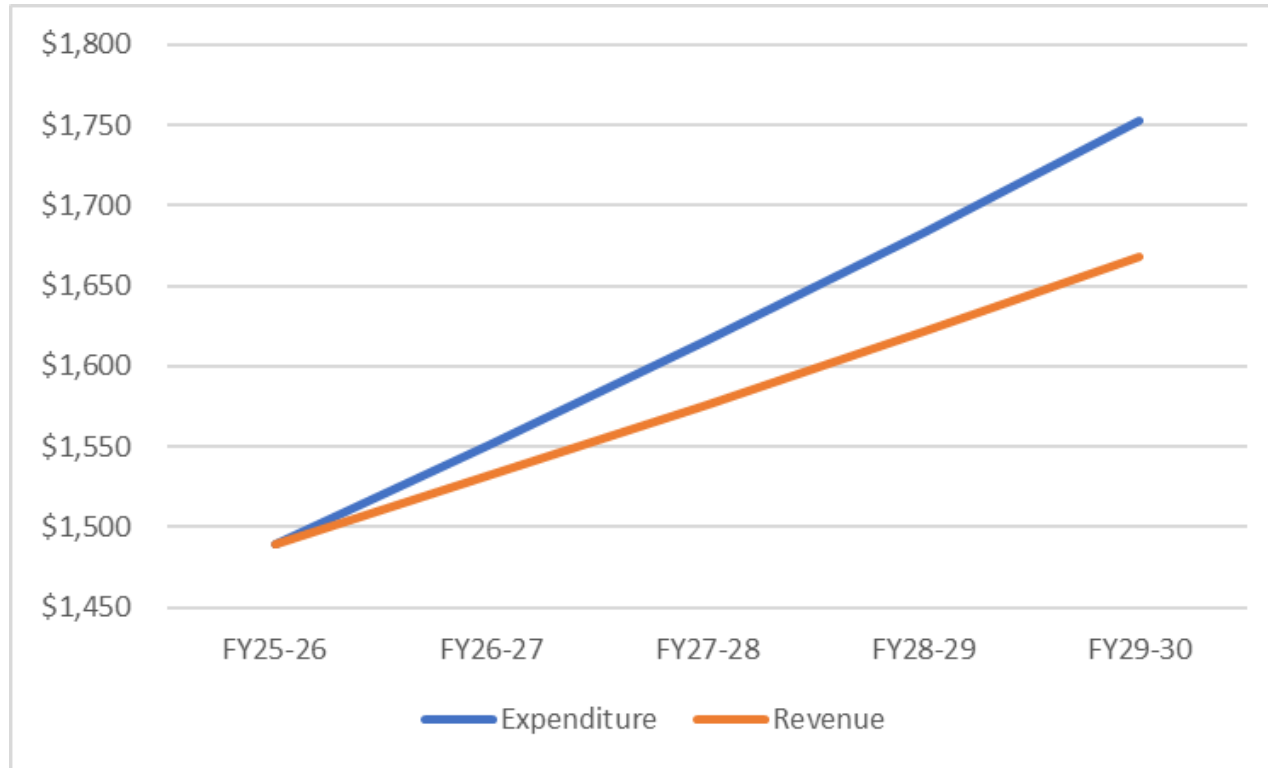
When adjusted for inflation, SFMTA spent \$95M or 6% less than pre-pandemic.



Expenditure on capital, multi-year projects, and transfers to reserve compose \$76M of difference, indicating a decrease in long-term investment and financial planning.

Revenue and Expenditure Growth

Projected expenditure growth of 4% due to inflation and COLA exceeds projected revenue growth of 3%.



Mismatch between expenditure and revenue growth rates turns a balanced budget into a growing deficit, even when the number of FTE and other expenditure types is unchanged.

Strategies to Close Budget Gap



- Increase **ridership** by making Muni fast, frequent, reliable, clean, and safe
- Increase **fare compliance** by adding Transit Fare Inspectors
- Raise revenue through a **regional revenue measure**
- Continue to improve **efficiency**
- Identify **new local revenue sources**



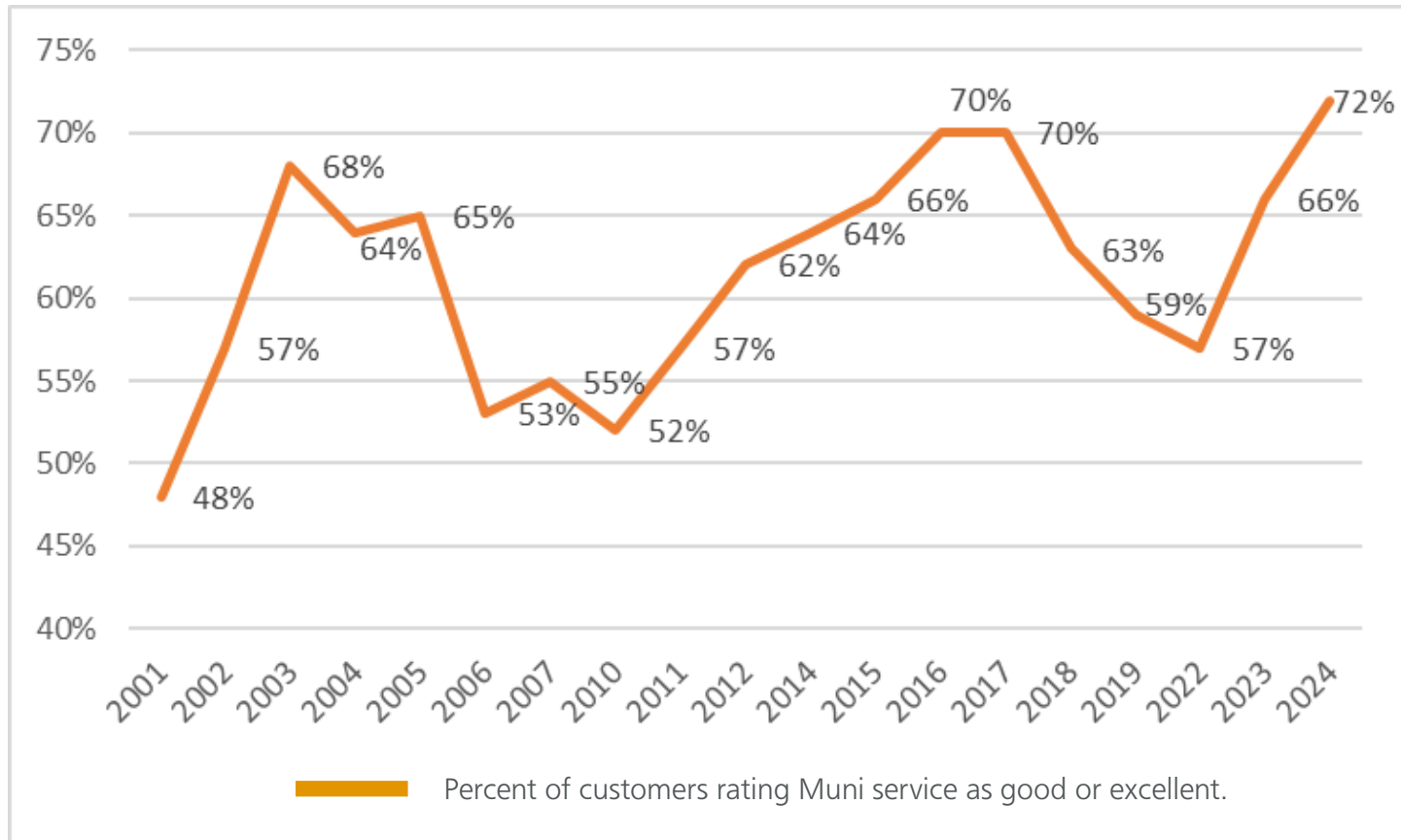
Ridership

- Muni is more reliable than ever
- Muni achieved **historic levels of service reliability** through new and improved strategies.
- Major subway delays fell 76% since 2019, and short delays fell 89%
- Across all vehicles, the average distance between mechanical failures is up 10% since 2022



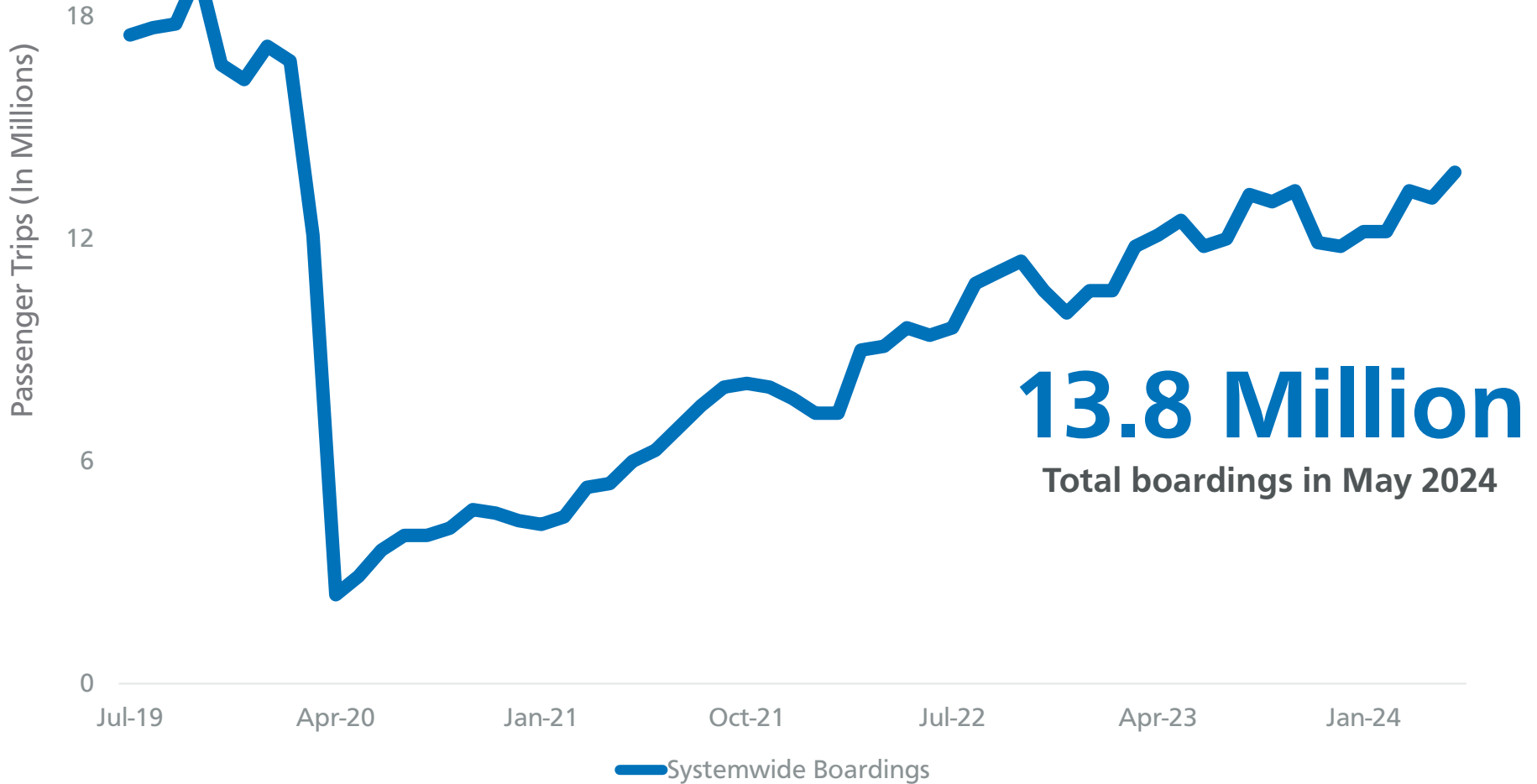
Ridership – Customer service rating

Muni received its highest customer service rating in more than 20 years, 72% rated Muni service as good or excellent.



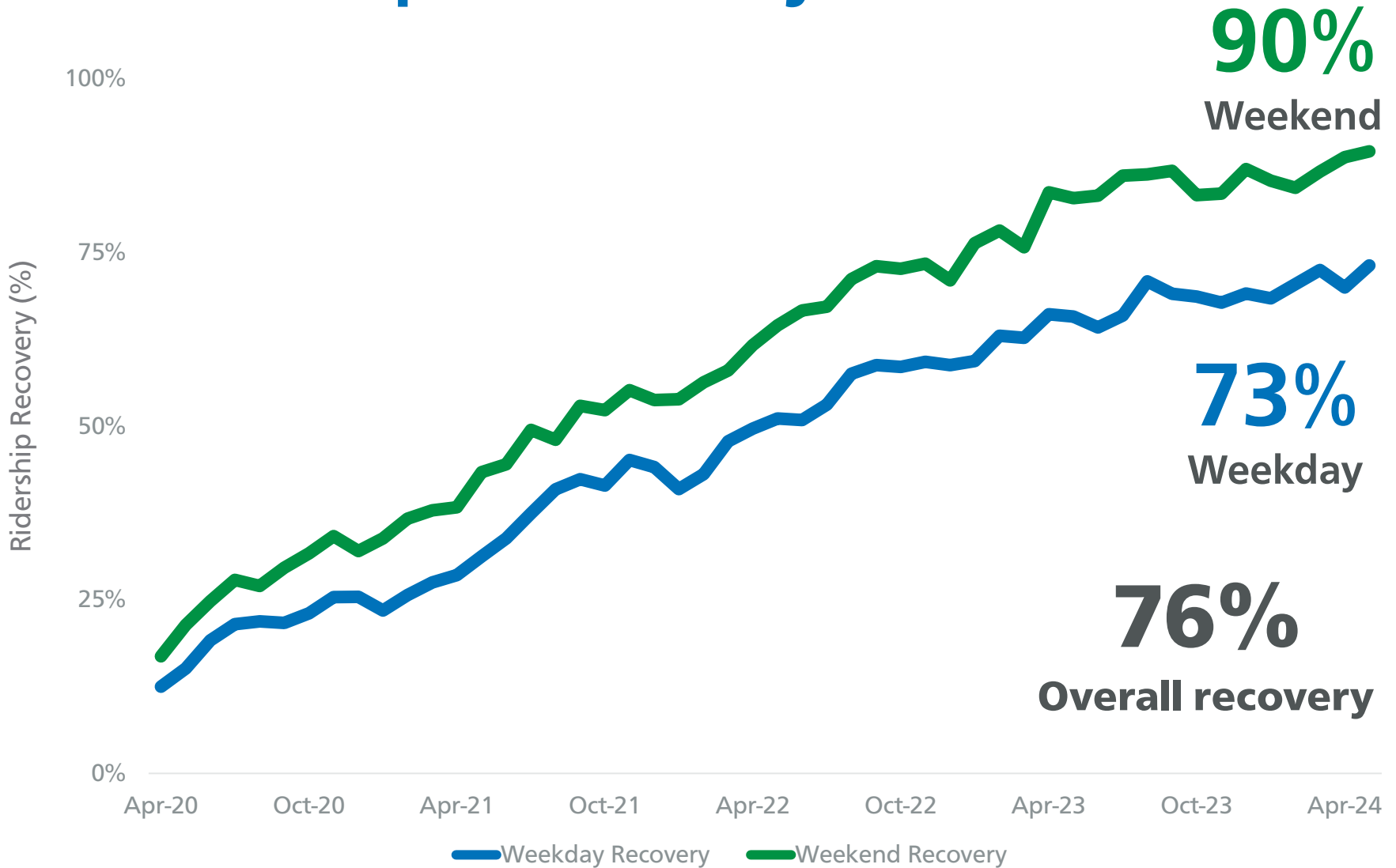
Ridership – Monthly Boardings

Ridership Continues to Grow: 1.3 million more passenger trips than May 2023. Most passenger trips since beginning of pandemic.



Note: Excludes cable car and streetcar.

Ridership – Recovery



Note: Excludes cable car and streetcar. Recovery baselined against average daily boardings from the same month in calendar year 2019.

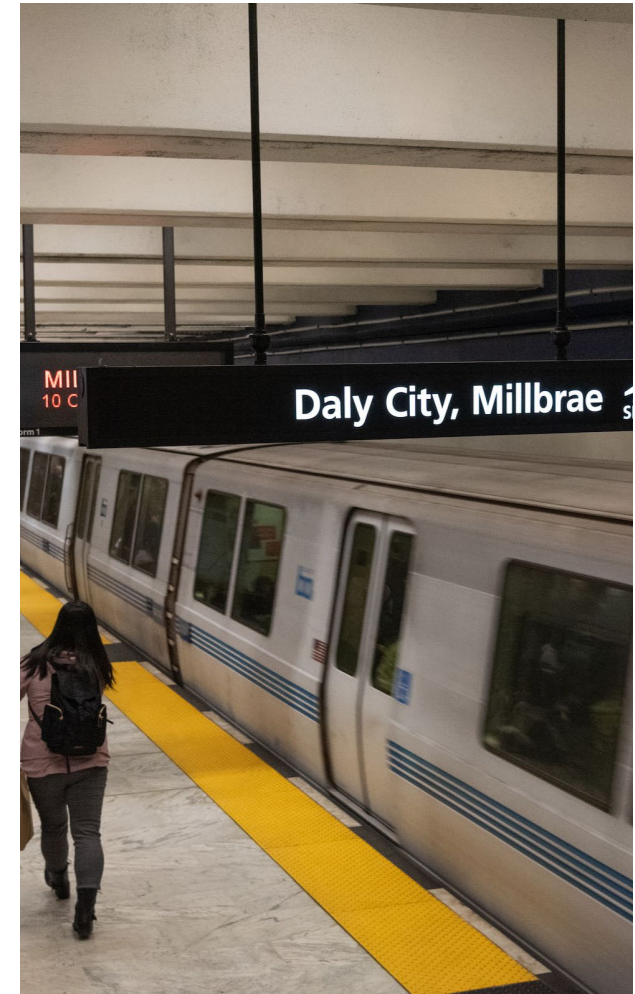
Fare Compliance

Hiring 36 additional Transit Fare Inspectors.



Regional Revenue Measure

- SF economic recovery depends on strong regional transit network
- This includes Muni, BART, Caltrain and others.
- 75% of all transit trips in the Bay Area start or end in San Francisco.
- Bay Area was unable to come to consensus on SB 1031.
- Continuing to work collaboratively with MTC and other counties on new regional revenue measure for Nov. 2026 ballot.



Continue to Improve Efficiency

We'll need to become even more efficient.

- By improving Muni travel time, we are able to **deliver more Muni service at the same cost.**
- **Transit priority investments** reduced delay by 15-30%. This allows us to deliver 15-30% more Muni service at no cost.
- In FY22-23 we **limited our hiring** to key positions. This saved \$52.8 M.
- In FY24-25 & FY25-26, we will **reduce non-labor expenses** (such as materials and supplies) by \$33.7M in FY24-25 and \$25.5M in FY25-26



Can we win support for new sources of local revenue?

