



**San Francisco  
County Transportation  
Authority**

BD111423

RESOLUTION NO. 24-19

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RESOLUTION PROGRAMMING \$2,601,000 IN SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM FORMULA FUNDS FOR CONSTRUCTION OF THE YERBA BUENA ISLAND HILLCREST ROAD IMPROVEMENT PROJECT (HILLCREST PROJECT) AND DESIGN OF THE YERBA BUENA ISLAND MULTI-USE PATHWAY (YBI MUP); APPROVE TWO FUND EXCHANGES, WITH CONDITIONS, TO FULLY FUND THE HILLCREST PROJECT, INCLUDING ACCOMMODATIONS FOR A NEW CLASS I MULTI-USE PATHWAY; AND APPROPRIATE, WITH CONDITIONS, \$4,850,000 IN PROP K FUNDS FOR DESIGN AND CONSTRUCTION OF THE HILLCREST PROJECT

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is delivering the Hillcrest Road Improvement Project (Hillcrest Project) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, The California Department of Housing and Community Development awarded TIDA a \$30,000,000 Infill Infrastructure Grant in the Spring of 2020 for the widening of Hillcrest Road to improve safety and traffic circulation; and

WHEREAS, The Hillcrest Project is scheduled to advertise construction in early 2024; and

WHEREAS, The Hillcrest Project has state California Environmental Quality Act (CEQA) environmental clearance, but does not have federal National Environmental Policy Act (NEPA) environmental clearance; and

WHEREAS, The Transportation Authority is leading the Yerba Buena Island Multi-Use Pathway Project (YBI MUP), which is a Class I bike/pedestrian path that will be built in four segments providing a safe and accessible connection between the current YBI Bike Landing/Vista Point and the intersection of Treasure Island Road at Macalla Road, travelling along Treasure Island and Hillcrest roads; and

WHEREAS, The Hillcrest Project scope can be expanded to include a wider cross-section on Hillcrest Road and a longer and taller retaining wall built farther into



**San Francisco  
County Transportation  
Authority**

BD111423

RESOLUTION NO. 24-19

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the hillside to accommodate Segment 2 of the future YBI MUP, which would achieve construction and cost efficiencies; and

WHEREAS, Incorporating accommodations for the Segment 2 of the future YBI MUP into the Hillcrest Project would increase design phase costs by \$750,000 and construction phase costs by \$6,700,000 for a total increase of \$7,450,000; and

WHEREAS, Transportation Authority staff has proposed a series of programming actions that would add \$7,450,000 in non-federal funds to the Hillcrest Project to allow incorporation of the aforementioned accommodations for Segment 2 of the future YBI MUP as described in Attachment 1; and

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB1); and

WHEREAS, Among other things, SB1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On August 17, 2023, the CTC approved the revised LPP formulaic distribution for San Francisco at \$8,758,000, covering Fiscal Years (FY) 2023/24 through FY 2024/25; and

WHEREAS, LPP Formulaic Program funds are available for almost any phase of a capital project and require a dollar-for-dollar match and full funding plan; and

WHEREAS, Transportation Authority staff recommend programming \$2,600,000 in LPP formula funds to the Hillcrest Project, as shown in Attachment 2, to help pay for the expanded construction scope for the Segment 2 YBI MUP accommodations; and

WHEREAS, Transportation Authority staff recommend programming \$1,000 in LPP formula funds to the YBI MUP project, as shown in Attachment 2, to enable the shift of LPP cost savings from the YBI MUP Project Approval & Environmental



**San Francisco  
County Transportation  
Authority**

BD111423

RESOLUTION NO. 24-19

---

Document phase to the YBI MUP Plans, Specifications, & Estimates (design) phase, as required by the CTC; and

WHEREAS, The scope, schedule, cost, funding, and other details on the Hillcrest Project and YBI MUP are contained in Attachments 3 and 4, respectively; and

WHEREAS, Transportation Authority staff have determined that these projects meet the requirements of the LPP Formulaic Program and advance project priorities included in the Transportation Authority's adopted work program that are otherwise difficult to fund with funds the Transportation Authority typically administers; and

WHEREAS, Transportation Authority staff has proposed the following two fund exchanges which are necessary to complete the expanded Hillcrest Project funding plan with non-federal funds, as the project does not have federal NEPA clearance:

- Exchange \$750,000 in federal County One Bay Area Grant 3 (OBAG 3) funds from the YBI MUP with an equivalent amount of Prop K funds previously allocated to the San Francisco Municipal Transportation Authority's (SFMTA's) Light Rail Vehicle (LRV) Procurement Project, with conditions and
- Exchange \$4,850,000 in federal Regional OBAG 3 funds from the YBI MUP with an equivalent amount of previously allocated Prop K funds from the SFMTA's LRV Procurement Project, with conditions; and

