



**San Francisco  
County Transportation  
Authority**

BD070924

RESOLUTION NO. 25-04

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

Attachments:

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

Enclosure:

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



### Attachment 1: Amended 2023 Strategic Plan Baseline Programming Pending July 2024 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39			
<b>A. MAJOR CAPITAL PROJECTS</b>																								
<b>I. Muni</b>																								
201	Muni Reliability and Efficiency Improvements	\$ 152,115,636	8.45%	Programming	\$ 138,432,852	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,152,000	\$ 2,152,000	\$ 2,152,000	\$ 5,077,443	\$ 5,158,682	\$ 5,241,220	\$ 5,322,316	\$ 5,410,280	\$ 5,496,844	\$ 5,584,793	\$ 5,674,149	\$ 5,764,935	\$ 5,857,174	\$ 5,950,888		
				Interest Costs	\$ 12,856,131	\$ -	\$ -	\$ -	\$ 49,339	\$ 138,262	\$ 337,979	\$ 430,131	\$ 420,462	\$ 458,104	\$ 595,971	\$ 605,746	\$ 718,798	\$ 705,581	\$ 713,729	\$ 712,624	\$ 707,787	\$ 701,859	\$ 701,859	
				Total	\$ 151,288,983	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,201,339	\$ 2,290,262	\$ 2,489,979	\$ 5,507,573	\$ 5,579,144	\$ 5,699,324	\$ 5,918,287	\$ 6,016,026	\$ 6,215,642	\$ 6,290,374	\$ 6,387,878	\$ 6,477,559	\$ 6,564,961	\$ 6,652,748	\$ 6,741,743	\$ 6,831,747
202	Muni Rail Core Capacity	\$ 69,143,471	0.00%	Programming	\$ 69,030,640	\$ -	\$ -	\$ 2,300,000	\$ 2,430,000	\$ -	\$ -	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 69,030,640	\$ -	\$ -	\$ 2,300,000	\$ 2,430,000	\$ -	\$ -	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949	\$ 2,746,949	\$ 2,788,949
<b>II. BART</b>																								
203	BART Core Capacity	\$ 138,286,942	28.47%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 39,370,805	\$ -	\$ -	\$ -	\$ 494,484	\$ 738,823	\$ 1,055,798	\$ 948,494	\$ 2,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	\$ 1,843,794	
				Total	\$ 129,666,805	\$ -	\$ 35,296,000	\$ -	\$ 494,484	\$ 738,823	\$ 1,055,798	\$ 948,494	\$ 57,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	\$ 1,843,794	\$ 1,600,000
<b>III. Caltrain</b>																								
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,860,826	28.19%	Programming	\$ 300,000,000	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 65,000,000	\$ -	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 116,944,331	\$ -	\$ -	\$ -	\$ 144,319	\$ 672,253	\$ 2,405,611	\$ 3,708,920	\$ 4,068,971	\$ 5,359,622	\$ 8,119,526	\$ 8,689,729	\$ 9,542,585	\$ 8,640,011	\$ 9,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	\$ 6,318,889	
				Total	\$ 416,944,331	\$ -	\$ -	\$ 10,000,000	\$ 15,144,319	\$ 65,672,253	\$ 2,405,611	\$ 43,708,920	\$ 44,068,971	\$ 53,359,622	\$ 48,119,526	\$ 48,689,729	\$ 53,542,585	\$ 48,640,011	\$ 53,154,497	\$ 46,891,572	\$ 39,742,666	\$ 32,752,266	\$ 25,742,270	\$ 18,732,274
<b>TOTAL MAJOR CAPITAL PROJECTS</b>																								
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																								
<b>I. Transit Maintenance, Rehabilitation, and Replacement</b>																								
206	Muni Maintenance	\$ 1,084,169,626	1.43%	Programming	\$ 788,000,000	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,180,000	\$ 1,177,000	\$ 34,882,000	\$ 32,000,000	\$ 35,000,000	\$ 26,076,000	\$ 26,077,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000		
				Interest Costs	\$ 15,466,031	\$ -	\$ -	\$ -	\$ 464,238	\$ 904,678	\$ 1,945,784	\$ 1,937,012	\$ 1,601,422	\$ 1,662,872	\$ 2,034,805	\$ 1,783,770	\$ 1,664,043	\$ 1,183,013	\$ 284,396	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 803,466,031	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,644,238	\$ 2,081,678	\$ 36,827,784	\$ 33,937,012	\$ 36,601,422	\$ 27,738,872	\$ 28,111,805	\$ 33,783,770	\$ 31,664,043	\$ 31,183,013	\$ 20,284,396	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	\$ 21,000,000	\$ 21,000,000
207	BART Maintenance	\$ 48,400,430	22.44%	Programming	\$ 36,515,621	\$ -	\$ 12,525,000	\$ -	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464		
				Interest Costs	\$ 10,862,091	\$ -	\$ 98,344	\$ 392,761	\$ 256,701	\$ 278,722	\$ 400,626	\$ 433,767	\$ 370,978	\$ 403,564	\$ 524,215	\$ 532,032	\$ 630,429	\$ 617,989	\$ 624,296	\$ 622,528	\$ 617,529	\$ 611,613		