Summary



Balanced budget in FY24-25 and FY25-26 depends on \$200M+ in federal and state relief. Without this support, SFMTA could not afford its current level of service.



Revenue is \$275M or 16% lower than pre-pandemic.



Expenditure is \$95M or 6% less than pre-pandemic.



Projected revenue growth of 3% cannot support projected expenditure growth of 4%, creating a long-term structural deficit.



The projected FY26-27 deficit is \$239M-\$322M or 15%-21% of the budget, an amount so large that closing the gap will require all available strategies.



Memorandum

AGENDA ITEM 17

DATE: May 17, 2024
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 06/11/24 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the nine-month internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2023/24 period ending March 31, 2024.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Our Fiscal Policy (Resolution 21-57) establishes an annual audit requirement and directs staff to report to the Board the agency’s actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 23-46) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report. Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a “Balance Sheet” (Attachment 1) and a “Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison” (Attachment 2). In Attachment 2, the last two columns show the prorated adopted budget values and the variance of revenues and expenditures as compared to the prorated adopted budget. For the nine months



ending March 31, 2024, the numbers in the prorated amended budget column are three quarters of the total amended budget for FY 2023/24, including the Treasure Island Mobility Management Agency. Although sales tax, vehicle registration fee, and Traffic Congestion Mitigation Tax (TNC Tax) Program revenue estimates are included, the Internal Accounting Report does not include: the Governmental Accounting Standards Board Statement Number 34 adjustments, and the other accruals that are done at fiscal year-end. The Balance Sheet values, as of March 31, 2024, are used as the basis for the Investment Policy compliance review.

Investment Report. Our investment policies and practices are subject to, and limited by, applicable provisions of state law and prudent money management principles. All investable funds are invested in accordance with the Investment Policy and applicable provisions of California Government Code, *Section 53600 et seq.* Any investment of bond proceeds will be further restricted by the provisions of relevant bond documents.

We observe the “Prudent Investor” standard, as stated in California Government Code, *Section 53600.3*, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence, and diligence, taking into account the prevailing circumstances, including, but not limited to, general economic conditions, our anticipated needs, and other relevant factors that a prudent person of a like character and purpose, acting in a fiduciary capacity and familiar with those matters, would use in the stewardship of funds.

The primary objectives for the investment activities, in order of priority, are:

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure preservation of the principle of the funds under its control.
- 2) **Liquidity.** The investment portfolio will remain sufficiently liquid to enable us to meet its reasonably anticipated cash flow requirements.
- 3) **Return on Investment.** The investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles, commensurate with the investment risk parameters and the cash flow characteristics of the portfolio.

Permitted investment instruments are specifically listed in the Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.



Balance Sheet Analysis. Attachment 1 presents assets, liabilities, and fund balances, as of March 31, 2024. Cash, deposits, and investments total to \$72.3 million. Other assets total \$95.4 million, which mainly includes, \$18.5 million sales tax receivable, and \$52.8 million of the program receivables. Liabilities total \$288.3 million, as of March 31, 2024, and mainly includes \$27.5 million in accounts payable, \$56.6 million in accounts payable to the City and County of San Francisco and \$194.2 million in sales tax revenue bond and premium amounts (Series 2017).

There is \$156.8 million in total fund deficit, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount included \$40.6 million in restricted fund balance and \$197.4 million in unassigned fund deficit. The unassigned fund deficit reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.

Attachment 2 compares the prorated budget to actual levels for revenues and expenditures for the first nine months (third quarter) of the fiscal year. We earned \$118.2 million in revenues, including \$81.2 million in sales tax revenues, \$3.4 million in vehicle registration fee, \$6.0 million in traffic congestion mitigation tax, and \$25.8 million in total program revenues for the nine months ending March 31, 2024. Total revenue was lower than the prorated budget estimates by \$23.4 million. This variance amount mainly includes \$24.8 million in program revenues. The variance in program revenues is mainly related to federal and state reimbursements for the Southgate Road Realignment Improvements Project (Southgate), or Phase 2 of the Interstate-80/Yerba Buena Island Interchange Improvement Project, which has been deferred from past years. We expect collections will catch up by the end of the fiscal year for program and other revenues. The variance of \$364 thousand in investment income is higher than anticipated due to higher interest rates which resulted in higher interest income.

As of March 31, 2024, we incurred \$137.1 million of expenditures, including \$14.5 million in debt principal payment and service cost for the sales tax revenue bond; \$8.5 million for personnel and non-personnel expenditures; and \$110.4 million of capital project costs. Total expenditures were lower than the prorated budgetary



estimates by \$50.5 million. This amount mainly includes a net favorable variance of \$1.7 million for personnel and non-personnel expenditures, a favorable variance of \$1.9 million in interest and fiscal charges, and a favorable variance of \$50.6 million in capital project costs. The net favorable variance of \$1.7 million in personnel and non-personnel expenditures are mainly due to four staff vacancies, delayed hiring of two positions, and other postemployment benefits payment to CalPERS, training, equipment, and software maintenance cost anticipated to incur in the last quarter of the fiscal year. The favorable variance of \$1.9 million in interest and fiscal charges is mainly due to costs related to the anticipated drawdown on the revolving credit (loan) agreement as we have not needed to borrow funds yet. The favorable variance of \$50.6 million in capital project costs mainly due to costs (reimbursement requests) from project sponsors that have been incurred but not yet received. As similar to prior years, we anticipate a higher amount of reimbursement requests and expenditures in the next quarter. The variance is also related to the YBI Westside Bridges project, in which the contractor had a slower start than anticipated. Several subcontractors mobilized later than planned. However, the overall construction is still on schedule to be completed by December 2026. In addition, construction activities for the YBI Hillcrest Road Improvement Project have been delayed by two months, as they were contingent upon Caltrans' approval of an Encroachment Permit approved in May 2024. Construction activities will commence in June 2024.

Investment Compliance. As of March 31, 2024, approximately 48.3% of our investable assets were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next six months with the drawdown from the revolving credit (loan) agreement. Attachment 3 is the most recent investment report furnished by the City's Office of the Treasurer.

Debt Expenditure Compliance. In October 2021, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million. As of March 31, 2024, the Transportation Authority does not have any outstanding balance in the loan.

As of March 31, 2024, total outstanding bond principal and premium balance is \$194.2 million. We made cumulative payments of \$116.9 million, including principal payment of \$68.3 million and interest payment of \$48.6 million.



FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Balance Sheet (unaudited)
- Attachment 2 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
- Attachment 3 - Investment Report



	Special Revenue Funds						Total Governmental Funds
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	
ASSETS							
Cash in bank	\$ 11,591,940	\$ -	\$ 1,304,573	\$ 24,520,472	\$ -	\$ -	\$ 37,416,985
Deposits and investments with the City Treasurer	19,388,326	-	-	-	-	15,543,562	34,931,888
Sales tax receivable	18,484,243	-	-	-	-	-	18,484,243
Vehicle registration fee receivable	-	-	-	743,691	-	-	743,691
Traffic congestion mitigation tax receivable	-	-	-	-	-	6,027,531	6,027,531
Interest receivable from the City and County of San Francisco	1,261,954	-	-	-	-	533,952	1,795,906
Program receivables							
Federal	-	39,152,488	-	-	253,757	-	39,406,245
State	-	7,669,009	-	-	17,511	-	7,686,520
Regional and other	-	5,425,546	-	-	281,307	-	5,706,853
Receivables from the City and County of San Francisco	-	5,105,260	-	-	770,857	-	5,876,117
Due from other funds	9,543,056	-	-	-	-	-	9,543,056
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
Total Assets	\$ 60,351,099	\$ 57,352,303	\$ 1,304,573	\$ 25,264,163	\$ 1,323,432	\$ 22,105,045	\$ 167,700,615
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
Liabilities							
Accounts payable	\$ 10,735,234	\$ 14,299,261	\$ 175,000	\$ 1,404,744	\$ 480,242	\$ 399,561	\$ 27,494,042
Accounts payable to the City and County of San Francisco	51,876,369	-	167,741	4,121,901	-	402,531	56,568,542
Accrued salaries and taxes	499,477	-	-	-	-	-	499,477
Sales tax revenue bond (Series 2017)	194,228,667	-	-	-	-	-	194,228,667
Due to other funds	-	7,616,566	74,979	261,335	134,798	1,455,378	9,543,056
Total liabilities	257,339,747	21,915,827	417,720	5,787,980	615,040	2,257,470	288,333,784
Deferred Inflows of Resources							
Unavailable revenues	-	35,436,476	-	-	708,392	-	36,144,868
Total deferred inflows of resources	-	35,436,476	-	-	708,392	-	36,144,868
Fund Balances							
Nonspendable	81,580	-	-	-	-	-	81,580
Restricted	346,463	-	886,853	19,476,183	-	19,847,575	40,557,074
Unassigned	(197,416,691)	-	-	-	-	-	(197,416,691)
Total Fund Balances	(196,988,648)	-	886,853	19,476,183	-	19,847,575	(156,778,037)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 60,351,099	\$ 57,352,303	\$ 1,304,573	\$ 25,264,163	\$ 1,323,432	\$ 22,105,045	\$ 167,700,615



	Special Revenue Funds							Total Governmental Funds	Prorated Amended Budget Fiscal Year 2023/24	Variance With Prorated Adopted Budget Positive (Negative)
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program				
REVENUES										
Sales tax	\$ 81,166,679	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,166,679	\$ 79,623,750	\$ 1,542,929	
Vehicle registration fee	-	-	-	3,378,127	-	-	3,378,127	3,484,141	(106,014)	
Traffic congestion mitigation tax	-	-	-	-	-	6,027,531	6,027,531	6,375,000	(347,469)	
Investment income	1,283,680	-	655	20,972	-	533,952	1,839,259	1,475,010	364,249	
Program revenues										
Federal	-	17,950,909	-	-	486,533	-	18,437,442	37,248,291	(18,810,849)	
State	-	5,134,805	-	-	17,230	-	5,152,035	9,698,810	(4,546,775)	
Regional and other	-	1,536,847	359,460	-	345,177	-	2,241,484	3,656,190	(1,414,706)	
Other revenues	-	-	-	-	-	-	-	49,492	(49,492)	
Total Revenues	82,450,359	24,622,561	360,115	3,399,099	848,940	6,561,483	118,242,557	141,610,684	(23,368,127)	
EXPENDITURES										
Current - transportation improvement										
Personnel expenditures	2,753,226	2,802,237	22,368	120,639	445,110	59,379	6,202,959	7,315,187	1,112,228	
Non-personnel expenditures	2,202,557	46,042	-	648	47,041	-	2,296,288	2,862,205	565,917	
Capital improvements related to infrastructure	78,872,660	27,716,700	111,966	1,310,572	649,982	1,786,594	110,448,474	161,057,487	50,609,013	
Debt service										
Principal	14,545,000	-	-	-	-	-	14,545,000	10,908,750	(3,636,250)	
Interest and fiscal charges	3,589,159	-	-	-	-	-	3,589,159	5,460,329	1,871,170	
Total Expenditures	101,962,602	30,564,979	134,334	1,431,859	1,142,133	1,845,973	137,081,880	187,603,958	50,522,078	
Excess (Deficiency) of Revenues Over (Under) Expenditures	(19,512,243)	(5,942,418)	225,781	1,967,240	(293,193)	4,715,510	(18,839,323)	(45,993,274)	(73,890,205)	
OTHER FINANCING SOURCES (USES)										
Transfers in	6,235,611	-	-	-	-	-	6,235,611	12,821,594	(6,585,983)	
Transfers out	-	5,942,418	-	-	293,193	-	6,235,611	(12,821,594)	19,057,205	
Draw on revolving credit agreement	-	-	-	-	-	-	-	45,000,000	(45,000,000)	
Total Other Financing Sources (Uses)	6,235,611	5,942,418	-	-	293,193	-	12,471,222	45,000,000	(32,528,778)	
NET CHANGE IN FUND BALANCES	(13,276,632)	-	225,781	1,967,240	-	4,715,510	(6,368,101)	\$ (993,274)	\$ (106,418,983)	
Fund Balances - Beginning	10,516,651	-	661,072	17,508,943	-	15,132,065	43,818,731			
Sales tax revenue bond (Series 2017)	(194,228,667)	-	-	-	-	-	(194,228,667)			
Fund Balances - Ending	\$ (196,988,648)	\$ -	\$ 886,853	\$ 19,476,183	\$ -	\$ 19,847,575	\$ (156,778,037)			

ATTACHMENT 3

Office of the Treasurer & Tax Collector
City and County of San Francisco

José Cisneros, Treasurer

Tajel Shah, Chief Assistant Treasurer
Hubert R White, III CFA, CTP, Chief Investment Officer

Investment Report for the month of March 2024

April 15, 2024

The Honorable London N. Breed
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2024. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2024 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	March 2024	Fiscal YTD	February 2024
Average Daily Balance	\$ 15,611	\$ 16,065	\$ 15,552	\$ 15,649
Net Earnings	387.95	48.33	339.62	43.88
Earned Income Return	3.31%	3.55%	3.28%	3.54%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	21.70%	\$ 3,551.2	\$ 3,392.1	1.20%	1.51%	616
Federal Agencies	42.67%	6,804.0	6,670.7	3.23%	3.38%	628
Public Time Deposits	0.26%	40.0	40.0	5.34%	5.34%	86
Negotiable CDs	13.32%	2,080.0	2,081.7	5.80%	5.80%	127
Commercial Paper	7.44%	1,164.1	1,163.6	0.00%	5.52%	65
Money Market Funds	10.80%	1,688.3	1,688.3	5.24%	5.24%	1
Supranationals	3.81%	608.1	595.1	2.12%	2.02%	295
Totals	100.0%	\$ 15,935.7	\$ 15,631.5	3.07%	3.61%	438

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Respectfully,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty
Ben Rosenfield - Controller, Office of the Controller
Mark de la Rosa - Director of Audits, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary Pooled Fund

As of March 31, 2024

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 3,560.0	\$ 3,551.2	\$ 3,392.1	95.52	22.28%	100%	Yes
Federal Agencies	6,812.6	6,804.0	6,670.7	98.04	42.70%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	40.0	40.0	40.0	100.00	0.25%	100%	Yes
Negotiable CDs	2,080.0	2,080.0	2,081.7	100.08	13.05%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	1,175.5	1,164.1	1,163.6	99.96	7.30%	25%	Yes
Medium Term Notes	-	-	-	-	0.00%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	1,688.3	1,688.3	1,688.3	100.00	10.59%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	607.7	608.1	595.1	97.86	3.82%	30%	Yes
TOTAL	\$ 15,964.1	\$ 15,935.7	\$ 15,631.5	98.09	100.00%	-	Yes

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on a book value basis of the overall portfolio value. Cash balances are included in the City's compliance calculations.

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <https://sftreasurer.org/banking-investments/investments>

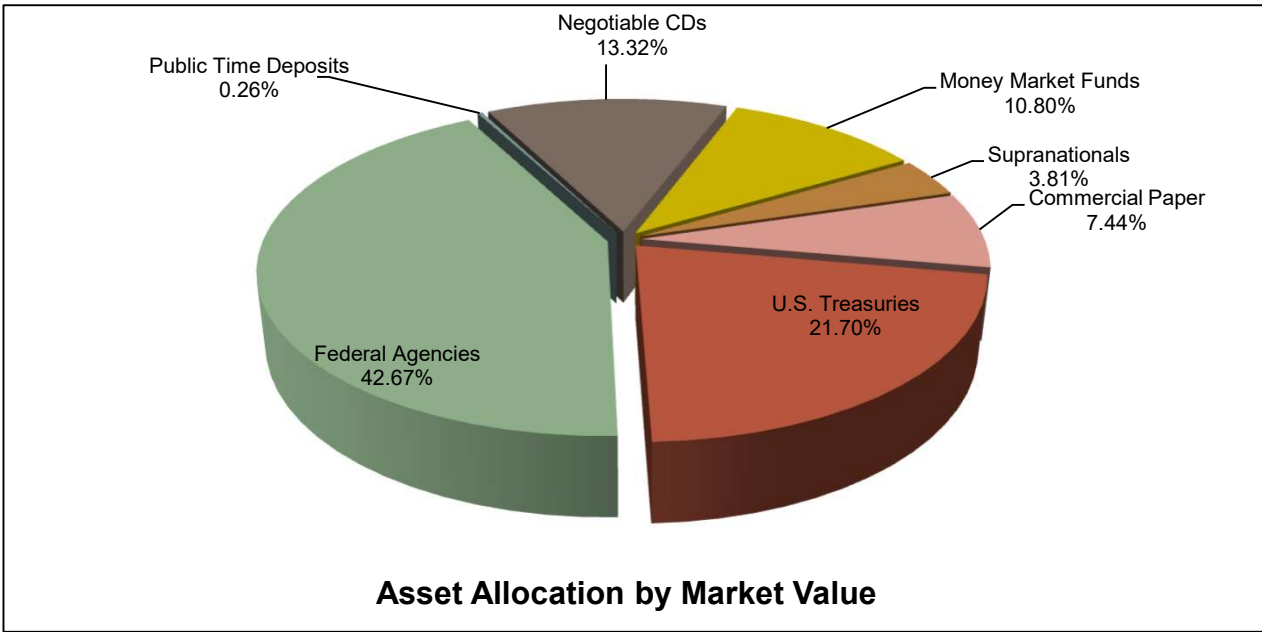
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