WHEREAS, The proposed fund exchanges would hold the SFMTA LRV Procurement Project harmless and SFMTA and Metropolitan Transportation Commission (MTC) staff support the proposed fund exchanges conditioned on MTC Commission approval of the fund exchanges and associated Transportation Improvement Program amendments; and

WHEREAS, In order to support the planned early 2024 advertisement of construction for the Hillcrest Project, Transportation Authority staff has requested appropriation of \$4,850,000 in Prop K (exchange) funds for the Hillcrest Project, as detailed in the attached allocation request form (Attachment 3); and



**San Francisco  
County Transportation  
Authority**

BD111423

RESOLUTION NO. 24-19

---

WHEREAS, To ensure the SFMTA's LRV project is held harmless, the Prop K funds will not be available for reimbursement unless and until the MTC approves the aforementioned fund exchanges and Transportation Improvement Program amendments; and

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

WHEREAS, At its October 25, 2023 meeting, the Community Advisory Committee was briefed on the subject requests related to funding an expanded scope for the Hillcrest Project to include accommodations for Segment 2 of the future YBI MUP and appropriating funds for that purpose and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$2,600,000 in LPP Formulaic Program funds for construction of the Hillcrest Road Improvement Project and \$1,000 in LPP Formulaic Program funds for design of the YBI MUP as summarized in Attachment 2; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the CTC and all other relevant agencies and interested parties; and be it further

RESOLVED, That the Transportation Authority hereby approves two fund exchanges, with conditions as described above:

- Exchange \$750,000 in federal County OBAG 3 funds from the YBI MUP with an equivalent amount of Prop K funds previously allocated to the SFMTA's LRV Procurement Project, with conditions, and
- Exchange \$4,850,000 in federal Regional OBAG 3 funds from the YBI MUP with an equivalent amount of previously allocated Prop K funds from the SFMTA's LRV Procurement Project, with conditions;

and be it further



**San Francisco  
County Transportation  
Authority**

BD111423

RESOLUTION NO. 24-19

---

RESOLVED, That the Transportation Authority hereby appropriates \$4,850,000 in Prop K (exchange) funds, with conditions, to the Hillcrest Project as detailed in Attachment 3; and be it further

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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year 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 the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Yerba Buena Island Hillcrest Road Improvements Project and Multi-Use Pathway Project Funding Plans (Existing and Proposed)
2. Proposed LPP Formulaic Program Priorities
3. Yerba Buena Island Hillcrest Road Improvements Project Allocation Request Form
4. Yerba Buena Island Multi-Use Pathway Project Electronic Project Programming Request (ePPR)



**San Francisco  
County Transportation  
Authority**

BD111423

RESOLUTION NO. 24-19

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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of November 2023, by the following votes:

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

**Absent:** Commissioner Dorsey (1)

DocuSigned by:  
*Rafael Mandelman* 12/13/2023  
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Rafael Mandelman Date  
Chair

DocuSigned by:  
*Tilly Chang* 12/18/2023  
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ATTEST: Tilly Chang Date  
Executive Director

**Attachment 1.****YBI Hillcrest Road Improvement Project and YBI Multi-Use Pathway Funding Plans (Existing and Proposed)****Yerba Buena Island (YBI) Hillcrest Road Improvement Project (Hillcrest)**

Phase	Project	Source	Existing Funds (\$K)	Proposed Funds (\$K)	Change	Notes
PS&E	Hillcrest Base Project	IIG	\$ 3,200	\$ 3,200	\$ -	
PS&E	MUP Segment 2 Accommodation	Prop K	\$ -	\$ 750	\$ 750	- Cost increase due to additional work to design the MUP Segment 2 accommodation. - Local funds are from LRVs enabled by MUP PS&E OBAG 3 fund exchange <sup>1,4</sup>
<b>PS&amp;E Total</b>			<b>\$ 3,200</b>	<b>\$ 3,950</b>	<b>\$ 750</b>	Cost increase is design for MUP Segment 2 accommodation scope
CON	Hillcrest Base Project	IIG	\$ 26,800	\$ 26,800	\$ -	
CON	MUP Segment 2 Accommodation	Prop K	\$ -	\$ 4,100	\$ 4,100	- Cost increase due to addition of wider road and retaining wall to accommodate the future MUP Segment 2 - Local funds are from LRVs enabled by MUP CON OBAG 3 fund exchange <sup>1,2</sup>
CON	MUP Segment 2 Accommodation	LPP-F (SFCTA)	\$ -	\$ 2,600	\$ 2,600	Pending SFCTA & CTC approval
<b>CON Total</b>			<b>\$ 26,800</b>	<b>\$ 33,500</b>	<b>\$ 6,700</b>	Cost increase is MUP Segment 2 accommodation scope
<b>PS&amp;E + CON Total</b>			<b>\$ 30,000</b>	<b>\$ 37,450</b>	<b>\$ 7,450</b>	