				Total	\$ 47,377,713	\$ -	\$ 12,623,344	\$ 392,761	\$ 256,701	\$ 278,722	\$ 400,626	\$ 2,049,317	\$ 2,012,376	\$ 2,071,225	\$ 2,217,679	\$ 2,253,485	\$ 2,379,425	\$ 2,394,969	\$ 2,429,707	\$ 2,456,825	\$ 2,481,176	\$ 2,505,077		
208	Caltrain Maintenance	\$ 138,286,942	11.95%	Programming	\$ 115,002,000	\$ -	\$ 5,002,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000		
				Interest Costs	\$ 16,531,883	\$ -	\$ -	\$ 84,416	\$ 120,618	\$ 231,971	\$ 504,273	\$ 668,296	\$ 582,725	\$ 642,914	\$ 843,045	\$ 859,770	\$ 1,019,556	\$ 996,438	\$ 1,000,068	\$ 987,470	\$ 966,855	\$ 942,238		
				Total	\$ 131,533,883	\$ -	\$ 5,002,000	\$ 5,084,416	\$ 5,120,618	\$ 5,231,971	\$ 5,504,273	\$ 5,668,296	\$ 5,582,725	\$ 5,642,914	\$ 5,843,045	\$ 5,859,770	\$ 6,019,556	\$ 5,996,438	\$ 6,000,068	\$ 5,987,470	\$ 5,966,855	\$ 5,942,238		
209	Ferry Maintenance	\$ 6,914,347	0.00%	Programming	\$ 6,903,064	\$ -	\$ -	\$ 473,000	\$ -	\$ -	\$ -	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 6,903,064	\$ -	\$ -	\$ 473,000	\$ -	\$ -	\$ -	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495		
<b>II. Transit Enhancements</b>																								
210	Transit Enhancements	\$ 40,103,213	3.95%	Programming	\$ 38,210,614	\$ -	\$ 1,884,000	\$ 1,480,000	\$ 876,000	\$ -	\$ -	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871		
				Interest Costs	\$ 1,583,799	\$ -	\$ -	\$ 16,641	\$ 22,512	\$ 33,895	\$ 39,457	\$ 55,329	\$ 47,552	\$ 51,976	\$ 67,832	\$ 69,153	\$ 82,298	\$ 81,012	\$ 82,168	\$ 82,255	\$ 82,255	\$ 81,903	\$ 81,416	
				Total	\$ 39,794,413	\$ -	\$ 1,884,000	\$ 1,496,641	\$ 898,512	\$ 33,895	\$ 39,457	\$ 1,393,928	\$ 1,407,568	\$ 1,433,752	\$ 1,470,988	\$ 1,495,499	\$ 1,531,466	\$ 1,553,366	\$ 1,578,080	\$ 1,602,102	\$ 1,626,067	\$ 1,650,287		
211	Bayview Caltrain Station	\$ 37,337,474	16.76%	Programming	\$ 30,069,671	\$ -	\$ 2,086,000	\$ 4,644,000	\$ -	\$ 1,800,000	\$ -	\$ 1,246,281	\$ 1,266,222	\$ 1,286,481	\$ 1,306,387	\$ 1,327,978	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673		
				Interest Costs	\$ 6,257,459	\$ -	\$ -	\$ 61,657	\$ 79,956	\$ 124,148	\$ 168,710	\$ 216,555	\$ 212,969	\$ 239,013	\$ 310,550	\$ 315,260	\$ 373,658	\$ 366,371	\$ 370,194	\$ 369,228	\$ 366,342	\$ 362,908		
				Total	\$ 36,327,130	\$ -	\$ 2,086,000	\$ 4,705,657	\$ 79,956	\$ 1,924,148	\$ 168,710	\$ 1,462,836	\$ 1,479,191	\$ 1,525,494	\$ 1,616,937	\$ 1,643,238	\$ 1,722,883	\$ 1,737,184	\$ 1,762,940	\$ 1,784,257	\$ 1,804,012	\$ 1,823,581		
212	Mission Bay Ferry Landing	\$ 6,914,347	30.23%	Programming	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 2,090,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,978	\$ 160,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881		
				Total	\$ 6,590,550	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ 69,978	\$ 160,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881		
213	Next Generation Transit Investments	\$ 30,423,127	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 2,250,000	\$ 1,500,000	\$ -	\$ -	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000		
				Interest Costs	\$ 1,089,665	\$ -	\$ -	\$ -	\$ 10,979	\$ 32,669	\$ 60,093	\$ 65,254	\$ 55,967	\$ 61,051	\$ 79,520	\$ 80,917	\$ 96,125	\$ 94,458	\$ 95,647	\$ 94,560	\$ 43,930	\$ 24,727		
				Total	\$ 30,057,922	\$ -	\$ -	\$ 2,250,000	\$ 1,510,979	\$ 32,669	\$ 60,093	\$ 1,080,743	\$ 1,087,703	\$ 1,109,295	\$ 1,143,983	\$ 1,162,973	\$ 1,195,493	\$ 1,211,416	\$ 1,230,477	\$ 567,560	\$ 643,930	\$ 724,727		
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																								
<b>C. PARATRANSIT</b>																								
214	Paratransit	\$ 313,911,359	22.42%	Programming	\$ 234,048,020	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 10,000,000	\$ -		
				Interest Costs	\$ 70,369,616	\$ -	\$ 197,056	\$ 489,360	\$ 556,222	\$ 902,020	\$ 1,794,061	\$ 2,137,830	\$ 1,998,291	\$ 2,362,929	\$ 3,320,225	\$ 3,626,676	\$ 4,605,083	\$ 4,817,003	\$ 5,173,973	\$ 5,468,443	\$ 5,432,785	\$ 5,000,234		
				Total	\$ 304,417,636	\$ -	\$ 13,310,056	\$ 13,995,360	\$ 14,467,222	\$ 15,231,020	\$ 16,552,061	\$ 17,339,071	\$ 17,655,570	\$ 18,489,925	\$ 19,931,032	\$ 20,735,806	\$ 22,227,488	\$ 22,968,080	\$ 23,869,582	\$ 24,724,921	\$ 25,164,052	\$ 24,724,921		