For the month ended March 31, 2024

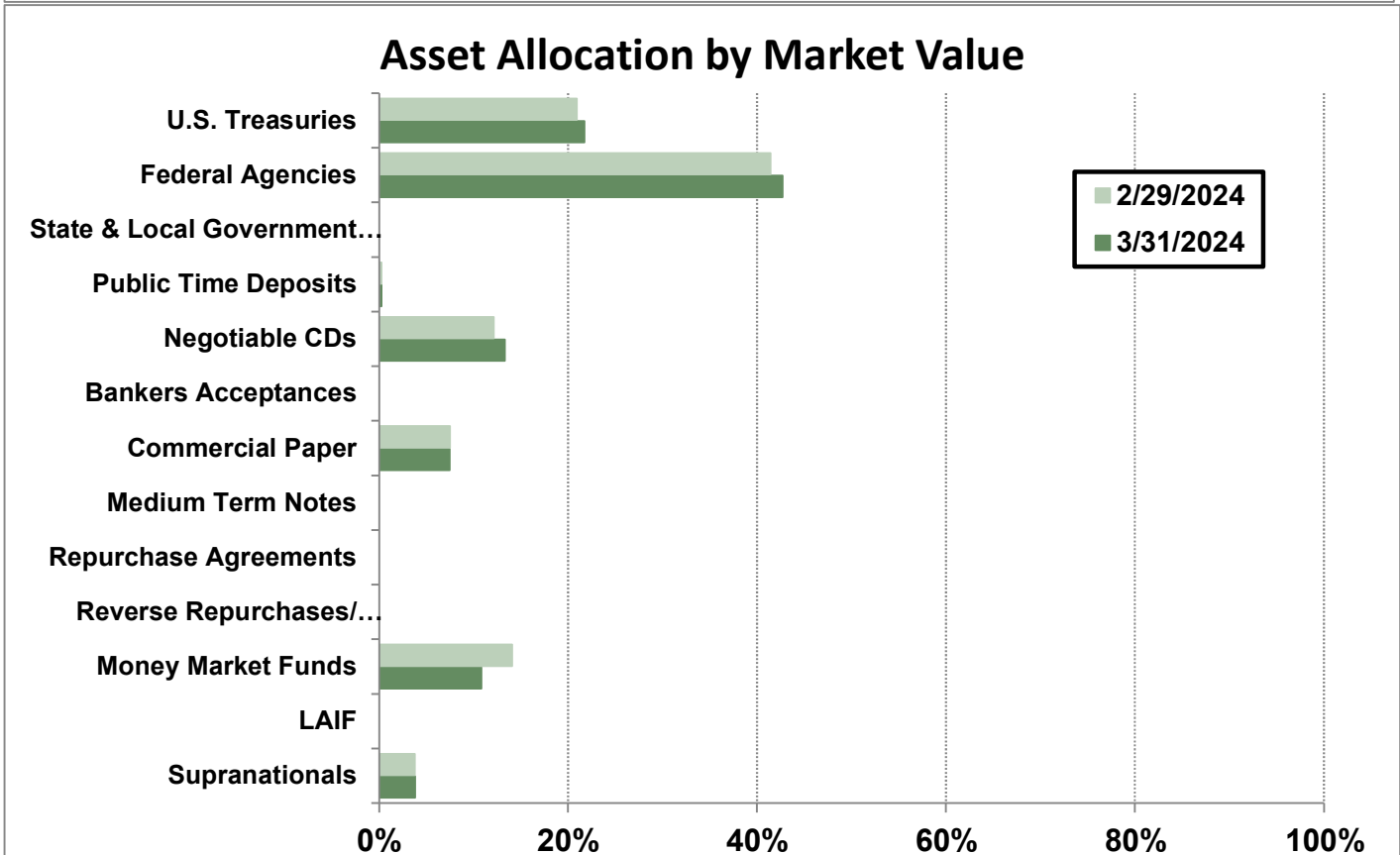
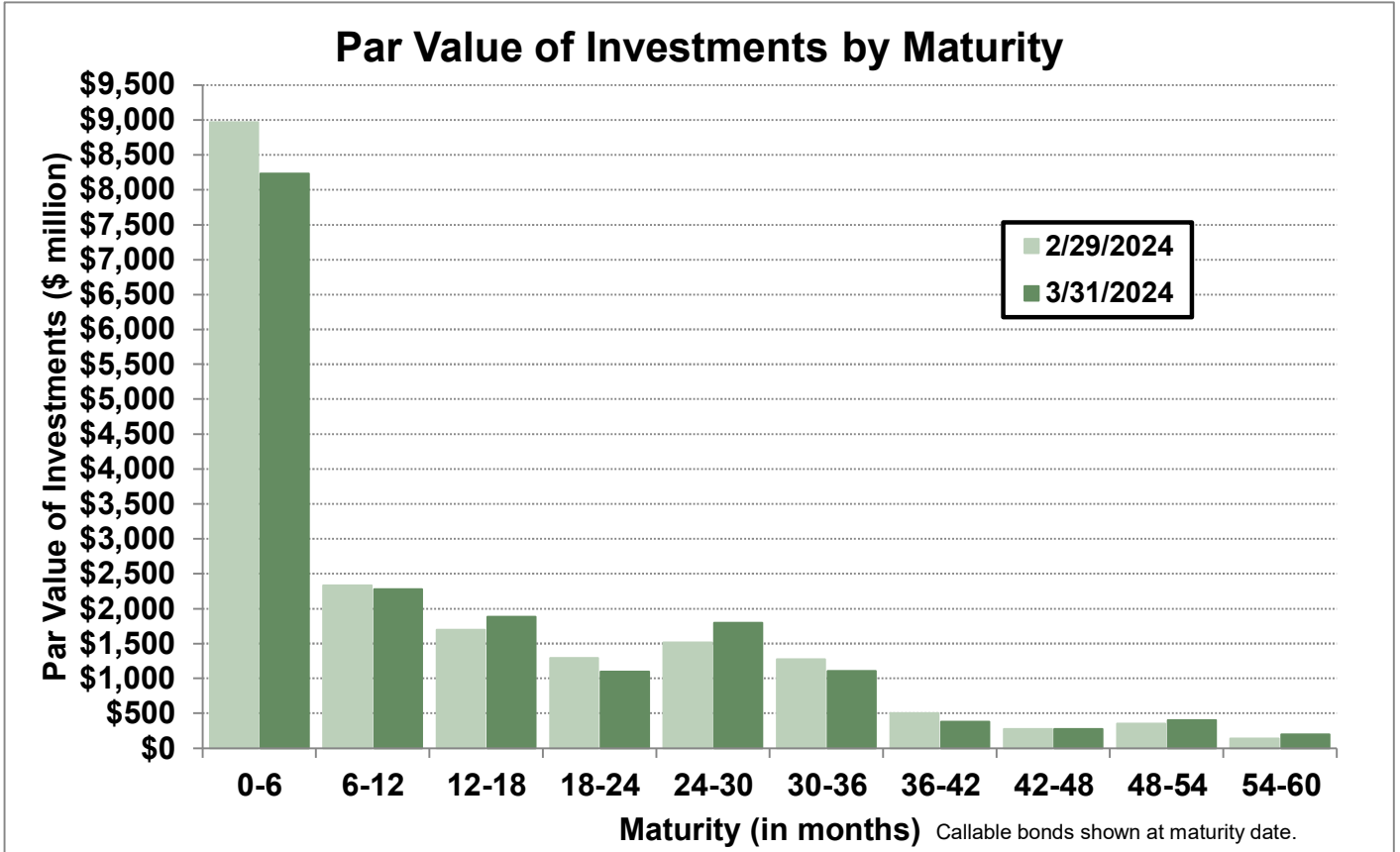
Average Daily Balance	\$16,065,434,898
Net Earnings	\$48,329,017
Earned Income Return	3.55%
Weighted Average Maturity	438 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries		\$ 3,560.0	\$ 3,551.2	\$ 3,392.1
Federal Agencies		6,812.6	6,804.0	6,670.7
Public Time Deposits		40.0	40.0	40.0
Negotiable CDs		2,080.0	2,080.0	2,081.7
Commercial Paper		1,175.5	1,164.1	1,163.6
Money Market Funds		1,688.3	1,688.3	1,688.3
Supranationals		607.7	608.1	595.1
Total		\$ 15,964.1	\$ 15,935.7	\$ 15,631.5

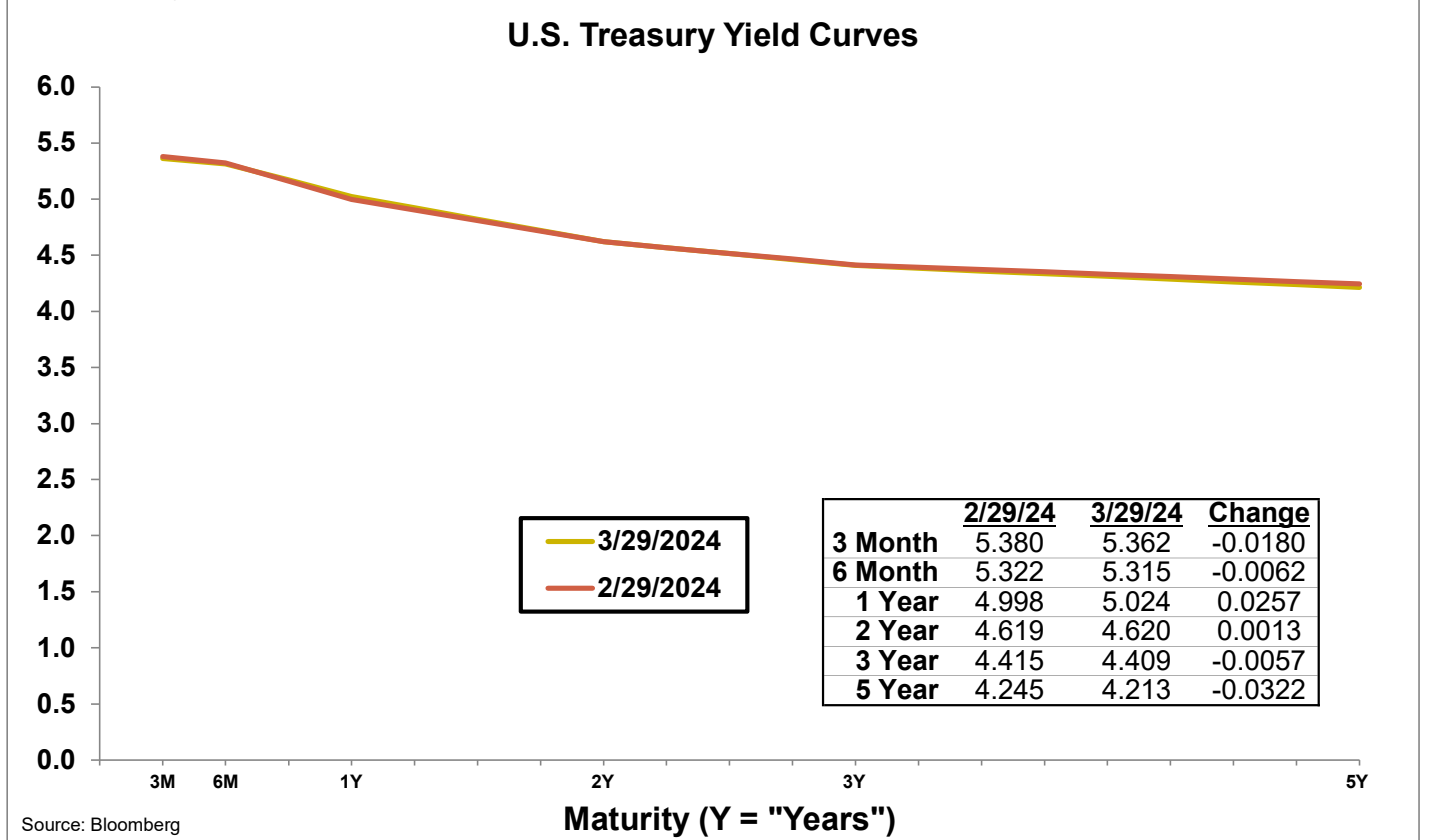
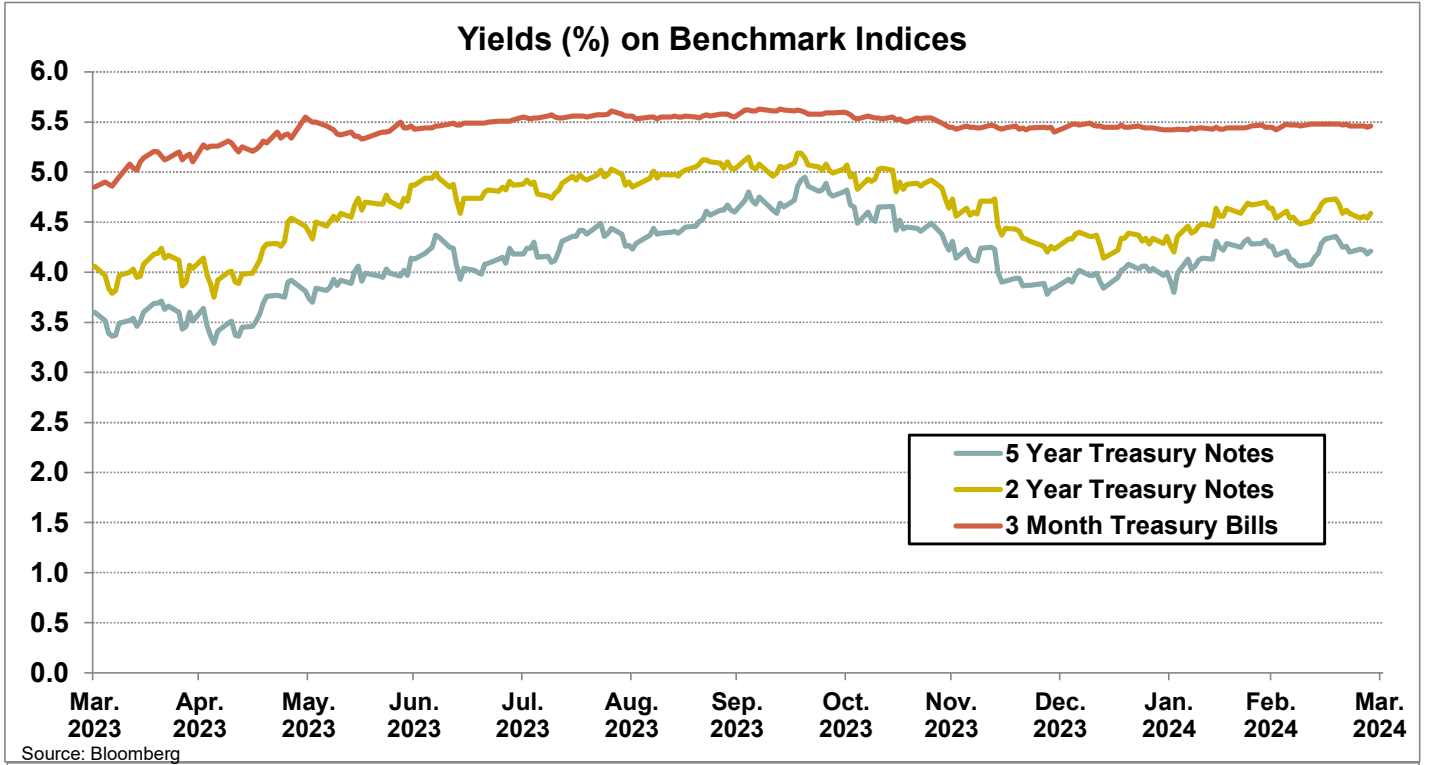