**YBI Multi-use Path (YBI MUP)**

Phase	Project	Source	Existing Funds (\$K)	Proposed Funds (\$K)	Change	Notes
PA&ED	YBI MUP	PCA	\$ 1,000	\$ 1,000	\$ -	
PA&ED	YBI MUP	LPP-F (SFCTA)	\$ 1,000	\$ 250	\$ (750)	Cost savings due to Categorical Exclusion, no EIR required LPP savings move to MUP PS&E <sup>3</sup>
<b>PA&amp;ED Total</b>			<b>\$ 2,000</b>	<b>\$ 1,250</b>	<b>\$ (750)</b>	
PS&E	YBI MUP	ATP	\$ 3,800	\$ 3,800	\$ -	
PS&E	YBI MUP	OBAG 3	\$ 3,000	\$ 2,250	\$ (750)	Funds move to LRVs to enable local fund exchange to Hillcrest PS&E <sup>4</sup>
PS&E	YBI MUP	LPP-F (SFCTA)	\$ -	\$ 1	\$ 1	LPP-F funds must be programmed directly to PS&E to enable the allocation adjustment to shift \$750k from PA&ED to PS&E <sup>3</sup>
PS&E	YBI MUP	LPP-F (SFCTA)	\$ -	\$ 750	\$ 750	Gap is refilled by LPP-F savings from PA&ED to PS&E <sup>3</sup>
<b>PS&amp;E Total</b>			<b>\$ 6,800</b>	<b>\$ 6,801</b>		
CON	YBI MUP	OBAG 3	\$ 4,100	\$ -	\$ (4,100)	Funds move to LRVs to enable local fund exchange to Hillcrest CON <sup>2</sup>
CON	YBI MUP	Local	\$ 3,100	\$ 3,100	\$ -	
CON	YBI MUP	Prop L	\$ 1,000	\$ 1,000	\$ -	Pending SFCTA Board approval as part of separate Prop L 5YPP item.
CON	YBI MUP	ITIP	\$ -	\$ 4,944	\$ 4,944	
CON	YBI MUP	LPP (BATA)	\$ -	\$ 1,000	\$ 1,000	Confirmation with BATA pending
CON	YBI MUP	TBD	\$ 82,996	\$ 82,996	\$ -	Federal (e.g. Solutions for Congested Corridors), state, regional, or local funds
<b>CON Total</b>			<b>\$ 91,196</b>	<b>\$ 93,040</b>	<b>\$ 1,844</b>	Delta is additional LPP + new ITIP, less OBAG 3
<b>PA&amp;ED + PS&amp;E + CON Total</b>			<b>\$ 99,996</b>	<b>\$ 101,091</b>		

**Attachment 1.**

**YBI Hillcrest Road Improvement Project and YBI Multi-Use Pathway Funding Plans (Existing and Proposed)**

<sup>1</sup> MTC Commission approval and subsequent TIP amendment needed to update the project name in the TIP. MTC Commission action expected in December 2023 and final TIP amendment approval expected February 2024.

<sup>2</sup> MTC Commission approval and subsequent TIP amendment to program \$4,100,000 in Regional OBAG 3 funds for the YBI Multi-Use Pathway one year earlier, moving them from FY 24/25 to FY 23/24, and to approve the OBAG 3/Prop K fund exchange with SFMTA's Light Rail Vehicle project. MTC Commission action expected in December 2023 and final TIP amendment approval expected in February 2024.

<sup>3</sup> CTC and Caltrans require that SFCTA program \$1,000 in LPP-F funds to YBI MUP Design to enable the shift in funds from YBI MUP PA&ED to YBI MUP PS&E.

<sup>4</sup> MTC Commission approval and subsequent TIP amendment needed to program \$750,000 in County OBAG 3 funds for the YBI Multi-Use Pathway one year later, moving them from FY 22/23 to FY 23/24, and to approve the OBAG 3/Prop K fund exchange with SFMTA's Light Rail Vehicle project. MTC Commission action expected in December 2023 and final TIP amendment approval expected in February 2024.

