



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

RECOMMENDATION Information Action

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

Amend the Prop L Strategic Plan Baseline

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. We are recommending adoption of four of the last five 5YPPs remaining, with the final 5YPP (Managed Lanes and Express Bus), the subject of a separate agenda item at this same meeting. The recommended 5YPPs require advancement of about \$2.7 million, which would result in a 0.4% (\$2.7 million) increase in debt costs compared to the Strategic Plan Baseline as amended, from \$677.4 million to \$680.2 million. Additional details on these programs are in the memo below and in the enclosed 5YPPs.

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

BACKGROUND

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



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

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

In June 2023, the Board adopted the Prop L Strategic Plan Baseline. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. For five programs (BART Core Capacity, Caltrain Downtown Rail Extension, 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

Attachment 1.

Prop L's 28 Programs

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

Approved

Proposed for approval in July 2024

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

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

**Attachment 2
5-Year Prioritization Programs - List of Projects**

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	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	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	\$ -	\$ -	

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

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	
		\$ 599,660	\$ 508,842	\$ 434,635	\$ 383,145	\$ 365,741	\$ 343,817	\$ 318,645	\$ 292,934	\$ 262,281	\$ 183,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
		\$ 3,099,660	\$ 3,258,842	\$ 3,684,635	\$ 4,383,145	\$ 5,637,929	\$ 5,668,817	\$ 5,729,645	\$ 5,793,934	\$ 5,855,281	\$ 3,433,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
II. Safer and Complete Streets																
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,572,958	\$ 1,498,075	\$ 1,428,001	\$ 1,367,971	\$ 1,302,672	\$ 1,223,448	\$ 1,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
		\$ 8,572,958	\$ 8,748,075	\$ 9,178,001	\$ 9,867,971	\$ 10,153,591	\$ 10,173,448	\$ 8,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,402	\$ 138,708	\$ 135,019	\$ 130,244	\$ 124,312	\$ 117,140	\$ 108,832	\$ 100,290	\$ 90,003	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,374	\$ 1,758,184	\$ 1,780,406	\$ 1,801,957	\$ 1,823,128	\$ 1,843,852	\$ 1,863,970	\$ 1,884,390	\$ 1,903,611	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,714	\$ 209,374	\$ 203,548	\$ 196,109	\$ 186,944	\$ 175,927	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,005	\$ 1,326,254	\$ 1,338,298	\$ 1,349,014	\$ 1,358,542	\$ 1,366,764	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational 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	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	\$ 8,193,058	\$ 8,333,396	\$ 8,474,123	\$ 8,619,461	\$ 8,770,636	\$ -	\$ -
		\$ 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	\$ 8,359,265	\$ 8,474,123	\$ 8,596,461	\$ 8,770,636	\$ -	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,850,876	\$ 60,570,700	\$ 59,338,396	\$ -	\$ -	
		\$ 18,535,551	\$ 16,786,775	\$ 15,000,194	\$ 13,215,319	\$ 11,434,386	\$ 9,660,717	\$ 7,875,808	\$ 5,977,265	\$ 4,115,040	\$ 2,286,308	\$ 749,221	\$ 6,861	\$ -	\$ -	\$ -
		\$ 89,113,582	\$ 88,910,052	\$ 88,041,629	\$ 87,437,804	\$ 89,376,419	\$ 87,683,717	\$ 83,363,466	\$ 72,915,340	\$ 73,596,420	\$ 65,137,184	\$ 61,319,921	\$ 59,345,257	\$ -	\$ -	\$ -
Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	\$ -
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	\$ -

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



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