Portfolio Analysis

Pooled Fund



Yield Curves



Investment Inventory

Pooled Fund

As of March 31, 2024

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Original Cost	Amortized	
			Settle Date	Date				Book Value	Market Value
U.S. Treasuries	912797JP3	U.S. Treasury Bill	12/26/2023	4/23/2024	0.00	\$ 100,000,000	\$ 98,274,500	\$ 99,681,000	\$ 99,678,000
U.S. Treasuries	912797JQ1	U.S. Treasury Bill	3/5/2024	4/30/2024	0.00	35,000,000	34,712,457	34,851,094	34,851,600
U.S. Treasuries	91282CCC3	U.S. Treasury Note	7/2/2021	5/15/2024	0.25	50,000,000	49,718,750	49,988,192	49,694,000
U.S. Treasuries	912828XT2	U.S. Treasury Note	7/6/2021	5/31/2024	2.00	50,000,000	52,263,672	50,128,132	49,730,000
U.S. Treasuries	91282CCL3	U.S. Treasury Note	8/6/2021	7/15/2024	0.38	50,000,000	49,998,047	49,999,809	49,292,500
U.S. Treasuries	91282CCL3	U.S. Treasury Note	8/9/2021	7/15/2024	0.38	50,000,000	49,960,938	49,996,170	49,292,500
U.S. Treasuries	91282CCL3	U.S. Treasury Note	4/12/2022	7/15/2024	0.38	50,000,000	47,572,266	49,691,016	49,292,500
U.S. Treasuries	912828Y87	U.S. Treasury Note	3/30/2021	7/31/2024	1.75	50,000,000	52,210,938	50,219,461	49,412,000
U.S. Treasuries	91282CCT6	U.S. Treasury Note	8/25/2021	8/15/2024	0.38	50,000,000	49,898,438	49,987,281	49,089,000
U.S. Treasuries	912797GL5	U.S. Treasury Bill	3/12/2024	9/5/2024	0.00	50,000,000	48,745,832	48,887,546	48,884,000
U.S. Treasuries	912828YM6	U.S. Treasury Note	4/15/2021	10/31/2024	1.50	50,000,000	51,746,094	50,287,195	48,929,500
U.S. Treasuries	912828G38	U.S. Treasury Note	3/9/2021	11/15/2024	2.25	50,000,000	53,160,156	50,534,904	49,094,000
U.S. Treasuries	912828G38	U.S. Treasury Note	3/12/2021	11/15/2024	2.25	50,000,000	53,228,516	50,547,695	49,094,000
U.S. Treasuries	912828YY0	U.S. Treasury Note	3/15/2021	12/31/2024	1.75	50,000,000	52,226,563	50,439,854	48,754,000
U.S. Treasuries	912828Z52	U.S. Treasury Note	3/30/2021	1/31/2025	1.38	50,000,000	51,515,625	50,329,484	48,484,500
U.S. Treasuries	912828Z52	U.S. Treasury Note	4/15/2021	1/31/2025	1.38	50,000,000	51,507,813	50,331,567	48,484,500
U.S. Treasuries	912828ZC7	U.S. Treasury Note	3/15/2021	2/28/2025	1.13	50,000,000	51,011,719	50,232,989	48,246,500
U.S. Treasuries	912828ZC7	U.S. Treasury Note	3/31/2021	2/28/2025	1.13	50,000,000	50,998,047	50,232,412	48,246,500
U.S. Treasuries	912828ZF0	U.S. Treasury Note	4/15/2021	3/31/2025	0.50	50,000,000	49,779,297	49,944,443	47,822,000
U.S. Treasuries	912828ZF0	U.S. Treasury Note	4/19/2021	3/31/2025	0.50	50,000,000	49,839,844	49,959,572	47,822,000
U.S. Treasuries	912828ZL7	U.S. Treasury Note	5/18/2021	4/30/2025	0.38	50,000,000	49,615,234	49,894,943	47,595,500
U.S. Treasuries	912828XB1	U.S. Treasury Note	9/2/2021	5/15/2025	2.13	50,000,000	52,849,609	50,862,687	48,461,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	3/8/2021	6/30/2025	0.25	50,000,000	49,140,625	49,751,736	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	3/9/2021	6/30/2025	0.25	50,000,000	49,042,969	49,723,349	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/12/2021	6/30/2025	0.25	50,000,000	49,281,250	49,783,423	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/13/2021	6/30/2025	0.25	50,000,000	49,183,594	49,753,834	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/18/2021	6/30/2025	0.25	50,000,000	49,253,906	49,774,287	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	7/12/2021	6/30/2025	0.25	50,000,000	49,310,547	49,783,505	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	8/5/2021	6/30/2025	0.25	50,000,000	49,500,000	49,840,351	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	8/6/2021	6/30/2025	0.25	50,000,000	49,406,250	49,810,284	47,209,000
U.S. Treasuries	912828ZW3	U.S. Treasury Note	12/7/2021	6/30/2025	0.25	50,000,000	48,628,906	49,520,486	47,209,000
U.S. Treasuries	91282CHL8	U.S. Treasury Note	2/6/2024	6/30/2025	4.63	50,000,000	49,976,563	49,979,090	49,824,000
U.S. Treasuries	91282CAB7	U.S. Treasury Note	8/5/2021	7/31/2025	0.25	50,000,000	49,458,984	49,819,414	47,041,000
U.S. Treasuries	91282CAB7	U.S. Treasury Note	8/6/2021	7/31/2025	0.25	50,000,000	49,363,281	49,787,323	47,041,000
U.S. Treasuries	91282CFK2	U.S. Treasury Note	10/7/2022	9/15/2025	3.50	50,000,000	48,968,750	49,489,176	49,074,000
U.S. Treasuries	91282CAM3	U.S. Treasury Note	5/12/2021	9/30/2025	0.25	50,000,000	49,109,375	49,695,898	46,732,500
U.S. Treasuries	91282CAM3	U.S. Treasury Note	7/26/2021	9/30/2025	0.25	50,000,000	49,281,250	49,742,530	46,732,500
U.S. Treasuries	91282CAT8	U.S. Treasury Note	2/25/2021	10/31/2025	0.25	50,000,000	49,298,828	49,762,857	46,584,000
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/2/2021	10/31/2025	0.25	50,000,000	49,078,125	49,687,298	46,584,000
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/4/2021	10/31/2025	0.25	50,000,000	49,048,828	49,676,982	46,584,000
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/25/2021	12/31/2025	0.38	50,000,000	49,455,078	49,803,274	46,385,000
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/26/2021	12/31/2025	0.38	50,000,000	49,271,484	49,736,845	46,385,000
U.S. Treasuries	91282CBW0	U.S. Treasury Note	6/28/2021	4/30/2026	0.75	50,000,000	49,662,109	49,854,862	46,205,000
U.S. Treasuries	91282CBW0	U.S. Treasury Note	7/2/2021	4/30/2026	0.75	50,000,000	49,730,469	49,883,962	46,205,000
U.S. Treasuries	912828R36	U.S. Treasury Note	7/23/2021	5/15/2026	1.63	50,000,000	52,203,125	50,970,529	47,008,000
U.S. Treasuries	912828R36	U.S. Treasury Note	8/27/2021	5/15/2026	1.63	50,000,000	51,890,625	50,849,793	47,008,000
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/2/2021	6/30/2026	0.88	50,000,000	49,931,641	49,969,268	46,115,500
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/14/2021	6/30/2026	0.88	50,000,000	50,070,313	50,031,819	46,115,500
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026	0.88	50,000,000	50,345,703	50,157,138	46,115,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Par Value	Original Cost	Amortized		
				Date	Coupon			Book Value	Market Value	
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026	0.88	50,000,000	50,328,125	50,149,148	46,115,500	
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/6/2021	6/30/2026	0.88	50,000,000	50,406,250	50,186,207	46,115,500	
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/10/2021	6/30/2026	0.88	50,000,000	50,240,234	50,110,360	46,115,500	
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	9/24/2021	6/30/2026	0.88	50,000,000	49,937,500	49,970,546	46,115,500	
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	10/14/2021	6/30/2026	0.88	50,000,000	49,593,750	49,806,323	46,115,500	
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	1/4/2022	6/30/2026	0.88	50,000,000	49,027,344	49,513,078	46,115,500	
U.S. Treasuries	91282CCW9	U.S. Treasury Note	9/28/2021	8/31/2026	0.75	50,000,000	49,449,219	49,729,817	45,720,500	
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026	0.88	50,000,000	49,689,453	49,844,214	45,773,500	
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026	0.88	50,000,000	49,671,875	49,835,396	45,773,500	
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/19/2021	9/30/2026	0.88	50,000,000	49,318,359	49,655,973	45,773,500	
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/3/2021	11/30/2026	1.25	50,000,000	50,072,266	50,038,571	45,990,500	
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/7/2021	11/30/2026	1.25	50,000,000	50,117,188	50,062,685	45,990,500	
U.S. Treasuries	91282CDK4	U.S. Treasury Note	3/29/2022	11/30/2026	1.25	50,000,000	47,078,125	48,334,514	45,990,500	
U.S. Treasuries	91282CDQ1	U.S. Treasury Note	3/29/2022	12/31/2026	1.25	50,000,000	47,107,422	48,329,029	45,918,000	
U.S. Treasuries	91282CEF4	U.S. Treasury Note	4/6/2022	3/31/2027	2.50	25,000,000	24,757,813	24,854,421	23,678,750	
U.S. Treasuries	91282CEW7	U.S. Treasury Note	3/21/2024	6/30/2027	3.25	50,000,000	48,203,125	48,219,651	48,304,500	
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/5/2024	6/30/2028	4.00	50,000,000	49,974,609	49,975,958	49,470,500	
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028	4.00	50,000,000	49,927,734	49,931,025	49,470,500	
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028	4.00	50,000,000	49,904,297	49,908,655	49,470,500	
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/6/2024	6/30/2028	4.00	50,000,000	49,677,734	49,688,771	49,470,500	
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/27/2024	6/30/2028	4.00	50,000,000	49,298,828	49,313,869	49,470,500	
U.S. Treasuries	91282CHX2	U.S. Treasury Note	12/12/2023	8/31/2028	4.38	50,000,000	50,115,234	50,107,815	50,232,500	
Subtotals						1.20	\$ 3,560,000,000	\$ 3,553,623,414	\$ 3,551,232,784	\$ 3,392,062,350
Federal Agencies	3133EMWV0	Federal Farm Credit Bank	5/4/2021	4/22/2024	0.35	\$ 16,545,000	\$ 16,549,633	\$ 16,545,090	\$ 16,499,005	
Federal Agencies	3133EMWV0	Federal Farm Credit Bank	5/4/2021	4/22/2024	0.35	29,424,000	29,432,239	29,424,160	29,342,201	
Federal Agencies	3133EMWV0	Federal Farm Credit Bank	5/4/2021	4/22/2024	0.35	39,000,000	39,010,920	39,000,212	38,891,580	
Federal Agencies	3133ENWP1	Federal Farm Credit Bank	5/16/2022	5/16/2024	2.63	45,000,000	44,939,250	44,996,260	44,847,000	
Federal Agencies	3133ENWP1	Federal Farm Credit Bank	5/16/2022	5/16/2024	2.63	50,000,000	49,932,500	49,995,845	49,830,000	
Federal Agencies	3133ENYH7	Federal Farm Credit Bank	6/10/2022	6/10/2024	2.63	100,000,000	99,871,000	99,987,647	99,500,000	
Federal Agencies	3130A1XJ2	Federal Home Loan Bank	5/18/2022	6/14/2024	2.88	15,955,000	16,008,449	15,960,218	15,877,778	
Federal Agencies	3130A1XJ2	Federal Home Loan Bank	5/18/2022	6/14/2024	2.88	17,980,000	18,043,829	17,986,231	17,892,977	
Federal Agencies	3130A1XJ2	Federal Home Loan Bank	5/12/2022	6/14/2024	2.88	25,500,000	25,552,530	25,505,088	25,376,580	
Federal Agencies	3130A1XJ2	Federal Home Loan Bank	5/16/2022	6/14/2024	2.88	50,000,000	50,204,000	50,019,863	49,758,000	
Federal Agencies	3130ASHK8	Federal Home Loan Bank	7/22/2022	6/14/2024	3.13	28,000,000	27,904,520	27,989,804	27,874,560	
Federal Agencies	3130ASHK8	Federal Home Loan Bank	7/22/2022	6/14/2024	3.13	28,210,000	28,114,932	28,199,848	28,083,619	
Federal Agencies	3133ENYX2	Federal Farm Credit Bank	6/17/2022	6/17/2024	3.25	25,000,000	24,970,500	24,996,893	24,892,000	
Federal Agencies	3133ENYX2	Federal Farm Credit Bank	6/17/2022	6/17/2024	3.25	25,000,000	24,970,750	24,996,919	24,892,000	
Federal Agencies	3133ENYX2	Federal Farm Credit Bank	6/17/2022	6/17/2024	3.25	50,000,000	49,970,000	49,996,840	49,784,000	
Federal Agencies	3133ENZS2	Federal Farm Credit Bank	6/28/2022	6/28/2024	3.10	25,000,000	24,987,500	24,998,495	24,856,250	
Federal Agencies	3133ENZS2	Federal Farm Credit Bank	6/28/2022	6/28/2024	3.10	25,000,000	24,986,500	24,998,375	24,856,250	
Federal Agencies	3133ENZS2	Federal Farm Credit Bank	6/28/2022	6/28/2024	3.10	50,000,000	49,973,000	49,996,750	49,712,500	
Federal Agencies	313384YV5	Federal Home Loan Bank Discount	10/31/2023	7/1/2024	0.00	25,000,000	24,111,264	24,668,545	24,662,500	
Federal Agencies	313384YV5	Federal Home Loan Bank Discount	10/31/2023	7/1/2024	0.00	25,000,000	24,111,264	24,668,545	24,662,500	
Federal Agencies	313384YV5	Federal Home Loan Bank Discount	10/31/2023	7/1/2024	0.00	25,000,000	24,111,264	24,668,545	24,662,500	
Federal Agencies	313384YZ6	Federal Home Loan Bank Discount	2/21/2024	7/5/2024	0.00	25,000,000	24,518,125	24,660,903	24,648,250	
Federal Agencies	3130ASME6	Federal Home Loan Bank	7/8/2022	7/8/2024	3.00	10,000,000	9,980,600	9,997,399	9,937,200	
Federal Agencies	3130ASME6	Federal Home Loan Bank	7/8/2022	7/8/2024	3.00	15,000,000	14,970,900	14,996,099	14,905,800	
Federal Agencies	3130ASME6	Federal Home Loan Bank	7/8/2022	7/8/2024	3.00	17,500,000	17,466,050	17,495,449	17,390,100	
Federal Agencies	313384ZT9	Federal Home Loan Bank Discount	2/21/2024	7/23/2024	0.00	15,000,000	14,674,238	14,759,404	14,750,700	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity			Par Value	Original Cost	Amortized	
			Settle Date	Date	Coupon			Book Value	Market Value
Federal Agencies	3133EMV25	Federal Farm Credit Bank	8/6/2021	7/23/2024	0.45	50,000,000	50,092,000	50,009,608	49,264,500
Federal Agencies	3133EPBF1	Federal Farm Credit Bank	2/21/2023	8/21/2024	4.88	10,000,000	9,995,700	9,984,884	9,984,600
Federal Agencies	3133EPBF1	Federal Farm Credit Bank	2/21/2023	8/21/2024	4.88	20,000,000	19,992,000	19,997,923	19,969,200
Federal Agencies	3133EPBF1	Federal Farm Credit Bank	2/21/2023	8/21/2024	4.88	25,000,000	24,990,000	24,997,404	24,961,500
Federal Agencies	3133ENJ84	Federal Farm Credit Bank	8/26/2022	8/26/2024	3.38	50,000,000	49,916,500	49,983,209	49,631,000
Federal Agencies	3130ATVD6	Federal Home Loan Bank	11/10/2022	9/13/2024	4.88	50,000,000	50,062,000	50,015,201	49,902,500
Federal Agencies	3133EM5X6	Federal Farm Credit Bank	9/23/2021	9/23/2024	0.43	25,000,000	24,974,750	24,995,968	24,460,750
Federal Agencies	3133EM5X6	Federal Farm Credit Bank	9/23/2021	9/23/2024	0.43	50,000,000	49,949,500	49,991,937	48,921,500
Federal Agencies	3133EM5X6	Federal Farm Credit Bank	9/23/2021	9/23/2024	0.43	50,000,000	49,949,500	49,991,937	48,921,500
Federal Agencies	3133ENP79	Federal Farm Credit Bank	9/26/2022	9/26/2024	4.25	50,000,000	49,996,000	49,999,026	49,765,000
Federal Agencies	3130ATT31	Federal Home Loan Bank	11/1/2022	10/3/2024	4.50	50,000,000	49,860,500	49,963,237	49,806,500
Federal Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024	5.32	25,000,000	25,000,000	25,000,000	24,979,250
Federal Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024	5.32	25,000,000	25,000,000	25,000,000	24,979,250
Federal Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024	5.32	50,000,000	50,000,000	50,000,000	49,958,500
Federal Agencies	313384K32	Federal Home Loan Bank Discount	3/26/2024	10/11/2024	0.00	25,000,000	24,306,264	24,327,181	24,317,250
Federal Agencies	3133EPHD0	Federal Farm Credit Bank	4/28/2023	10/28/2024	4.50	20,000,000	19,968,400	19,987,913	19,939,400
Federal Agencies	3133EPHD0	Federal Farm Credit Bank	4/28/2023	10/28/2024	4.50	25,000,000	24,959,000	24,984,317	24,924,250
Federal Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024	0.88	10,000,000	9,988,500	9,997,576	9,733,400
Federal Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024	0.88	10,000,000	9,988,500	9,997,576	9,733,400
Federal Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024	0.88	50,000,000	49,942,500	49,987,881	48,667,000
Federal Agencies	3133ENZ94	Federal Farm Credit Bank	11/18/2022	11/18/2024	4.50	25,000,000	24,973,500	24,991,626	24,889,750
Federal Agencies	3133ELCP7	Federal Farm Credit Bank	12/3/2019	12/3/2024	1.63	25,000,000	24,960,000	24,994,614	24,427,000
Federal Agencies	3133ENGQ7	Federal Farm Credit Bank	12/9/2021	12/9/2024	0.92	50,000,000	49,985,000	49,996,551	48,590,500
Federal Agencies	3133ENGQ7	Federal Farm Credit Bank	12/9/2021	12/9/2024	0.92	50,000,000	49,963,000	49,991,493	48,590,500
Federal Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024	4.25	10,000,000	9,982,900	9,993,848	9,937,400
Federal Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024	4.25	25,000,000	24,954,500	24,983,630	24,843,500
Federal Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024	4.25	25,000,000	24,954,500	24,983,630	24,843,500
Federal Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,964,250
Federal Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,964,250
Federal Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,964,250
Federal Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,964,250
Federal Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025	1.13	20,000,000	19,955,000	19,988,451	19,399,000
Federal Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025	1.13	25,000,000	24,943,750	24,985,564	24,248,750
Federal Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025	1.13	25,000,000	24,943,750	24,985,564	24,248,750
Federal Agencies	3135G0X24	Fannie Mae	4/21/2021	1/7/2025	1.63	39,060,000	40,632,556	39,385,636	38,028,816
Federal Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025	4.88	10,000,000	9,999,400	9,999,785	9,977,400
Federal Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025	4.88	20,000,000	19,998,800	19,999,570	19,954,800
Federal Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025	4.88	20,000,000	19,999,580	19,999,849	19,954,800
Federal Agencies	3130B0MZ9	Federal Home Loan Bank	3/27/2024	1/27/2025	5.10	115,000,000	115,000,000	115,000,000	114,990,800
Federal Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025	4.25	10,000,000	9,947,200	9,929,248	9,929,300
Federal Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025	4.25	29,875,000	29,716,065	29,806,512	29,663,784
Federal Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,331	4,847,150
Federal Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,331	4,847,150
Federal Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,331	4,847,150
Federal Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	15,000,000	14,988,450	14,997,994	14,541,450
Federal Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	50,000,000	49,961,500	49,993,313	48,471,500
Federal Agencies	3137EAEP0	Freddie Mac	4/21/2021	2/12/2025	1.50	53,532,000	55,450,052	53,968,484	51,895,527
Federal Agencies	3130AUVZ4	Federal Home Loan Bank	2/13/2023	2/13/2025	4.50	50,000,000	49,921,500	49,965,851	49,762,500
Federal Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025	5.00	25,000,000	24,967,000	24,984,905	24,964,250
Federal Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025	5.00	35,000,000	34,953,800	34,978,867	34,949,950