**Acronyms:** 5YPP - 5-Year Prioritization Program, BATA - Bay Area Toll Authority, CON - Construction, CTC - California Transportation Commission, EIR - Environmental Impact Report, IIG - Infrastructure Infill Grant, LPP - Local Partnership Program, LPP-F - LPP formula funds, ITIP - Interregional Improvement Program, LRV - Light Rail Vehicle, MTC - Metropolitan Transportation Commission, MUP - Multi-Use Path, One Bay Area Grant (OBAG), PA&ED - Project Approval & Environmental Document, PS&E - Plans, Specifications & Estimates (Design), SFCTA - San Francisco County Transportation Authority, SFMTA - San Francisco Municipal Transportation Authority, TBD - to Be Determined, YBI - Yerba Buena Island



## Attachment 2. Proposed Local Partnership Program (LPP) Formulaic Program Priorities

Fiscal Year	Sponsor <sup>1</sup>	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested
<b>Proposed</b>							
23/24	SFCTA	Yerba Buena Island Hillcrest Road Improvements Project	This project will widen Hillcrest Road providing two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Pathway (Class I), the scope of the Hillcrest project is proposed to be expanded to include a wider shoulder area and a taller retaining wall built further into the hill.	Construction	6	\$ 33,500,000	\$ 2,600,000
23/24	SFCTA	Yerba Buena Island Multi-Use Pathway	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission. The project area is a planned segment of the San Francisco Bay Trail.	Design	6	\$ 6,801,000	\$ 1,000
<b>Total</b>						<b>\$ 40,301,000</b>	<b>\$ 2,601,000</b>

Total LPP Formulaic (LPP-F) Funds Available \$ 8,758,000

LPP-F Funds Remaining to Program<sup>2</sup> \$ 6,157,000

<sup>1</sup> Sponsor abbreviations include: the San Francisco County Transportation Authority (SFCTA).

<sup>2</sup> We anticipate returning to the Board in 2024 with recommendations for programming the remaining LPP Formulaic Funds to other projects, which will also be informed by our Prop L 5 Year Prioritization Program process. We have until April 2026 to program the LPP Formulaic Funds in this cycle. These funds require a dollar for dollar match.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Hillcrest Road Improvement Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plan</b>	Vehicles
<b>Current PROP K Request:</b>	\$4,850,000
<b>Supervisory District</b>	District 06

## REQUEST

### Brief Project Description

The Hillcrest Road Improvements Project will widen Hillcrest Road and provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Pathway, the scope of the Hillcrest project is expanded to include a wider shoulder area and a taller retaining wall built further into the hill.

### Detailed Scope, Project Benefits and Community Outreach

#### Hillcrest Road Improvement Project Base Scope:

Treasure Island Development Authority (TIDA) was awarded a \$30,000,000 Infill Infrastructure Grant (IIG) by the California Department of Housing and Community Development in the Spring of 2020 for the widening of Hillcrest Road to improve safety and traffic circulation. TIDA requested that the Transportation Authority lead the design and construction effort for the Hillcrest Road Improvement Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. In December 2021, TIDA and the State executed the standard agreement which allows work to start on the YBI Hillcrest Road Improvement Project (Hillcrest Project).

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road and provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), San Francisco Public Works, and the United States Coast Guard. See Map Attachment for the YBI project map.

The Hillcrest Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvement Project on the east side. The Hillcrest Project connects these two projects and will

provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. The project will provide a total cross-section of 36-feet wide for the segment between the Westside Bridges project and over the I-80 Tunnel Portal, and up to 40-feet wide from south of the Portal to the Forest Road Intersection to meet SFPW standards. The project will also build a retaining wall south of the Portal to accommodate the Class II bike lane improvement.

### **Hillcrest with expanded scope to accommodate the future Multi-Use Pathway (Segment 2):**

The expanded project scope will widen Hillcrest Road by a total of 56 feet, about 18 feet more than the original design to accommodate a future Class I bike path for Segment 2 of the Multi-Use Pathway (MUP) that will ultimately enable connection from the bike landing next to Quarters 9 on YBI, and the future Bay Bridge West Span Skyway Project. The future YBI MUP will enable commuters, cyclists, and pedestrians to travel to/from downtown San Francisco. To accommodate the future YBI MUP and to capitalize on economies of scale and prevent less construction disruption, the scope of the Hillcrest project is expanded to include a wider shoulder area and a taller retaining wall built further into the hill. It will prevent the need to demolish the shorter retaining wall for the Class II bike lane and rebuild that retaining wall at a future date (a loss of \$9-\$10 million). As a result, the Hillcrest project design cost increased by \$750,000 and the construction cost increases by \$6.7 million. Design funds are needed to pay for retroactive expenses incurred in 2023.

#### **Project Location**

on Yerba Buena Island along Hillcrest Road, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp

#### **Project Phase(s)**

Design Engineering (PS&E), Construction (CON)

#### **Justification for Multi-phase Request**

We are recommending a multi-phase appropriation due to the short duration for the remaining design work (completion by December 2023) and planned advertising for the construction phase in early 2024.