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity			Par Value	Original Cost	Amortized	
			Settle Date	Date	Coupon			Book Value	Market Value
Federal Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025	1.21	16,000,000	15,990,720	15,998,273	15,456,960
Federal Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025	1.21	24,000,000	23,964,240	23,993,347	23,185,440
Federal Agencies	3133EMWT5	Federal Farm Credit Bank	4/21/2021	4/21/2025	0.60	50,000,000	49,973,500	49,993,017	47,847,000
Federal Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025	0.63	37,938,000	37,367,792	37,759,202	36,223,582
Federal Agencies	3135G03U5	Fannie Mae	7/12/2021	4/22/2025	0.63	50,000,000	50,108,000	50,030,209	47,740,500
Federal Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025	0.63	50,000,000	49,243,950	49,762,928	47,740,500
Federal Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025	2.85	6,000,000	5,991,600	5,996,804	5,866,560
Federal Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025	2.85	20,000,000	19,972,000	19,989,347	19,555,200
Federal Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	10,000,000	9,991,700	9,995,066	9,963,600
Federal Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	15,000,000	14,987,550	14,992,599	14,945,400
Federal Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	25,000,000	24,979,250	24,987,664	24,909,000
Federal Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	52,000,000	51,956,840	51,974,342	51,810,720
Federal Agencies	3130ASG86	Federal Home Loan Bank	8/4/2022	6/13/2025	3.38	11,940,000	12,000,178	11,965,247	11,729,975
Federal Agencies	3130ASG86	Federal Home Loan Bank	8/3/2022	6/13/2025	3.38	12,700,000	12,806,045	12,744,448	12,476,607
Federal Agencies	3130ATST5	Federal Home Loan Bank	5/10/2023	6/13/2025	4.38	3,000,000	3,012,270	3,012,025	2,981,730
Federal Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025	4.38	9,915,000	9,975,878	9,949,765	9,854,618
Federal Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025	4.38	10,000,000	10,065,000	10,037,119	9,939,100
Federal Agencies	3130ATST5	Federal Home Loan Bank	5/11/2023	6/13/2025	4.38	10,000,000	10,036,000	10,020,639	9,939,100
Federal Agencies	3130ATST5	Federal Home Loan Bank	5/17/2023	6/13/2025	4.38	24,000,000	24,079,440	24,045,903	23,853,840
Federal Agencies	3130ATST5	Federal Home Loan Bank	5/9/2023	6/13/2025	4.38	25,500,000	25,624,695	25,571,301	25,344,705
Federal Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025	5.13	10,800,000	10,818,036	10,811,466	10,820,196
Federal Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025	5.13	48,150,000	48,241,967	48,208,463	48,240,041
Federal Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,988,383	14,994,427	14,897,250
Federal Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,989,800	14,995,107	14,897,250
Federal Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,989,050	14,994,747	14,897,250
Federal Agencies	3133ENYQ7	Federal Farm Credit Bank	6/13/2022	6/13/2025	2.95	50,000,000	49,975,500	49,990,209	48,889,500
Federal Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025	0.50	4,655,000	4,556,640	4,621,220	4,415,500
Federal Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025	0.50	10,000,000	9,789,600	9,927,741	9,485,500
Federal Agencies	3130AN4A5	Federal Home Loan Bank	7/12/2021	6/30/2025	0.70	17,680,000	17,734,631	17,697,155	16,791,934
Federal Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025	4.00	25,000,000	24,982,000	24,988,977	24,734,750
Federal Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025	4.00	26,500,000	26,483,835	26,490,101	26,218,835
Federal Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025	4.00	30,000,000	29,981,700	29,988,793	29,681,700
Federal Agencies	3135G05X7	Fannie Mae	3/4/2021	8/25/2025	0.38	25,000,000	24,684,250	24,901,316	23,497,750
Federal Agencies	3135G05X7	Fannie Mae	2/25/2021	8/25/2025	0.38	72,500,000	71,862,000	72,301,451	68,143,475
Federal Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025	5.50	25,000,000	25,000,000	25,000,000	25,004,500
Federal Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025	5.50	25,000,000	25,000,000	25,000,000	25,004,500
Federal Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025	5.50	25,000,000	25,000,000	25,000,000	25,004,500
Federal Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025	5.50	25,000,000	25,000,000	25,000,000	25,004,500
Federal Agencies	3130A8ZQ9	Federal Home Loan Bank	11/2/2021	9/12/2025	1.75	10,295,000	10,575,333	10,400,175	9,852,727
Federal Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025	5.00	8,230,000	8,224,074	8,225,688	8,241,440
Federal Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025	5.00	15,000,000	14,981,850	14,986,791	15,020,850
Federal Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025	5.00	20,000,000	19,975,800	19,982,388	20,027,800
Federal Agencies	3137EAEX3	Freddie Mac	3/4/2021	9/23/2025	0.38	22,600,000	22,295,352	22,501,136	21,173,262
Federal Agencies	3133EPDL6	Federal Farm Credit Bank	3/15/2023	10/1/2025	4.85	50,000,000	50,000,000	50,000,000	50,033,000
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025	5.13	24,000,000	23,923,440	23,940,616	24,119,760
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025	5.13	25,000,000	24,985,500	24,988,753	25,124,750
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025	5.13	35,000,000	34,972,350	34,978,553	35,174,650
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025	5.13	50,000,000	49,972,000	49,972,282	50,249,500
Federal Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025	1.05	39,675,000	39,622,232	39,653,510	37,333,778
Federal Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025	1.05	55,000,000	54,923,000	54,968,641	51,754,450

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity			Par Value	Original Cost	Amortized	
			Settle Date	Date	Coupon			Book Value	Market Value
Federal Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025	1.17	45,000,000	44,954,100	44,980,396	42,337,800
Federal Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025	1.17	50,000,000	49,949,000	49,978,218	47,042,000
Federal Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025	4.00	15,000,000	14,954,700	14,973,671	14,796,300
Federal Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025	4.00	20,000,000	19,939,600	19,964,895	19,728,400
Federal Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025	4.00	25,000,000	24,923,750	24,955,683	24,660,500
Federal Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026	4.00	20,000,000	19,982,400	19,989,530	19,745,600
Federal Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026	4.00	30,000,000	29,977,200	29,986,436	29,618,400
Federal Agencies	3130AUTC8	Federal Home Loan Bank	2/9/2023	2/6/2026	4.01	21,100,000	20,985,427	21,029,139	20,807,554
Federal Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026	3.63	25,000,000	24,928,500	24,951,221	24,525,500
Federal Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026	3.63	30,000,000	29,905,500	29,935,530	29,430,600
Federal Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026	4.38	25,000,000	24,953,500	24,970,598	24,859,750
Federal Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026	4.38	28,000,000	27,954,080	27,970,965	27,842,920
Federal Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026	4.38	50,000,000	49,918,000	49,948,151	49,719,500
Federal Agencies	3133ENJ35	Federal Farm Credit Bank	8/25/2022	2/25/2026	3.32	35,000,000	34,957,650	34,977,005	34,136,900
Federal Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026	4.88	10,000,000	9,953,900	9,951,976	10,036,800
Federal Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026	4.88	10,000,000	9,950,700	9,959,336	10,036,800
Federal Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026	4.88	10,000,000	9,950,700	9,959,336	10,036,800
Federal Agencies	3133EMZ21	Federal Farm Credit Bank	8/9/2021	4/6/2026	0.69	15,500,000	15,458,150	15,481,917	14,319,985
Federal Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026	2.64	20,000,000	19,961,200	19,980,427	19,217,400
Federal Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026	2.64	30,000,000	29,941,800	29,970,641	28,826,100
Federal Agencies	3130AVWS7	Federal Home Loan Bank	5/10/2023	6/12/2026	3.75	17,045,000	16,991,479	17,006,980	16,749,099
Federal Agencies	3130AVWS7	Federal Home Loan Bank	5/17/2023	6/12/2026	3.75	20,000,000	19,939,200	19,956,540	19,652,800
Federal Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026	4.00	10,000,000	9,934,300	9,952,402	9,878,100
Federal Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026	4.00	15,000,000	14,899,350	14,927,081	14,817,150
Federal Agencies	3130AWLZ1	Federal Home Loan Bank	7/10/2023	6/12/2026	4.75	50,000,000	49,856,000	49,891,865	50,158,000
Federal Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026	4.25	20,000,000	19,969,200	19,977,378	19,844,600
Federal Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026	4.25	24,700,000	24,640,226	24,656,097	24,508,081
Federal Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026	4.25	30,000,000	29,951,400	29,964,304	29,766,900
Federal Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026	4.38	25,000,000	24,986,750	24,990,171	24,868,500
Federal Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026	4.38	25,000,000	24,986,750	24,990,171	24,868,500
Federal Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026	4.38	50,000,000	49,973,500	49,980,343	49,737,000
Federal Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026	4.75	10,000,000	9,991,700	9,993,354	10,019,100
Federal Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026	4.75	19,000,000	18,984,800	18,987,828	19,036,290
Federal Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026	4.75	21,000,000	20,982,780	20,986,211	21,040,110
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	23,035,500
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	23,035,500
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	23,035,500
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	23,035,500
Federal Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,003,500
Federal Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,003,500
Federal Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,003,500
Federal Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	23,003,500
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	3,000,000	2,991,930	2,993,168	3,026,520
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	9,615,000	9,589,136	9,593,103	9,699,997
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	16,000,000	15,956,960	15,963,562	16,141,440
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026	5.00	25,000,000	24,936,750	24,946,452	25,221,000
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,963,250
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,963,250
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,963,250
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,963,250

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity			Par Value	Original Cost	Amortized	
			Settle Date	Date	Coupon			Book Value	Market Value
Federal Agencies	3133EPSW6	Federal Farm Credit Bank	8/14/2023	8/14/2026	4.50	50,000,000	49,885,000	49,909,238	49,937,500
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,925,250
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,925,250
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,925,250
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,925,250
Federal Agencies	3133EM4X7	Federal Farm Credit Bank	12/12/2023	9/10/2026	0.80	28,975,000	26,174,277	26,484,227	26,465,475
Federal Agencies	3130AXCP1	Federal Home Loan Bank	10/18/2023	9/11/2026	4.88	11,895,000	11,821,965	11,833,413	11,992,063
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,073,500
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,073,500
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,073,500
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	23,073,500
Federal Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026	4.88	14,000,000	13,904,940	13,919,164	14,112,980
Federal Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026	4.88	30,000,000	29,834,100	29,858,924	30,242,100
Federal Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,894,250
Federal Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,894,250
Federal Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,894,250
Federal Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026	5.29	25,000,000	25,000,000	25,000,000	24,894,250
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,184,750
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,184,750
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,184,750
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	23,184,750
Federal Agencies	3130AXU63	Federal Home Loan Bank	11/17/2023	11/17/2026	4.63	50,000,000	49,911,500	49,922,482	50,144,000
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,155,000
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,155,000
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,155,000
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	23,155,000
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	12,000,000	11,973,000	11,974,572	11,900,160
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	25,000,000	24,943,750	24,947,025	24,792,000
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	29,350,000	29,283,963	29,287,808	29,105,808
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027	4.13	50,000,000	49,887,500	49,894,050	49,584,000
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	5,000,000	4,992,850	4,993,287	4,955,500
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	10,000,000	9,986,600	9,987,419	9,911,000
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	25,000,000	24,968,500	24,970,426	24,777,500
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	35,000,000	34,955,900	34,958,596	34,688,500
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027	4.13	50,000,000	49,933,000	49,937,096	49,555,000
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,493,500
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,493,500
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,493,500
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,493,500
Federal Agencies	3133ENRD4	Federal Farm Credit Bank	3/16/2022	3/10/2027	1.68	48,573,000	47,432,020	47,900,323	44,886,795
Federal Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027	2.60	22,500,000	22,392,338	22,435,167	21,333,600
Federal Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027	2.60	24,500,000	24,377,010	24,425,936	23,229,920
Federal Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027	2.60	25,000,000	24,804,000	24,881,970	23,704,000
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	4,650,000	4,646,792	4,647,770	4,605,267
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	5,000,000	4,996,550	4,997,603	4,951,900
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	21,000,000	20,987,001	20,990,967	20,797,980
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027	4.13	25,000,000	24,982,750	24,988,013	24,759,500
Federal Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027	4.00	31,000,000	30,905,760	30,913,544	30,589,560
Federal Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027	4.00	58,850,000	58,662,269	58,677,775	58,070,826
Federal Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027	3.50	10,000,000	10,141,500	10,092,276	9,734,800