### **5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	N/A
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	N/A

#### **Justification for Necessary Amendment**

Request is for \$4,850,000 in Prop K funds deobligated from the SFMTA's Light Rail Vehicle (LRV) Procurement project and reallocated to the subject project, as part of a fund exchange to avoid using federal funds on the subject project, which would result in significant project delays and a cost increase. LRV project will receive a like amount of federal One Bay Area Grant 3 funds programmed to the Yerba Buena Island Multi-Use Pathway.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Hillcrest Road Improvement Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	EIR/EIS
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2008	Jan-Feb-Mar	2010
Environmental Studies (PA&ED)	Jan-Feb-Mar	2008	Jan-Feb-Mar	2023
Right of Way	Oct-Nov-Dec	2022	Oct-Nov-Dec	2023
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2023
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

The Hillcrest Project is working closely with the West Side Bridges Project to coordinate construction on Yerba Buena Island along Treasure Island Road and Hillcrest Road. City Departments including TIDA, SFPW, SFMTA, and SFPUC are all working on the project team and coordinating with YBI projects. The team also includes Bay Area Toll Authority, Caltrans and Coast Guard. The project is funded by a \$30 million Infill Infrastructure Grant which requires construction completion by June 2027 (pending approval of extension request). TIDA is the recipient of the IIG grant and must finish invoicing by March 2027. The team is working closely with BATA on the Bay Bridge West Span Skyway Project. Phase 1 of that project will implement the Yerba Buena Multi-use Path project (YBI MUP), a segment of which runs along the extents of the Hillcrest project. The Hillcrest project is being designed to accommodate the future YBI MUP project.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Hillcrest Road Improvement Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop K (exchange funds)	\$4,850,000	\$0	\$0	\$4,850,000
Infill Infrastructure Grant	\$0	\$0	\$3,200,000	\$30,000,000
LPP Formula	\$2,600,000	\$0	\$0	\$2,600,000
<b>Phases In Current Request Total:</b>	<b>\$7,450,000</b>	<b>\$0</b>	<b>\$3,200,000</b>	<b>\$37,450,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$3,950,000	\$750,000	Engineer's Estimate
Construction	\$33,500,000	\$4,100,000	Engineer's Estimate
Operations	\$0		
Total:	\$37,450,000	\$4,850,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	12/31/2023
<b>Expected Useful Life:</b>	50 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Hillcrest Roadway 100% PSE	\$ 3,200,000	
2. Multiuse Path Design	\$ 750,000	
<b>TOTAL PHASE</b>	<b>\$ 3,950,000</b>	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Hillcrest - Project Bid Items	\$ 17,800,000				\$ 17,800,000
Supplemental Work	\$ 2,152,000				\$ 2,152,000
Supplemental Work- Risk Related	\$ 3,000,000				\$ 3,000,000
Agency Furnished Materials	\$ 1,045,000				\$ 1,045,000
Contingency 10%	\$ 2,399,700				\$ 2,399,700
2. Construction Management	\$ 3,959,505	15%			
3. City Permits	\$ 1,050,000		\$ 1,050,000		
4 Design Service DC	\$ 791,901	3%			
5. Project Management DC	\$ 791,901	3%			
6. Agency support	\$ 527,934	2%			
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 33,517,941</b>		<b>\$ 1,050,000</b>	<b>\$ -</b>	<b>\$ 26,396,700</b>

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST**

<b>Fund Source</b>	<b>Phase</b>	<b>FY2023/24</b>	<b>FY2024/25</b>	<b>FY2025/26</b>	<b>Fund Source Total</b>		
PROP K	Design Engineering	\$750,000	\$0	\$0	\$0	\$0	\$750,000
PROP K	Construction	\$1,000,000	\$2,000,000	\$1,100,000	\$0	\$0	\$4,100,000
<b>Total:</b>		\$1,750,000	\$2,000,000	\$1,100,000	\$0	\$0	\$4,850,000



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Hillcrest Road Improvement Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$4,850,000	<b>Total PROP K Recommended</b>	\$4,850,000

<b>SGA Project Number:</b>		<b>Name:</b>	Hillcrest Road Improvement (OBAG Fund Exchange)
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	12/31/2024
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	18.99%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP K Muni Vehicles	\$750,000	\$750,000

#### Deliverables

- Quarterly progress reports shall include % complete of the funded phase, 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.
- Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

#### Special Conditions

- Recommendation is conditioned SFCTA Board approval of a fund exchange of \$750,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated November 28, 2023).
- Recommendation is conditioned upon MTC approval of the project name change in the TIP and approval of a fund exchange of \$750,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, expected by February 2024.
- Recommendation is conditioned upon deobligation of Prop K funds from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

#### Notes

- Design funds may be used for retroactive expenses incurred in 2023.

<b>SGA Project Number:</b>		<b>Name:</b>	Hillcrest Road Improvement (OBAG Fund Exchange)
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	09/30/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	12.24%

**Cash Flow Distribution Schedule by Fiscal Year**

<b>Fund Source</b>	<b>FY2024/25</b>	<b>FY2025/26</b>	<b>Total</b>
PROP K Muni Vehicles	\$3,000,000	\$1,100,000	\$4,100,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

**Special Conditions**

1. Recommendation is conditioned SFCTA Board approval of a fund exchange of \$4,100,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated November 28, 2023).

2. Recommendation is conditioned upon MTC approval of the project name change in the TIP and approval of a fund exchange of \$4,100,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, expected by February 2024.

3. Recommendation is conditioned upon deobligation of Prop K funds from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP K</b>
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	87.05%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	87.05%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Hillcrest Road Improvement Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$4,850,000
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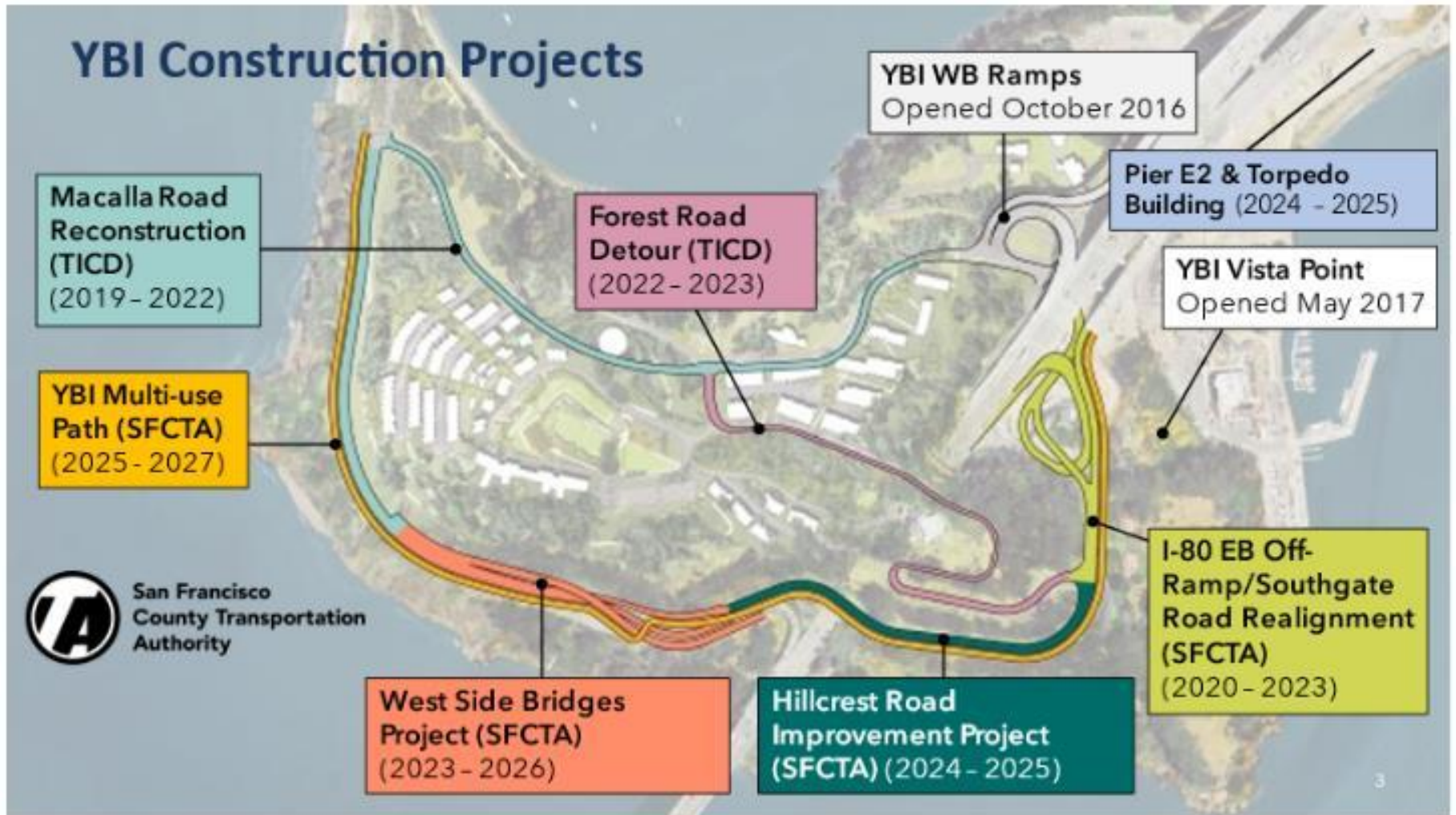
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Mike Tan	Nick Smith
<b>Title:</b>	Administrative Engineer	Senior Transportation Planner
<b>Phone:</b>	(415) 522-4826	
<b>Email:</b>	mike.tan@sfcta.org	nick.smith@sfcta.org