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027	3.50	12,375,000	12,552,829	12,490,967	12,046,815	
Federal Agencies	3130ASGU7	Federal Home Loan Bank	7/20/2022	6/11/2027	3.50	21,725,000	22,016,550	21,915,233	21,148,853	
Federal Agencies	3133EPMV4	Federal Farm Credit Bank	6/15/2023	6/15/2027	4.13	28,940,000	28,911,928	28,917,520	28,656,388	
Federal Agencies	3133ENZK9	Federal Farm Credit Bank	7/7/2022	6/28/2027	3.24	27,865,000	28,099,066	28,017,394	26,853,222	
Federal Agencies	3133EPBM6	Federal Farm Credit Bank	2/23/2023	8/23/2027	4.13	10,000,000	9,974,000	9,980,381	9,898,200	
Federal Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027	4.63	27,950,000	27,834,008	27,844,964	28,115,464	
Federal Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027	4.63	33,300,000	33,161,472	33,174,557	33,497,136	
Federal Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028	5.41	25,000,000	25,000,000	25,000,000	24,882,250	
Federal Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028	5.41	25,000,000	25,000,000	25,000,000	24,882,250	
Federal Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028	5.41	65,000,000	65,000,000	65,000,000	64,693,850	
Federal Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028	5.13	25,000,000	25,000,000	25,000,000	24,863,250	
Federal Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028	5.13	25,000,000	25,000,000	25,000,000	24,863,250	
Federal Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028	5.13	50,000,000	50,000,000	50,000,000	49,726,500	
Federal Agencies	3133EPSK2	Federal Farm Credit Bank	8/7/2023	8/7/2028	4.25	19,500,000	19,412,250	19,423,681	19,468,605	
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	10,000,000	9,979,100	9,981,582	10,083,700	
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	15,000,000	14,962,800	14,967,218	15,125,550	
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	25,000,000	24,943,500	24,950,211	25,209,250	
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028	4.50	33,000,000	32,904,960	32,916,248	33,276,210	
Federal Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028	4.63	12,000,000	11,984,040	11,985,263	12,177,000	
Federal Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028	4.63	20,000,000	19,971,600	19,973,776	20,295,000	
Federal Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028	4.63	55,000,000	54,922,285	54,928,240	55,811,250	
Federal Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029	5.91	20,000,000	20,000,000	20,000,000	19,968,600	
Federal Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029	5.91	20,000,000	20,000,000	20,000,000	19,968,600	
Federal Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029	5.91	20,000,000	20,000,000	20,000,000	19,968,600	
Federal Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029	5.91	55,000,000	55,000,000	55,000,000	54,913,650	
Subtotals					3.23	\$ 6,812,567,000	\$ 6,800,569,879	\$ 6,803,995,517	\$ 6,670,701,083	
Public Time Deposits	PPG1KB100	Bank of San Francisco	12/4/2023	6/3/2024	5.44	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
Public Time Deposits	PPG2JA6N9	Bridge Bank NA	12/18/2023	6/17/2024	5.36	10,000,000	10,000,000	10,000,000	10,000,000	
Public Time Deposits	PPG5M8MH8	Bank of San Francisco	1/8/2024	7/8/2024	5.30	10,000,000	10,000,000	10,000,000	10,000,000	
Public Time Deposits	PPG8E735	Bridge Bank NA	1/16/2024	7/15/2024	5.26	10,000,000	10,000,000	10,000,000	10,000,000	
Subtotals					5.34	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	
Negotiable CDs	65603APG0	Norinchukin Bank/NY	10/25/2023	4/23/2024	5.83	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,011,500	
Negotiable CDs	78015JHT7	Royal Bank of Canada/NY	12/8/2023	6/3/2024	5.53	60,000,000	60,000,000	60,000,000	60,003,600	
Negotiable CDs	89115BNG1	Toronto Dominion Bank/NY	6/27/2023	6/5/2024	5.85	50,000,000	50,000,000	50,000,000	50,020,500	
Negotiable CDs	06367DBJ3	Bank of Montreal/CHI	7/17/2023	6/7/2024	5.89	50,000,000	50,000,000	50,000,000	50,029,000	
Negotiable CDs	06367DAU9	Bank of Montreal/CHI	6/27/2023	6/21/2024	5.87	100,000,000	100,000,000	100,000,000	100,060,000	
Negotiable CDs	78015JXW2	Royal Bank of Canada/NY	6/28/2023	6/28/2024	5.89	50,000,000	50,000,000	50,000,000	50,031,500	
Negotiable CDs	06367DAX3	Bank of Montreal/CHI	7/5/2023	7/1/2024	6.00	100,000,000	100,000,000	100,000,000	100,098,000	
Negotiable CDs	06367DBR5	Bank of Montreal/CHI	7/24/2023	7/1/2024	5.93	50,000,000	50,000,000	50,000,000	50,042,500	
Negotiable CDs	06367DFX8	Bank of Montreal/CHI	12/8/2023	7/1/2024	5.56	50,000,000	50,000,000	50,000,000	50,011,000	
Negotiable CDs	13606KZR0	Canadian Imperial Bank/NY	8/7/2023	7/1/2024	5.89	50,000,000	50,000,000	50,000,000	50,039,000	
Negotiable CDs	89115BNV8	Toronto Dominion Bank/NY	12/8/2023	7/1/2024	5.56	50,000,000	50,000,000	50,000,000	50,003,500	
Negotiable CDs	89115BRG7	Toronto Dominion Bank/NY	7/6/2023	7/1/2024	6.05	50,000,000	50,000,000	50,000,000	50,047,500	
Negotiable CDs	89115BS84	Toronto Dominion Bank/NY	7/17/2023	7/1/2024	5.91	50,000,000	50,000,000	50,000,000	50,031,500	
Negotiable CDs	89115BSQ4	Toronto Dominion Bank/NY	7/24/2023	7/1/2024	5.93	50,000,000	50,000,000	50,000,000	50,035,000	
Negotiable CDs	89115BV80	Toronto Dominion Bank/NY	8/2/2023	7/3/2024	5.90	50,000,000	50,000,000	50,000,000	50,033,000	
Negotiable CDs	89115DC20	Toronto Dominion Bank/NY	3/5/2024	7/15/2024	5.38	70,000,000	70,000,000	70,000,000	69,983,900	
Negotiable CDs	06367DBW4	Bank of Montreal/CHI	8/1/2023	7/29/2024	5.97	50,000,000	50,000,000	50,000,000	50,051,000	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date	Date				Book Value	Market Value
Negotiable CDs	13606KZN9	Canadian Imperial Bank/NY	8/2/2023	7/29/2024	5.92	60,000,000	60,000,000	60,000,000	60,000,000	60,050,400
Negotiable CDs	06367DDS1	Bank of Montreal/CHI	10/10/2023	8/9/2024	5.88	50,000,000	50,000,000	50,000,000	50,000,000	50,051,000
Negotiable CDs	13606KD78	Canadian Imperial Bank/NY	9/20/2023	8/12/2024	5.92	50,000,000	50,000,000	50,000,000	50,000,000	50,059,500
Negotiable CDs	78015J7F8	Royal Bank of Canada/NY	9/20/2023	8/12/2024	5.93	60,000,000	60,000,000	60,000,000	60,000,000	60,085,200
Negotiable CDs	06367DCF0	Bank of Montreal/CHI	8/28/2023	8/14/2024	6.01	50,000,000	50,000,000	50,000,000	50,000,000	50,069,500
Negotiable CDs	78015JE37	Royal Bank of Canada/NY	10/31/2023	8/15/2024	5.86	50,000,000	50,000,000	50,000,000	50,000,000	50,066,500
Negotiable CDs	13606KF92	Canadian Imperial Bank/NY	10/10/2023	8/16/2024	5.88	50,000,000	50,000,000	50,000,000	50,000,000	50,058,500
Negotiable CDs	78015JE78	Royal Bank of Canada/NY	10/31/2023	8/26/2024	5.86	50,000,000	50,000,000	50,000,000	50,000,000	50,071,500
Negotiable CDs	13606KC38	Canadian Imperial Bank/NY	9/11/2023	9/9/2024	5.94	50,000,000	50,000,000	50,000,000	50,000,000	50,079,000
Negotiable CDs	78015J5K9	Royal Bank of Canada/NY	9/12/2023	9/9/2024	5.90	60,000,000	60,000,000	60,000,000	60,000,000	60,090,000
Negotiable CDs	89115DC61	Toronto Dominion Bank/NY	3/6/2024	9/10/2024	5.37	50,000,000	50,000,000	50,000,000	50,000,000	49,983,500
Negotiable CDs	13606KW51	Canadian Imperial Bank/NY	3/6/2024	9/11/2024	5.37	50,000,000	50,000,000	50,000,000	50,000,000	49,987,000
Negotiable CDs	06367DD44	Bank of Montreal/CHI	9/22/2023	9/23/2024	5.97	50,000,000	50,000,000	50,000,000	50,000,000	50,089,500
Negotiable CDs	78015JAK3	Royal Bank of Canada/NY	9/22/2023	9/23/2024	5.96	60,000,000	60,000,000	60,000,000	60,000,000	60,114,000
Negotiable CDs	89115DCA2	Toronto Dominion Bank/NY	3/6/2024	9/25/2024	5.36	50,000,000	50,000,000	50,000,000	50,000,000	49,981,000
Negotiable CDs	06367DE43	Bank of Montreal/CHI	11/2/2023	10/21/2024	5.86	60,000,000	60,000,000	60,000,000	60,000,000	60,109,800
Negotiable CDs	89115BH52	Toronto Dominion Bank/NY	10/26/2023	10/21/2024	5.93	50,000,000	50,000,000	50,000,000	50,000,000	50,106,500
Negotiable CDs	06367DFA8	Bank of Montreal/CHI	12/1/2023	10/24/2024	5.58	50,000,000	50,000,000	50,000,000	50,000,000	50,023,000
Negotiable CDs	78015JY3	Royal Bank of Canada/NY	12/13/2023	10/24/2024	5.48	50,000,000	50,000,000	50,000,000	50,000,000	50,006,500
Negotiable CDs	89115BP95	Toronto Dominion Bank/NY	12/11/2023	10/24/2024	5.58	50,000,000	50,000,000	50,000,000	50,000,000	50,022,500
Negotiable CDs	06367DEK7	Bank of Montreal/CHI	11/8/2023	11/6/2024	5.80	50,000,000	50,000,000	50,000,000	50,000,000	50,087,000
Subtotals					5.80	\$ 2,080,000,000	\$ 2,080,000,000	\$ 2,080,000,000	\$ 2,080,000,000	\$ 2,081,723,400
Commercial Paper	59515MD85	Microsoft	11/29/2023	4/8/2024	0.00	\$ 50,000,000	\$ 49,030,236	\$ 49,948,181	\$ 49,919,000	
Commercial Paper	62479LD85	MUFG Bank Ltd/NY	12/1/2023	4/8/2024	0.00	50,000,000	49,014,583	49,946,528	49,919,000	
Commercial Paper	62479LD85	MUFG Bank Ltd/NY	12/11/2023	4/8/2024	0.00	50,000,000	49,095,931	49,946,819	49,919,000	
Commercial Paper	59515MDA0	Microsoft	12/12/2023	4/10/2024	0.00	55,000,000	54,021,000	54,926,575	54,894,400	
Commercial Paper	59515MDN2	Microsoft	1/3/2024	4/22/2024	0.00	50,000,000	49,193,333	49,846,000	49,816,500	
Commercial Paper	62479LDQ5	MUFG Bank Ltd/NY	1/2/2024	4/24/2024	0.00	75,000,000	73,735,813	74,742,688	74,702,250	
Commercial Paper	89233GE36	Toyota Motor Credit	8/8/2023	5/3/2024	0.00	60,000,000	57,489,333	59,701,333	59,681,400	
Commercial Paper	62479LE68	MUFG Bank Ltd/NY	3/4/2024	5/6/2024	0.00	51,000,000	50,521,620	50,734,233	50,707,770	
Commercial Paper	89233GE69	Toyota Motor Credit	8/15/2023	5/6/2024	0.00	50,000,000	47,938,889	49,727,778	49,712,000	
Commercial Paper	59515ME84	Microsoft	12/13/2023	5/8/2024	0.00	50,000,000	48,909,750	49,725,583	49,699,000	
Commercial Paper	59515ME84	Microsoft	12/13/2023	5/8/2024	0.00	50,000,000	48,909,750	49,725,583	49,699,000	
Commercial Paper	89233GEL6	Toyota Motor Credit	1/16/2024	5/20/2024	0.00	80,000,000	78,536,111	79,426,156	79,373,600	
Commercial Paper	62479LEQ4	MUFG Bank Ltd/NY	2/20/2024	5/24/2024	0.00	40,000,000	39,440,178	39,684,356	39,664,000	
Commercial Paper	62479LFE0	MUFG Bank Ltd/NY	2/20/2024	6/14/2024	0.00	20,000,000	19,658,833	19,780,467	19,769,400	
Commercial Paper	59157TFH1	MetLife Short term	3/5/2024	6/17/2024	0.00	41,000,000	40,376,982	40,538,727	40,517,020	
Commercial Paper	62479LJ9	MUFG Bank Ltd/NY	2/20/2024	6/18/2024	0.00	55,000,000	54,029,158	54,363,650	54,332,850	
Commercial Paper	62479LQ17	MUFG Bank Ltd/NY	10/26/2023	7/1/2024	0.00	50,000,000	48,046,042	49,285,903	49,296,500	
Commercial Paper	89233GG18	Toyota Motor Credit	10/23/2023	7/1/2024	0.00	50,000,000	48,036,500	49,290,958	49,298,000	
Commercial Paper	89233GG18	Toyota Motor Credit	11/7/2023	7/1/2024	0.00	50,000,000	48,169,833	49,297,278	49,298,000	
Commercial Paper	59515MGF6	Microsoft	3/5/2024	7/15/2024	0.00	10,000,000	9,808,600	9,847,750	9,840,100	
Commercial Paper	59157TGQ0	MetLife Short term	3/5/2024	7/24/2024	0.00	48,500,000	47,508,418	47,698,295	47,675,500	
Commercial Paper	59157TK44	MetLife Short term	3/28/2024	10/4/2024	0.00	15,000,000	14,588,333	14,597,000	14,584,650	
Commercial Paper	89233GKP0	Toyota Motor Credit	3/26/2024	10/23/2024	0.00	75,000,000	72,714,167	72,779,167	72,762,000	
Commercial Paper	62479LKQ7	MUFG Bank Ltd/NY	3/25/2024	10/24/2024	0.00	50,000,000	48,455,750	48,506,500	48,478,000	
Subtotals					0.00	\$ 1,175,500,000	\$ 1,147,229,143	\$ 1,164,067,507	\$ 1,163,558,940	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	3/31/2024	4/1/2024	5.19	\$ 13,184,772	\$ 13,184,772	\$ 13,184,772	\$ 13,184,772	
Money Market Funds	31607A703	Fidelity Govt Portfolio	3/31/2024	4/1/2024	5.26	773,910,117	773,910,117	773,910,117	773,910,117	
Money Market Funds	608919718	Federated Hermes Govt Obligations Fi	3/31/2024	4/1/2024	5.24	398,285,003	398,285,003	398,285,003	398,285,003	
Money Market Funds	262006208	Dreyfus Government Cash Manageme	3/31/2024	4/1/2024	5.20	12,556,693	12,556,693	12,556,693	12,556,693	
Money Market Funds	85749T517	State Street Institutional U.S. Govt MV	3/31/2024	4/1/2024	5.23	465,377,458	465,377,458	465,377,458	465,377,458	
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity F	3/31/2024	4/1/2024	5.22	25,017,884	25,017,884	25,017,884	25,017,884	
Subtotals						5.17	\$ 1,688,331,927	\$ 1,688,331,927	\$ 1,688,331,927	\$ 1,688,331,927
Supranationals	45906M3B5	Int'l Bank for Recon and Dev	3/23/2022	6/14/2024	1.98	\$ 100,000,000	\$ 100,000,000	\$ 100,000,000	\$ 99,284,000	
Supranationals	4581X0EE4	Inter-American Development Bank	7/1/2022	7/1/2024	3.25	80,000,000	79,992,000	79,999,004	79,582,400	
Supranationals	459056HV2	Int'l Bank for Recon and Dev	11/2/2021	8/28/2024	1.50	50,000,000	50,984,250	50,142,382	49,236,000	
Supranationals	4581X0DZ8	Inter-American Development Bank	11/4/2021	9/23/2024	0.50	50,000,000	49,595,500	49,932,839	48,854,500	
Supranationals	45950VQG4	International Finance Corp	10/22/2021	9/23/2024	0.44	10,000,000	9,918,700	9,986,666	9,768,400	
Supranationals	4581X0CM8	Inter-American Development Bank	4/26/2021	1/15/2025	2.13	100,000,000	105,676,000	101,206,150	97,658,000	
Supranationals	459058HT3	Int'l Bank for Recon and Dev	3/22/2024	1/15/2025	1.63	29,314,000	28,488,811	28,516,409	28,506,106	
Supranationals	459058JB0	Int'l Bank for Recon and Dev	7/23/2021	4/22/2025	0.63	40,000,000	40,086,000	40,024,248	38,234,800	
Supranationals	4581X0DN5	Inter-American Development Bank	11/1/2021	7/15/2025	0.63	28,900,000	28,519,098	28,767,586	27,370,901	
Supranationals	45950VRU2	International Finance Corp	1/26/2023	1/26/2026	4.02	100,000,000	100,000,000	100,000,000	98,495,000	
Supranationals	45818WDG8	Inter-American Development Bank	8/25/2021	2/27/2026	0.82	19,500,000	19,556,907	19,524,083	18,123,495	
Subtotals						2.12	\$ 607,714,000	\$ 612,817,266	\$ 608,099,367	\$ 595,113,602
Grand Totals						3.06	\$ 15,964,112,927	\$ 15,922,571,630	\$ 15,935,727,102	\$ 15,631,491,302

Monthly Investment Earnings

Pooled Fund

For month ended March 31, 2024

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	912797GL5	B 0.000 09/05/2024	\$ 50,000,000		141,714	\$	141,714
U.S. Treasuries	912797JP3	B 0.000 04/23/2024	100,000,000		449,500		449,500
U.S. Treasuries	912797JQ1	B 0.000 04/30/2024	35,000,000		138,637		138,637
U.S. Treasuries	912828G38	T 2.250 11/15/2024	50,000,000	95,810	(72,728)		23,082
U.S. Treasuries	912828G38	T 2.250 11/15/2024	50,000,000	95,810	(74,467)		21,343
U.S. Treasuries	912828R36	T 1.625 05/15/2026	50,000,000	69,196	(38,871)		30,325
U.S. Treasuries	912828R36	T 1.625 05/15/2026	50,000,000	69,196	(34,036)		35,161
U.S. Treasuries	912828XB1	T 2.125 05/15/2025	50,000,000	90,488	(65,387)		25,101
U.S. Treasuries	912828XT2	T 2.000 05/31/2024	50,000,000	84,699	(66,202)		18,498
U.S. Treasuries	912828Y87	T 1.750 07/31/2024	50,000,000	74,519	(56,226)		18,294
U.S. Treasuries	912828YM6	T 1.500 10/31/2024	50,000,000	63,874	(41,798)		22,075
U.S. Treasuries	912828YY0	T 1.750 12/31/2024	50,000,000	74,519	(49,765)		24,755
U.S. Treasuries	912828Z52	T 1.375 01/31/2025	50,000,000	58,551	(33,489)		25,062
U.S. Treasuries	912828Z52	T 1.375 01/31/2025	50,000,000	58,551	(33,700)		24,851
U.S. Treasuries	912828ZC7	T 1.125 02/28/2025	50,000,000	47,385	(21,690)		25,695
U.S. Treasuries	912828ZC7	T 1.125 02/28/2025	50,000,000	47,385	(21,636)		25,749
U.S. Treasuries	912828ZF0	T 0.500 03/31/2025	50,000,000	21,175	4,732		25,906
U.S. Treasuries	912828ZF0	T 0.500 03/31/2025	50,000,000	21,175	3,443		24,618
U.S. Treasuries	912828ZL7	T 0.375 04/30/2025	50,000,000	15,968	8,266		24,234
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	16,915		27,560
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	18,849		29,494
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	14,756		25,401
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	16,772		27,417
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	15,378		26,024
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	14,750		25,396
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	10,877		21,523
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	12,926		23,571
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,646	32,670		43,316
U.S. Treasuries	91282CAB7	T 0.250 07/31/2025	50,000,000	10,646	11,519		22,164
U.S. Treasuries	91282CAB7	T 0.250 07/31/2025	50,000,000	10,646	13,566		24,211
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025	50,000,000	10,587	17,234		27,822
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025	50,000,000	10,587	14,592		25,179
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,646	12,719		23,364
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,646	16,771		27,417
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,646	17,325		27,970
U.S. Treasuries	91282CBC4	T 0.375 12/31/2025	50,000,000	15,968	9,544		25,512
U.S. Treasuries	91282CBC4	T 0.375 12/31/2025	50,000,000	15,968	12,767		28,735
U.S. Treasuries	91282CBR1	T 0.250 03/15/2024		4,808	24,491		29,299
U.S. Treasuries	91282CBW0	T 0.750 04/30/2026	50,000,000	31,937	5,928		37,865
U.S. Treasuries	91282CBW0	T 0.750 04/30/2026	50,000,000	31,937	4,739		36,676
U.S. Treasuries	91282CCC3	T 0.250 05/15/2024	50,000,000	10,646	8,319		18,965
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	1,162		38,421
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	(1,203)		36,057
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	(5,941)		31,319
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	(5,639)		31,621
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	(7,040)		30,220
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	(4,172)		33,087
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	1,114		38,373

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	7,322		44,582
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	37,260	18,408		55,668
U.S. Treasuries	91282CCL3	T 0.375 07/15/2024	50,000,000	15,968	56		16,025
U.S. Treasuries	91282CCL3	T 0.375 07/15/2024	50,000,000	15,968	1,131		17,099
U.S. Treasuries	91282CCL3	T 0.375 07/15/2024	50,000,000	15,968	91,224		107,192
U.S. Treasuries	91282CCT6	T 0.375 08/15/2024	50,000,000	15,968	2,899		18,868
U.S. Treasuries	91282CCW9	T 0.750 08/31/2026	50,000,000	31,590	9,496		41,086
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	37,056	5,295		42,351
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	37,056	5,595		42,651
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	37,056	11,694		48,750
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	52,937	(1,229)		51,708
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	52,937	(1,997)		50,940
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	52,937	53,063		106,000
U.S. Treasuries	91282CDQ1	T 1.250 12/31/2026	50,000,000	53,228	51,594		104,822
U.S. Treasuries	91282CEF4	T 2.500 03/31/2027	25,000,000	52,937	4,125		57,062
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	49,107	16,526		65,634
U.S. Treasuries	91282CFK2	T 3.500 09/15/2025	50,000,000	148,150	29,766		177,916
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	170,330	481		170,810
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	170,330	1,379		171,708
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	170,330	1,826		172,155
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	170,330	6,221		176,550
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	170,330	13,714		184,043
U.S. Treasuries	91282CHL8	T 4.625 06/30/2025	50,000,000	196,944	1,425		198,368
U.S. Treasuries	91282CHX2	T 4.375 08/31/2028	50,000,000	184,273	(2,072)		182,201
Subtotals			\$ 3,560,000,000	\$ 3,506,846	\$ 765,925	\$ -	\$ 4,272,770
Federal Agencies	3130A1XJ2	FHLB 2.875 06/14/2024	\$ 15,955,000	\$ 38,226	\$ (2,186)	\$	36,040
Federal Agencies	3130A1XJ2	FHLB 2.875 06/14/2024	17,980,000	43,077	(2,610)		40,467
Federal Agencies	3130A1XJ2	FHLB 2.875 06/14/2024	25,500,000	61,094	(2,131)		58,962
Federal Agencies	3130A1XJ2	FHLB 2.875 06/14/2024	50,000,000	119,792	(8,321)		111,471
Federal Agencies	3130A8ZQ9	FHLB 1.750 09/12/2025	10,295,000	15,014	(6,163)		8,850
Federal Agencies	3130AN4A5	FHLB 0.700 06/30/2025	17,680,000	10,313	(1,169)		9,145
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ASG86	FHLB 3.375 06/13/2025	11,940,000	33,581	(1,787)		31,794
Federal Agencies	3130ASG86	FHLB 3.375 06/13/2025	12,700,000	35,719	(3,146)		32,573
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	10,000,000	29,167	(2,453)		26,713
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	12,375,000	36,094	(3,083)		33,011
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	21,725,000	63,365	(5,058)		58,307
Federal Agencies	3130ASHK8	FHLB 3.125 06/14/2024	28,000,000	72,917	4,271		77,188
Federal Agencies	3130ASHK8	FHLB 3.125 06/14/2024	28,210,000	73,464	4,253		77,716
Federal Agencies	3130ASME6	FHLB 3.000 07/08/2024	10,000,000	25,000	823		25,823
Federal Agencies	3130ASME6	FHLB 3.000 07/08/2024	15,000,000	37,500	1,234		38,734
Federal Agencies	3130ASME6	FHLB 3.000 07/08/2024	17,500,000	43,750	1,440		45,190
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	3,000,000	10,938	(497)		10,440
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	9,915,000	36,148	(2,461)		33,688
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	10,000,000	36,458	(2,627)		33,831
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	10,000,000	36,458	(1,461)		34,998
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	24,000,000	87,500	(3,249)		84,251
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	25,500,000	92,969	(5,046)		87,922
Federal Agencies	3130ATT31	FHLB 4.500 10/03/2024	50,000,000	187,500	6,160		193,660
Federal Agencies	3130ATUQ8	FHLB 4.750 03/08/2024		9,236	(194)		9,042
Federal Agencies	3130ATUQ8	FHLB 4.750 03/08/2024		18,472	(12)		18,460
Federal Agencies	3130ATUQ8	FHLB 4.750 03/08/2024		27,708	(26)		27,682
Federal Agencies	3130ATUQ8	FHLB 4.750 03/08/2024		27,708	332		28,040
Federal Agencies	3130ATUQ8	FHLB 4.750 03/08/2024		23,090	276		23,367
Federal Agencies	3130ATVD6	FHLB 4.875 09/13/2024	50,000,000	203,125	(2,856)		200,269
Federal Agencies	3130AUTC8	FHLB 4.010 02/06/2026	21,100,000	70,509	3,250		73,759
Federal Agencies	3130AUVZ4	FHLB 4.500 02/13/2025	50,000,000	187,500	3,329		190,829
Federal Agencies	3130AV7L0	FHLB 5.000 02/28/2025	25,000,000	104,167	1,405		105,572
Federal Agencies	3130AV7L0	FHLB 5.000 02/28/2025	35,000,000	145,833	1,967		147,801
Federal Agencies	3130AVWS7	FHLB 3.750 06/12/2026	17,045,000	53,266	1,470		54,735
Federal Agencies	3130AVWS7	FHLB 3.750 06/12/2026	20,000,000	62,500	1,680		64,180
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	10,000,000	33,333	1,840		35,173
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	15,000,000	50,000	2,819		52,819
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	10,000,000	38,542	355		38,897
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	15,000,000	57,813	532		58,345
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	25,000,000	96,354	887		97,241

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	52,000,000	200,417	1,845		202,262
Federal Agencies	3130AWLY4	FHLB 5.125 06/13/2025	10,800,000	46,125	(811)		45,314
Federal Agencies	3130AWLY4	FHLB 5.125 06/13/2025	48,150,000	205,641	(4,138)		201,503
Federal Agencies	3130AWLZ1	FHLB 4.750 06/12/2026	50,000,000	197,917	4,180		202,096
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,658		42,283
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,773		42,398
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,773		42,398
Federal Agencies	3130AXCP1	FHLB 4.875 09/11/2026	11,895,000	48,323	2,138		50,461
Federal Agencies	3130AXU63	FHLB 4.625 11/17/2026	50,000,000	192,708	2,503		195,212
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	12,000,000	41,250	774		42,024
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	25,000,000	85,938	1,612		87,549
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	29,350,000	100,891	1,892		102,783
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	50,000,000	171,875	3,223		175,098
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	103,125			103,125
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	103,125			103,125
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	103,125			103,125
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	103,125			103,125
Federal Agencies	3130B0MZ9	FHLB 5.100 01/27/2025	115,000,000	65,167			65,167
Federal Agencies	313384K32	FHDN 0.000 10/11/2024	25,000,000		20,917		20,917
Federal Agencies	313384UM9	FHDN 0.000 03/19/2024			7,333		7,333
Federal Agencies	313384UM9	FHDN 0.000 03/19/2024			7,333		7,333
Federal Agencies	313384YV5	FHDN 0.000 07/01/2024	25,000,000		112,913		112,913
Federal Agencies	313384YV5	FHDN 0.000 07/01/2024	25,000,000		112,913		112,913
Federal Agencies	313384YV5	FHDN 0.000 07/01/2024	25,000,000		112,913		112,913
Federal Agencies	313384YZ6	FHDN 0.000 07/05/2024	25,000,000		110,653		110,653
Federal Agencies	313384ZT9	FHDN 0.000 07/23/2024	15,000,000		66,004		66,004
Federal Agencies	3133ELCP7	FFCB 1.625 12/03/2024	25,000,000	33,854	679		34,533
Federal Agencies	3133ELQY3	FFCB 1.210 03/03/2025	16,000,000	16,133	159		16,293
Federal Agencies	3133ELQY3	FFCB 1.210 03/03/2025	24,000,000	24,200	614		24,814
Federal Agencies	3133EM4X7	FFCB 0.800 09/10/2026	28,975,000	19,317	86,563		105,879
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024	25,000,000	8,958	714		9,673
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024	50,000,000	17,917	1,428		19,345
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024	50,000,000	17,917	1,428		19,345
Federal Agencies	3133EMTW2	FFCB 0.300 03/18/2024		7,083	938		8,022
Federal Agencies	3133EMTW2	FFCB 0.300 03/18/2024		7,083	939		8,023
Federal Agencies	3133EMV25	FFCB 0.450 07/23/2024	50,000,000	18,750	(2,636)		16,114
Federal Agencies	3133EMWT5	FFCB 0.600 04/21/2025	50,000,000	25,000	562		25,562
Federal Agencies	3133EMWV0	FFCB 0.350 04/22/2024	16,545,000	4,826	(132)		4,693
Federal Agencies	3133EMWV0	FFCB 0.350 04/22/2024	29,424,000	8,582	(236)		8,346
Federal Agencies	3133EMWV0	FFCB 0.350 04/22/2024	39,000,000	11,375	(312)		11,063
Federal Agencies	3133EMZ21	FFCB 0.690 04/06/2026	15,500,000	8,913	763		9,675
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	4,650,000	15,984	61		16,045
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	5,000,000	17,188	65		17,253
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	21,000,000	72,188	245		72,433
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	25,000,000	85,938	326		86,263
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	394		53,519
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	346		53,471
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	372		53,497
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	10,000,000	35,417	725		36,142

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	25,000,000	88,542	1,930		90,471
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	25,000,000	88,542	1,930		90,471
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	15,000,000	50,000	1,281		51,281
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	20,000,000	66,667	1,708		68,375
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	25,000,000	83,333	2,157		85,490
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	20,000,000	66,667	498		67,164
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	30,000,000	100,000	645		100,645
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	39,675,000	34,716	1,120		35,835
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	55,000,000	48,125	1,634		49,759
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	10,000,000	7,292	325		7,617
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	10,000,000	7,292	325		7,617
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	50,000,000	36,458	1,626		38,085
Federal Agencies	3133ENGQ7	FFCB 0.920 12/09/2024	50,000,000	38,333	424		38,758
Federal Agencies	3133ENGQ7	FFCB 0.920 12/09/2024	50,000,000	38,333	1,047		39,380
Federal Agencies	3133ENHM5	FFCB 1.170 12/16/2025	45,000,000	43,875	974		44,849
Federal Agencies	3133ENHM5	FFCB 1.170 12/16/2025	50,000,000	48,750	1,082		49,832
Federal Agencies	3133ENJ35	FFCB 3.320 02/25/2026	35,000,000	96,833	1,026		97,859
Federal Agencies	3133ENJ84	FFCB 3.375 08/26/2024	50,000,000	140,625	3,541		144,166
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	20,000,000	18,750	1,279		20,029
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	25,000,000	23,438	1,598		25,036
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	25,000,000	23,438	1,598		25,036
Federal Agencies	3133ENP79	FFCB 4.250 09/26/2024	50,000,000	177,083	170		177,253
Federal Agencies	3133ENRD4	FFCB 1.680 03/10/2027	48,573,000	68,002	19,434		87,436
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	22,500,000	48,750	1,829		50,579
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	24,500,000	53,083	2,089		55,172
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	25,000,000	54,167	3,329		57,496
Federal Agencies	3133ENUD0	FFCB 2.640 04/08/2026	20,000,000	44,000	823		44,823
Federal Agencies	3133ENUD0	FFCB 2.640 04/08/2026	30,000,000	66,000	1,235		67,235
Federal Agencies	3133ENWP1	FFCB 2.625 05/16/2024	45,000,000	98,438	2,576		101,014
Federal Agencies	3133ENWP1	FFCB 2.625 05/16/2024	50,000,000	109,375	2,863		112,238
Federal Agencies	3133ENXE5	FFCB 2.850 05/23/2025	6,000,000	14,250	238		14,488
Federal Agencies	3133ENXE5	FFCB 2.850 05/23/2025	20,000,000	47,500	792		48,292
Federal Agencies	3133ENYH7	FFCB 2.625 06/10/2024	100,000,000	218,750	5,471		224,221
Federal Agencies	3133ENYQ7	FFCB 2.950 06/13/2025	50,000,000	122,917	693		123,610
Federal Agencies	3133ENYX2	FFCB 3.250 06/17/2024	25,000,000	67,708	1,251		68,959
Federal Agencies	3133ENYX2	FFCB 3.250 06/17/2024	25,000,000	67,708	1,240		68,949
Federal Agencies	3133ENYX2	FFCB 3.250 06/17/2024	50,000,000	135,417	1,272		136,689
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	10,000,000	40,625	23		40,648
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	20,000,000	81,250	47		81,297
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	20,000,000	81,250	16		81,266
Federal Agencies	3133ENZ94	FFCB 4.500 11/18/2024	25,000,000	93,750	1,124		94,874
Federal Agencies	3133ENZK9	FFCB 3.240 06/28/2027	27,865,000	75,236	(3,993)		71,242
Federal Agencies	3133ENZS2	FFCB 3.100 06/28/2024	25,000,000	64,583	530		65,113
Federal Agencies	3133ENZS2	FFCB 3.100 06/28/2024	25,000,000	64,583	573		65,156
Federal Agencies	3133ENZS2	FFCB 3.100 06/28/2024	50,000,000	129,167	1,145		130,312
Federal Agencies	3133EPAG0	FFCB 4.250 02/10/2025	10,000,000	35,417	2,239		37,656
Federal Agencies	3133EPAG0	FFCB 4.250 02/10/2025	29,875,000	105,807	6,740		112,547
Federal Agencies	3133EPBF1	FFCB 4.875 08/21/2024	10,000,000	40,625	244		40,869
Federal Agencies	3133EPBF1	FFCB 4.875 08/21/2024	20,000,000	81,250	453		81,703

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EPBF1	FFCB 4.875 08/21/2024	25,000,000	101,563	567		102,129
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	25,000,000	91,146	1,315		92,461
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	28,000,000	102,083	1,299		103,382
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	50,000,000	182,292	2,319		184,611
Federal Agencies	3133EPBM6	FFCB 4.125 08/23/2027	10,000,000	34,375	491		34,866
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	12,000,000	46,250	271		46,521
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	20,000,000	77,083	482		77,565
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	55,000,000	211,979	1,319		213,298
Federal Agencies	3133EPC60	FFCB 4.625 11/15/2027	27,950,000	107,724	2,461		110,185
Federal Agencies	3133EPC60	FFCB 4.625 11/15/2027	33,300,000	128,344	2,939		131,283
Federal Agencies	3133EPDL6	FFCB 4.850 10/01/2025	50,000,000	202,083			202,083
Federal Agencies	3133EPHD0	FFCB 4.500 10/28/2024	20,000,000	75,000	1,784		76,784
Federal Agencies	3133EPHD0	FFCB 4.500 10/28/2024	25,000,000	93,750	2,315		96,065
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	25,000,000	75,521	2,201		77,722
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	30,000,000	90,625	2,909		93,534
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	25,000,000	83,333	678		84,011
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	26,500,000	88,333	609		88,942
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	30,000,000	100,000	689		100,689
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	20,000,000	70,833	871		71,705
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	24,700,000	87,479	1,691		89,170
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	30,000,000	106,250	1,375		107,625
Federal Agencies	3133EPMV4	FFCB 4.125 06/15/2027	28,940,000	99,481	596		100,077
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	25,000,000	91,146	375		91,521
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	25,000,000	91,146	375		91,521
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	50,000,000	182,292	750		183,041
Federal Agencies	3133EPP66	FFCB 4.000 05/20/2027	31,000,000	103,333	2,343		105,676
Federal Agencies	3133EPP66	FFCB 4.000 05/20/2027	58,850,000	196,167	4,667		200,834
Federal Agencies	3133EPSK2	FFCB 4.250 08/07/2028	19,500,000	69,063	1,489		70,551
Federal Agencies	3133EPSW6	FFCB 4.500 08/14/2026	50,000,000	187,500	3,253		190,753
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	10,000,000	37,500	355		37,855
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	15,000,000	56,250	631		56,881
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	25,000,000	93,750	959		94,709
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	33,000,000	123,750	1,613		125,363
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	10,000,000	39,583	249		39,832
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	19,000,000	75,208	456		75,664
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	21,000,000	83,125	516		83,641
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	8,230,000	34,292	251		34,543
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	15,000,000	62,500	770		63,270
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	20,000,000	83,333	1,026		84,360
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	5,000,000	17,188	202		17,390
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	10,000,000	34,375	379		34,754
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	25,000,000	85,938	891		86,828
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	35,000,000	120,313	1,247		121,560
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	50,000,000	171,875	1,895		173,770
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	24,000,000	102,500	3,247		105,747
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	25,000,000	106,771	615		107,386
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	35,000,000	149,479	1,173		150,652
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	50,000,000	213,542	1,187		214,729
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	14,000,000	56,875	2,689		59,564

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	30,000,000	121,875	4,692		126,567
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	3,000,000	12,500	249		12,749
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	9,615,000	40,063	799		40,861
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	16,000,000	66,667	1,329		67,996
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	25,000,000	104,167	1,953		106,120
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	25,000,000	112,708			112,708
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	25,000,000	112,708			112,708
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	65,000,000	293,042			293,042
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	20,000,000	9,850			9,850
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	20,000,000	9,850			9,850
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	20,000,000	9,850			9,850
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	55,000,000	27,088			27,088
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	37,938,000	19,759	14,359		34,119
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	50,000,000	26,042	(2,426)		23,616
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	50,000,000	26,042	19,039		45,081
Federal Agencies	3135G04Z3	FNMA 0.500 06/17/2025	4,655,000	1,940	2,369		4,309
Federal Agencies	3135G04Z3	FNMA 0.500 06/17/2025	10,000,000	4,167	5,068		9,235
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	25,000,000	7,813	5,987		13,799
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	72,500,000	22,656	12,045		34,701
Federal Agencies	3135G0X24	FNMA 1.625 01/07/2025	39,060,000	52,894	(35,924)		16,969
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	50,000,000	221,667			221,667
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	50,000,000	213,750			213,750
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	65		6,315
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	65		6,315
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	65		6,315
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	15,000,000	18,750	196		18,946
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	50,000,000	62,500	654		63,154
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	53,532,000	66,915	(42,685)		24,230
Federal Agencies	3137EAEX3	FHLMC 0.375 09/23/2025	22,600,000	7,063	5,676		12,738
Subtotals			\$ 6,812,567,000	\$ 17,257,660	\$ 783,744	\$ -	\$ 18,041,404
Public Time Deposits	PPG1KB100	BKSANF 5.440 06/03/2024	\$ 10,000,000	\$ 46,844			\$ 46,844
Public Time Deposits	PPG2JA6N9	BRIDGE 5.360 06/17/2024	10,000,000	45,523			45,523
Public Time Deposits	PPG5M8MH8	BKSANF 5.300 07/08/2024	10,000,000	45,639			45,639
Public Time Deposits	PPGG8E735	BRIDGE 5.260 07/15/2024	10,000,000	44,674			44,674
Subtotals			\$ 40,000,000	\$ 182,681	\$ -	\$ -	\$ 182,681

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Negotiable CDs	06367DAU9	BMOCHG 5.870 06/21/2024	\$ 100,000,000	\$ 505,472			\$ 505,472
Negotiable CDs	06367DAX3	BMOCHG 6.000 07/01/2024	100,000,000	516,667			516,667
Negotiable CDs	06367DBJ3	BMOCHG 5.890 06/07/2024	50,000,000	253,597			253,597
Negotiable CDs	06367DBR5	BMOCHG 5.930 07/01/2024	50,000,000	255,319			255,319
Negotiable CDs	06367DBW4	BMOCHG 5.970 07/29/2024	50,000,000	257,042			257,042
Negotiable CDs	06367DCF0	BMOCHG 6.010 08/14/2024	50,000,000	258,764			258,764
Negotiable CDs	06367DD44	BMOCHG 5.970 09/23/2024	50,000,000	257,042			257,042
Negotiable CDs	06367DDS1	BMOCHG 5.880 08/09/2024	50,000,000	253,167			253,167
Negotiable CDs	06367DE43	BMOCHG 5.860 10/21/2024	60,000,000	302,767			302,767
Negotiable CDs	06367DEK7	BMOCHG 5.800 11/06/2024	50,000,000	249,722			249,722
Negotiable CDs	06367DFA8	BMOCHG 5.580 10/24/2024	50,000,000	240,250			240,250
Negotiable CDs	06367DFX8	BMOCHG 5.560 07/01/2024	50,000,000	239,389			239,389
Negotiable CDs	13606KC38	CIBCNY 5.940 09/09/2024	50,000,000	255,750			255,750
Negotiable CDs	13606KD78	CIBCNY 5.920 08/12/2024	50,000,000	254,889			254,889
Negotiable CDs	13606KF92	CIBCNY 5.880 08/16/2024	50,000,000	253,167			253,167
Negotiable CDs	13606KW51	CIBCNY 5.370 09/11/2024	50,000,000	193,917			193,917
Negotiable CDs	13606KZN9	CIBCNY 5.920 07/29/2024	60,000,000	305,867			305,867
Negotiable CDs	13606KZR0	CIBCNY 5.890 07/01/2024	50,000,000	253,597			253,597
Negotiable CDs	65603APG0	NORNY 5.830 04/23/2024	50,000,000	251,014			251,014
Negotiable CDs	78015J5K9	RY 5.900 09/09/2024	60,000,000	304,833			304,833
Negotiable CDs	78015J7F8	RY 5.930 08/12/2024	60,000,000	306,383			306,383
Negotiable CDs	78015JAK3	RY 5.960 09/23/2024	60,000,000	307,933			307,933
Negotiable CDs	78015JE37	RY 5.860 08/15/2024	50,000,000	252,306			252,306
Negotiable CDs	78015JE78	RY 5.860 08/26/2024	50,000,000	252,306			252,306
Negotiable CDs	78015JHT7	RY 5.530 06/03/2024	60,000,000	285,717			285,717
Negotiable CDs	78015JJ73	RY 5.480 10/24/2024	50,000,000	235,944			235,944
Negotiable CDs	78015JXW2	RY 5.890 06/28/2024	50,000,000	253,597			253,597
Negotiable CDs	89115BH52	TDNY 5.930 10/21/2024	50,000,000	255,319			255,319
Negotiable CDs	89115BNG1	TDNY 5.850 06/05/2024	50,000,000	251,875			251,875
Negotiable CDs	89115BNV8	TDNY 5.560 07/01/2024	50,000,000	239,389			239,389
Negotiable CDs	89115BP95	TDNY 5.580 10/24/2024	50,000,000	240,250			240,250
Negotiable CDs	89115BRG7	TDNY 6.050 07/01/2024	50,000,000	260,486			260,486
Negotiable CDs	89115BS84	TDNY 5.910 07/01/2024	50,000,000	254,458			254,458
Negotiable CDs	89115BSQ4	TDNY 5.930 07/01/2024	50,000,000	255,319			255,319
Negotiable CDs	89115BV80	TDNY 5.900 07/03/2024	50,000,000	254,028			254,028
Negotiable CDs	89115BXF2	TDNY 5.600 03/06/2024		38,889			38,889
Negotiable CDs	89115DC20	TDNY 5.380 07/15/2024	70,000,000	282,450			282,450
Negotiable CDs	89115DC61	TDNY 5.370 09/10/2024	50,000,000	193,917			193,917
Negotiable CDs	89115DCA2	TDNY 5.360 09/25/2024	50,000,000	193,556			193,556
Subtotals			\$ 2,080,000,000	\$ 10,276,353	\$ -	\$ -	\$ 10,276,353
Commercial Paper	03785DCF1	APPINC 0.000 03/15/2024			\$ 24,754		\$ 24,754
Commercial Paper	59157TFH1	METSHR 0.000 06/17/2024	41,000,000		161,745		161,745
Commercial Paper	59157TGQ0	METSHR 0.000 07/24/2024	48,500,000		189,878		189,878
Commercial Paper	59157TK44	METSHR 0.000 10/04/2024	15,000,000		8,667		8,667
Commercial Paper	59515MD85	MSFT 0.000 04/08/2024	50,000,000		229,486		229,486
Commercial Paper	59515MDA0	MSFT 0.000 04/10/2024	55,000,000		252,908		252,908
Commercial Paper	59515MDN2	MSFT 0.000 04/22/2024	50,000,000		227,333		227,333
Commercial Paper	59515ME84	MSFT 0.000 05/08/2024	50,000,000		229,917		229,917