## Yerba Buena Island Construction Projects

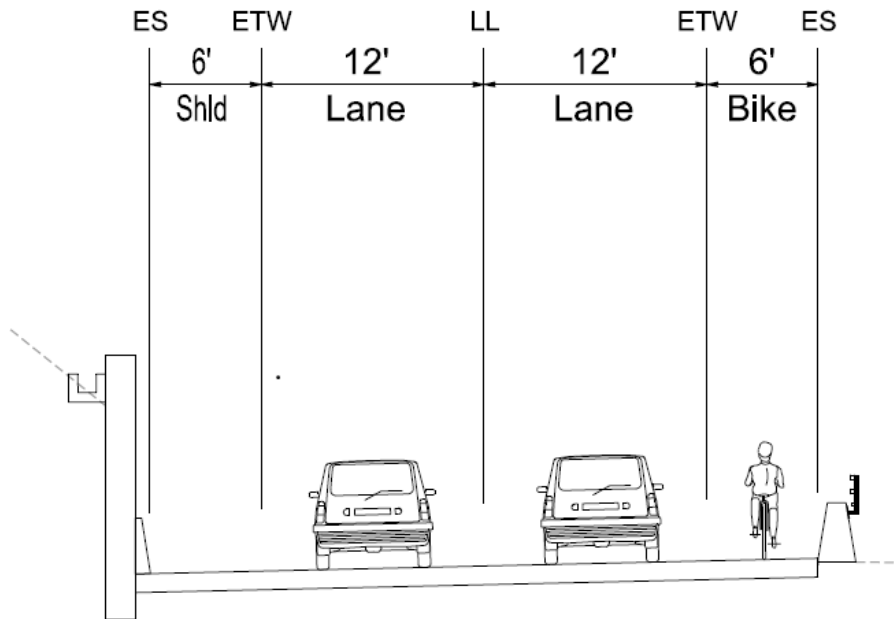




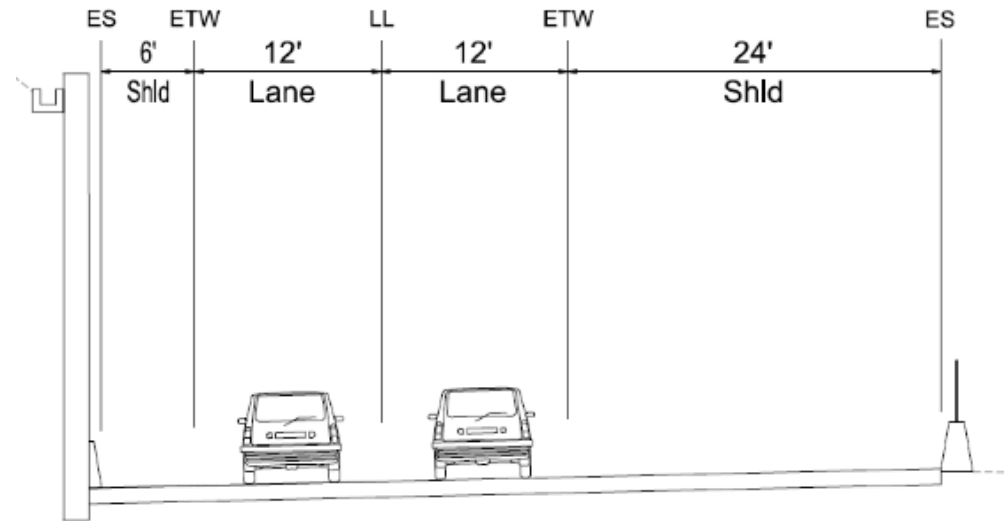
## Yerba Buena Island Multi-Use Pathway Segments



## Hillcrest Road Improvement Project Baseline Scope



## Hillcrest Road Improvement Project with Accommodation for the Future YBI Multi-Use Pathway



**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID ePPR-6272-2020-0009 v0
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Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/03/2023 14:03:49
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04				Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco Count				Metropolitan Transportation Commission	
				MPO	Element
				MTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Mike Tan			415-522-4826	mike.tan@sfcta.org	

**Project Title**

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path (Updated Funding Plan)

**Location (Project Limits), Description (Scope of Work)**

Bay Skyway Phase 1 is located in San Francisco, on I-80 / Bay Bridge corridor, from West Oakland and Treasure Island to downtown San Francisco. The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span path on YBI with the Treasure Island ferry terminal located on Treasure Island. The YBI path will be located adjacent (on the water side) of Hillcrest and Treasure Island Roads.

The new path will divert active transportation users away from sharing Hillcrest and Treasure Island Roads with motorists. This separated multi-use bike/ped pathway connection will allow East Span path-users to safely walk, bike, and e-bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island.