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Commercial Paper	59515ME84	MSFT 0.000 05/08/2024	50,000,000		229,917		229,917
Commercial Paper	59515MGF6	MSFT 0.000 07/15/2024	10,000,000		39,150		39,150
Commercial Paper	62479LCD5	MUFGBK 0.000 03/13/2024			94,167		94,167
Commercial Paper	62479LCR4	MUFGBK 0.000 03/25/2024			227,200		227,200
Commercial Paper	62479LCR4	MUFGBK 0.000 03/25/2024			187,667		187,667
Commercial Paper	62479LCU7	MUFGBK 0.000 03/28/2024			354,450		354,450
Commercial Paper	62479LD85	MUFGBK 0.000 04/08/2024	50,000,000		236,806		236,806
Commercial Paper	62479LD85	MUFGBK 0.000 04/08/2024	50,000,000		235,514		235,514
Commercial Paper	62479LDQ5	MUFGBK 0.000 04/24/2024	75,000,000		346,813		346,813
Commercial Paper	62479LE68	MUFGBK 0.000 05/06/2024	51,000,000		212,613		212,613
Commercial Paper	62479LEQ4	MUFGBK 0.000 05/24/2024	40,000,000		184,622		184,622
Commercial Paper	62479LFE0	MUFGBK 0.000 06/14/2024	20,000,000		91,967		91,967
Commercial Paper	62479LFJ9	MUFGBK 0.000 06/18/2024	55,000,000		252,908		252,908
Commercial Paper	62479LG17	MUFGBK 0.000 07/01/2024	50,000,000		243,264		243,264
Commercial Paper	62479LKQ7	MUFGBK 0.000 10/24/2024	50,000,000		50,750		50,750
Commercial Paper	89233GCF1	TOYCC 0.000 03/15/2024			106,944		106,944
Commercial Paper	89233GE36	TOYCC 0.000 05/03/2024	60,000,000		289,333		289,333
Commercial Paper	89233GE69	TOYCC 0.000 05/06/2024	50,000,000		241,111		241,111
Commercial Paper	89233GEL6	TOYCC 0.000 05/20/2024	80,000,000		363,044		363,044
Commercial Paper	89233GG18	TOYCC 0.000 07/01/2024	50,000,000		241,542		241,542
Commercial Paper	89233GG18	TOYCC 0.000 07/01/2024	50,000,000		239,389		239,389
Commercial Paper	89233GKP0	TOYCC 0.000 10/23/2024	75,000,000		65,000		65,000
Subtotals			\$ 1,175,500,000	\$ -	\$ 5,858,858	\$ -	\$ 5,858,858
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	\$ 13,184,772	\$ 85,705			\$ 85,705
Money Market Funds	31607A703	Fidelity Govt Portfolio	773,910,117	3,432,198			3,432,198
Money Market Funds	608919718	Federated Hermes Govt Obligations Fund	398,285,003	2,093,865			2,093,865
Money Market Funds	262006208	Dreyfus Government Cash Management	12,556,693	86,995			86,995
Money Market Funds	85749T517	State Street Institutional U.S. Govt MMF	465,377,458	2,977,679			2,977,679
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Fund	25,017,884	17,884			17,884
Subtotals			\$ 1,688,331,927	\$ 8,694,326	\$ -	\$ -	\$ 8,694,326
Supranationals	45818WDG8	IADB 0.820 02/27/2026	\$ 19,500,000	\$ 13,325	\$ (1,071)		\$ 12,254
Supranationals	4581X0CM8	IADB 2.125 01/15/2025	100,000,000	177,083	(129,379)		47,704
Supranationals	4581X0DN5	IADB 0.625 07/15/2025	28,900,000	15,052	8,734		23,786
Supranationals	4581X0DZ8	IADB 0.500 09/23/2024	50,000,000	20,833	11,897		32,730
Supranationals	4581X0EE4	IADB 3.250 07/01/2024	80,000,000	216,667	339		217,006
Supranationals	459056HV2	IBRD 1.500 08/28/2024	50,000,000	62,500	(29,623)		32,877
Supranationals	459058HT3	IBRD 1.626 01/15/2025	29,314,000	11,916	27,598		39,514
Supranationals	459058JB0	IBRD 0.626 04/22/2025	40,000,000	20,867	(1,947)		18,919
Supranationals	45906M3B5	IBRD 1.980 06/14/2024	100,000,000	165,000			165,000
Supranationals	45906M4C2	IBRD 5.750 06/15/2026		71,556			71,556
Supranationals	45950VQG4	IFC 0.440 09/23/2024	10,000,000	3,667	2,362		6,029
Supranationals	45950VRU2	IFC 4.023 01/26/2026	100,000,000	335,250			335,250
Subtotals			\$ 607,714,000	\$ 1,113,715	\$ (111,091)	\$ -	\$ 1,002,625
Grand Totals			\$15,964,112,927	\$ 41,031,581	\$ 7,297,436	\$ -	\$ 48,329,017

Investment Transactions Pooled Fund

For month ended March 31, 2024

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
57862	Buy	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	03/04/2024	03/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57863	Buy	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	03/04/2024	03/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57864	Buy	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	03/04/2024	03/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57865	Buy	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	03/04/2024	03/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57867	Buy	62479LE68	MUFGBK 0.000 05/06/2024	99.06200	03/04/2024	03/04/2024	51,000,000.00	50,521,620.00	0.00	50,521,620.00
57866	Buy	912797JQ1	B 0.000 04/30/2024	99.17845	03/05/2024	03/05/2024	35,000,000.00	34,712,457.11	0.00	34,712,457.11
57868	Buy	59157TFH1	METSHR 0.000 06/17/2024	98.48044	03/05/2024	03/05/2024	41,000,000.00	40,376,982.22	0.00	40,376,982.22
57869	Buy	59157TGQ0	METSHR 0.000 07/24/2024	97.95550	03/05/2024	03/05/2024	48,500,000.00	47,508,417.50	0.00	47,508,417.50
57870	Buy	59515MGF6	MSFT 0.000 07/15/2024	98.08600	03/05/2024	03/05/2024	10,000,000.00	9,808,600.00	0.00	9,808,600.00
57871	Buy	89115DC20	TDNY 5.380 07/15/2024	100.00000	03/05/2024	03/05/2024	70,000,000.00	70,000,000.00	0.00	70,000,000.00
57872	Buy	89115DC61	TDNY 5.370 09/10/2024	100.00000	03/06/2024	03/06/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57873	Buy	89115DCA2	TDNY 5.360 09/25/2024	100.00000	03/06/2024	03/06/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57874	Buy	13606KW51	CIBCNY 5.370 09/11/2024	100.00000	03/06/2024	03/06/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57875	Buy	912797GL5	B 0.000 09/05/2024	97.49166	03/12/2024	03/12/2024	50,000,000.00	48,745,832.00	0.00	48,745,832.00
57876	Buy	313384UM9	FHDN 0.000 03/19/2024	99.98533	03/18/2024	03/18/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
57877	Buy	313384UM9	FHDN 0.000 03/19/2024	99.98533	03/18/2024	03/18/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
57879	Buy	91282CEW7	T 3.250 06/30/2027	96.40625	03/21/2024	03/21/2024	50,000,000.00	48,203,125.00	361,607.14	48,564,732.14
57878	Buy	459058HT3	IBRD 1.626 01/15/2025	97.18500	03/22/2024	03/22/2024	29,314,000.00	28,488,810.90	88,709.05	28,577,519.95
57884	Buy	62479LKQ7	MUFGBK 0.000 10/24/2024	96.91150	03/25/2024	03/25/2024	50,000,000.00	48,455,750.00	0.00	48,455,750.00
57885	Buy	89233GKP0	TOYCC 0.000 10/23/2024	96.95222	03/26/2024	03/26/2024	75,000,000.00	72,714,166.67	0.00	72,714,166.67
57887	Buy	313384K32	FHDN 0.000 10/11/2024	97.22506	03/26/2024	03/26/2024	25,000,000.00	24,306,263.89	0.00	24,306,263.89
57886	Buy	3130B0MZ9	FHLB 5.100 01/27/2025	100.00000	03/27/2024	03/27/2024	115,000,000.00	115,000,000.00	0.00	115,000,000.00
57880	Buy	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	03/28/2024	03/28/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
57881	Buy	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	03/28/2024	03/28/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
57882	Buy	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	03/28/2024	03/28/2024	55,000,000.00	55,000,000.00	0.00	55,000,000.00
57883	Buy	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	03/28/2024	03/28/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
57888	Buy	59157TK44	METSHR 0.000 10/04/2024	97.25556	03/28/2024	03/28/2024	15,000,000.00	14,588,333.33	0.00	14,588,333.33
			Activity Total				1,129,814,000.00	1,118,415,691.96	450,316.19	1,118,866,008.15
57860	Maturity	313588TT2	FNMDN 0.000 03/01/2024	100.00000	03/01/2024	03/01/2024	15,000,000.00	15,000,000.00	0.00	15,000,000.00
57604	Maturity	89115BXF2	TDNY 5.600 03/06/2024	100.00000	03/06/2024	03/06/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57507	Maturity	3130ATUQ8	FHLB 4.750 03/08/2024	100.00000	03/08/2024	03/08/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
57523	Maturity	3130ATUQ8	FHLB 4.750 03/08/2024	100.00000	03/08/2024	03/08/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
57524	Maturity	3130ATUQ8	FHLB 4.750 03/08/2024	100.00000	03/08/2024	03/08/2024	30,000,000.00	30,000,000.00	0.00	30,000,000.00
57537	Maturity	3130ATUQ8	FHLB 4.750 03/08/2024	100.00000	03/08/2024	03/08/2024	30,000,000.00	30,000,000.00	0.00	30,000,000.00
57538	Maturity	3130ATUQ8	FHLB 4.750 03/08/2024	100.00000	03/08/2024	03/08/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57792	Maturity	62479LCD5	MUFGBK 0.000 03/13/2024	100.00000	03/13/2024	03/13/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57859	Maturity	03785DCF1	APPINC 0.000 03/15/2024	100.00000	03/15/2024	03/15/2024	12,090,000.00	12,090,000.00	0.00	12,090,000.00
57684	Full Call	45906M4C2	IBRD 5.750 06/15/2026	100.00000	03/15/2024	03/15/2024	32,000,000.00	32,000,000.00	460,000.00	32,460,000.00
57794	Maturity	89233GCF1	TOYCC 0.000 03/15/2024	100.00000	03/15/2024	03/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47313	Maturity	91282CBB1	T 0.250 03/15/2024	100.00000	03/15/2024	03/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
46973	Maturity	3133EMTW2	FFCB 0.300 03/18/2024	100.00000	03/18/2024	03/18/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
46974	Maturity	3133EMTW2	FFCB 0.300 03/18/2024	100.00000	03/18/2024	03/18/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57876	Maturity	313384UM9	FHDN 0.000 03/19/2024	100.00000	03/19/2024	03/19/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57877	Maturity	313384UM9	FHDN 0.000 03/19/2024	100.00000	03/19/2024	03/19/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57749	Maturity	62479LCR4	MUFGBK 0.000 03/25/2024	100.00000	03/25/2024	03/25/2024	60,000,000.00	60,000,000.00	0.00	60,000,000.00
57796	Maturity	62479LCR4	MUFGBK 0.000 03/25/2024	100.00000	03/25/2024	03/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57804	Maturity	62479LCU7	MUFGBK 0.000 03/28/2024	100.00000	03/28/2024	03/28/2024	85,000,000.00	85,000,000.00	0.00	85,000,000.00
			Activity Total				769,090,000.00	769,090,000.00	460,000.00	769,550,000.00

Interest Received
Pooled Fund

For month ended March 31, 2024							
Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
46467	Interest Income	3133ELQY3	FFCB 1.210 03/03/2025	03/04/2024	145,200.00		145,200.00
46468	Interest Income	3133ELQY3	FFCB 1.210 03/03/2025	03/04/2024	96,800.00		96,800.00
47168	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	03/04/2024	134,375.00		134,375.00
47169	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	03/04/2024	134,375.00		134,375.00
47170	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	03/04/2024	134,375.00		134,375.00
47171	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	03/04/2024	134,375.00		134,375.00
57604	Interest Income	89115BXF2	TDNY 5.600 03/06/2024	03/06/2024	2,846,666.65		2,846,666.65
47314	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	03/08/2024	293,750.00		293,750.00
47315	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	03/08/2024	293,750.00		293,750.00
47316	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	03/08/2024	293,750.00		293,750.00
47317	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	03/08/2024	293,750.00		293,750.00
57507	Interest Income	3130ATUQ8	FHLB 4.750 03/08/2024	03/08/2024	237,500.00		237,500.00
57523	Interest Income	3130ATUQ8	FHLB 4.750 03/08/2024	03/08/2024	475,000.00		475,000.00
57524	Interest Income	3130ATUQ8	FHLB 4.750 03/08/2024	03/08/2024	712,500.00		712,500.00
57537	Interest Income	3130ATUQ8	FHLB 4.750 03/08/2024	03/08/2024	712,500.00		712,500.00
57538	Interest Income	3130ATUQ8	FHLB 4.750 03/08/2024	03/08/2024	593,750.00		593,750.00
57760	Interest Income	3130AXCP1	FHLB 4.875 09/11/2026	03/11/2024	267,389.69	37,047.97	230,341.72
57815	Interest Income	3133EM4X7	FFCB 0.800 09/10/2026	03/11/2024	115,900.00	59,237.78	56,662.22
47321	Interest Income	3133ENRD4	FFCB 1.680 03/10/2027	03/11/2024	408,013.20		408,013.20
47196	Interest Income	3130A8ZQ9	FHLB 1.750 09/12/2025	03/12/2024	90,081.25		90,081.25
57789	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	03/13/2024	235,625.00	58,229.17	177,395.83
57790	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	03/13/2024	235,625.00	58,229.17	177,395.83
57791	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	03/13/2024	235,625.00	58,229.17	177,395.83
47160	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	03/13/2024	131,250.00		131,250.00
47161	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	03/13/2024	131,250.00		131,250.00
47162	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	03/13/2024	131,250.00		131,250.00
47163	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	03/13/2024	131,250.00		131,250.00
47504	Interest Income	3130ATVD6	FHLB 4.875 09/13/2024	03/13/2024	1,218,750.00		1,218,750.00
57684	Interest Income	45906M4C2	IBRD 5.750 06/15/2026	03/15/2024	460,000.00		460,000.00
57743	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	03/15/2024	205,750.00		205,750.00
57744	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	03/15/2024	375,000.00		375,000.00
57745	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	03/15/2024	500,000.00		500,000.00
47313	Interest Income	91282CBR1	T 0.250 03/15/2024	03/15/2024	62,500.00		62,500.00
47483	Interest Income	91282CFK2	T 3.500 09/15/2025	03/15/2024	875,000.00		875,000.00
46973	Interest Income	3133EMTW2	FFCB 0.300 03/18/2024	03/18/2024	75,000.00		75,000.00
46974	Interest Income	3133EMTW2	FFCB 0.300 03/18/2024	03/18/2024	75,000.00		75,000.00
46954	Interest Income	3137EAEX3	FHLMC 0.375 09/23/2025	03/25/2024	42,375.00		42,375.00
47151	Interest Income	3133EM5X6	FFCB 0.430 09/23/2024	03/25/2024	53,750.00		53,750.00
47152	Interest Income	3133EM5X6	FFCB 0.430 09/23/2024	03/25/2024	107,500.00		107,500.00
47153	Interest Income	3133EM5X6	FFCB 0.430 09/23/2024	03/25/2024	107,500.00		107,500.00
47179	Interest Income	45950VQG4	IFC 0.440 09/23/2024	03/25/2024	22,000.00		22,000.00
47197	Interest Income	4581XODZ8	IADB 0.500 09/23/2024	03/25/2024	125,000.00		125,000.00
47465	Interest Income	3133ENP79	FFCB 4.250 09/26/2024	03/26/2024	1,062,500.00		1,062,500.00
			Activity Total		15,013,300.79	270,973.26	14,742,327.53

Money Market Fund Activity Pooled Fund

For month ended March 31, 2024				
Accounting ID	Description	Activity Date	Transaction Type	Transaction Amount
TSTXX	BlackRock Liquidity Funds T-Fund	03/01/2024	Interest Received	158,765.92
TSTXX	BlackRock Liquidity Funds T-Fund	03/04/2024	Withdrawal	(65,000,000.00)
	Activity Total			(64,841,234.08)
FRGXX	Fidelity Govt Portfolio	03/28/2024	Interest Received	3,432,197.91
	Activity Total			3,432,197.91
GOFXX	Federated Hermes Govt Obligations	03/01/2024	Deposit	128,000,000.00
GOFXX	Federated Hermes Govt Obligations	03/05/2024	Withdrawal	(100,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/06/2024	Withdrawal	(81,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/07/2024	Withdrawal	(20,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/11/2024	Withdrawal	(90,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/12/2024	Withdrawal	(70,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/15/2024	Deposit	150,000,000.00
GOFXX	Federated Hermes Govt Obligations	03/18/2024	Deposit	45,000,000.00
GOFXX	Federated Hermes Govt Obligations	03/19/2024	Withdrawal	(100,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/20/2024	Deposit	60,000,000.00
GOFXX	Federated Hermes Govt Obligations	03/21/2024	Withdrawal	(17,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/22/2024	Deposit	25,000,000.00
GOFXX	Federated Hermes Govt Obligations	03/25/2024	Deposit	19,000,000.00
GOFXX	Federated Hermes Govt Obligations	03/27/2024	Withdrawal	(100,000,000.00)
GOFXX	Federated Hermes Govt Obligations	03/28/2024	Interest Received	2,093,865.19
	Activity Total			(148,906,134.81)
DGCXX	Dreyfus Government Cash Management	03/04/2024	Withdrawal	(75,000,000.00)
DGCXX	Dreyfus Government Cash Management	03/28/2024	Interest Received	86,994.77
	Activity Total			(74,913,005.23)
OPGXX	State Street Institutional U.S. Govt MMF	03/04/2024	Deposit	20,000,000.00
OPGXX	State Street Institutional U.S. Govt MMF	03/05/2024	Withdrawal	(95,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/08/2024	Deposit	115,000,000.00
OPGXX	State Street Institutional U.S. Govt MMF	03/14/2024	Withdrawal	(15,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/19/2024	Withdrawal	(110,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/21/2024	Withdrawal	(17,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/26/2024	Withdrawal	(36,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/27/2024	Withdrawal	(95,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/28/2024	Withdrawal	(40,000,000.00)
OPGXX	State Street Institutional U.S. Govt MMF	03/28/2024	Interest Received	2,977,679.10
	Activity Total			(270,022,320.90)
IMPXX	Morgan Stanley Institutional Liquidity	03/27/2024	Deposit	25,000,000.00
IMPXX	Morgan Stanley Institutional Liquidity	03/28/2024	Interest Received	17,884.40
	Activity Total			25,017,884.40