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	San Francisco County Transportation Authority
Right of Way	San Francisco County Transportation Authority
Construction	San Francisco County Transportation Authority

**Legislative Districts**

Assembly:	17	Senate:	11	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/26/2014	
Begin Environmental (PA&ED) Phase		01/01/2022
Circulate Draft Environmental Document <span style="float: right;">Document Type CE/CE</span>		12/01/2022
Draft Project Report		03/01/2023
End Environmental Phase (PA&ED Milestone)		12/31/2023
Begin Design (PS&E) Phase		04/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2025
Begin Right of Way Phase		01/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2025
Begin Construction Phase (Contract Award Milestone)		04/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2027
Begin Closeout Phase		01/01/2028
End Closeout Phase (Closeout Report)		06/30/2028

Date 11/03/2023 14:03:49

**Purpose and Need**

There are multiple objectives that the Project will support, benefiting the needs of the communities in the project area, the region, and State goals. California is dedicated to reducing CO2 emissions across the state. Transportation drives 50% of these emissions. Shifting trips to walking, biking, and e-bikes is the most effective way of reducing these emissions. Bay Skyway Phase 1 will offer 1.3 million people the choice of using bike/e-bike to cross this congested corridor, rather than relying on emitting transportation modes. Additionally, Bay Skyway Phase 1 includes a low-cost transit option for communities in the corridor.

Treasure Island and Yerba Buena Island (YBI) are currently being transformed from their current uses as a small residential community and former military base to a mixed-use, mixed-income, transit-oriented new neighborhood with 8,000 new residential units, 27% of them affordable, and about 2,200 jobs at full build out, according to the city's 2011 economic impact report. The Treasure Island Transportation Implementation Plan (TITIP) outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future island trips being made by walking, biking, or transit. The plan envisions a comprehensive network of bicycle and pedestrian pathways to provide access to all parts of the island.

The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow and mostly without sidewalks. The YBI Multi-Use Path will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking network, and will join the existing East Span path with the future one on the Bay Bridge West Span. The YBI Multi-Use Path will provide a safer, ADA-compliant space to walk and bike for those traveling between Oakland and San Francisco as well as the residents of Treasure Island. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.2





**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID ePPR-6272-2020-0009 v0
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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,529,691	1,569,259	-39,568
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	82,056	84,611	-2,555
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	5.13	-5.13
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.75	0	-0.75
			PM 10 Tons	-0.71	0	-0.71
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-88,873	0	-88,873
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-64.91	0	-64.91
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.78	0	-0.78
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-791.54	0	-791.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-67.53	0	-67.53
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	2.11	2.16	-0.05
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.55	0.55	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	174.67	178.83	-4.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	45.84	45.84	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,094.07	1,120.15	-26.08
	Optional	Accident Cost Savings	Dollars	33,100,000	0	33,100,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	8,230	0	8,230
	Optional	Number of Destinations Accessible by Mode	Number	8,230	0	8,230
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	52.3	52.3	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,211	0	2,211

**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID ePPR-6272-2020-0009 v0
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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3	0	3
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	51,900,000	-51,900,000
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	526,700,000	539,900,000	-13,200,000

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				

**Project Title**  
 Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path (Updated Funding Plan)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Francisco County Transportation
PS&E									San Francisco County Transportation
R/W SUP (CT)									San Francisco County Transportation
CON SUP (CT)									San Francisco County Transportation
R/W									San Francisco County Transportation
CON									San Francisco County Transportation
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)			1,250					1,250	
PS&E					6,801			6,801	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							93,040	93,040	
<b>TOTAL</b>			1,250		6,801		93,040	101,091	

Fund #1:	Local Funds - New Fund Description Priority Conservation Area (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)			1,000					1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>			1,000					1,000	

<b>Fund #2:</b>	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)			250					250	SFCTA LPP-F funds. Reflects move of \$750k in PA&ED savings to PS&E; fills the funding gap from OBAG 3 fund exchange.
PS&E					750			750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			250		750			1,000	
<b>Fund #3:</b>	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									SFCTA LPP-F funds must be programmed directly to PS&E to enable the allocation adjustment to shift \$750k from PA&ED to PS&E
PS&E					1			1	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					1			1	

**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID ePPR-6272-2020-0009 v0
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<b>Fund #4:</b>	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									To be allocated March 2024
PS&E					3,800			3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					3,800			3,800	
<b>Fund #5:</b>	Local Funds - OBAG 3 (STP/CMAQ) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									To be obligated March 2024.
PS&E					2,250			2,250	Reflects \$750k fund exchange with SFMTA LRV Procurement project which enables Prop K funding on Hillcrest project PS&E.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					2,250			2,250	

Fund #6:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,944	4,944	
TOTAL							4,944	4,944	
Fund #7:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									BATA LPP-F funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							1,000	1,000	
TOTAL							1,000	1,000	





Fund #10:		Future Need - Future Funds (Uncommitted)							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									e.g. SCCP Cycle 4 and other TBD sources	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON							82,996	82,996		
TOTAL							82,996	82,996		