**Attachment 1:**  
**Amended 2023 Strategic Plan Baseline Programming**  
 Pending July 2024 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39		
217	Traffic Signs & Signals Maintenance	\$ 124,458,248	12.01%	Programming	\$ 109,104,478	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,804,000	\$ 2,804,000	\$ 2,804,000	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000	
				Interest Costs	\$ 14,946,825	\$ -	\$ -	\$ -	\$ 100,557	\$ 355,896	\$ 677,265	\$ 807,340	\$ 692,440	\$ 753,511	\$ 979,103	\$ 994,015	\$ 1,178,212	\$ 1,155,302	\$ 1,048,444	\$ 929,247	\$ 808,326	\$ 699,501	\$ 699,501
				Total	\$ 124,051,304	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,904,557	\$ 3,159,896	\$ 3,481,265	\$ 4,961,612	\$ 4,913,179	\$ 5,041,782	\$ 5,333,725	\$ 5,420,607	\$ 5,675,630	\$ 5,724,679	\$ 5,724,679	\$ 3,048,444	\$ 2,929,247	\$ 2,808,326	\$ 2,949,501
<b>II. Safer and Complete Streets</b>																							
218	Safer and Complete Streets	\$ 210,196,152	13.65%	Programming	\$ 181,098,615	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,136,000	\$ 8,001,000	\$ 6,508,000	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000	
				Interest Costs	\$ 28,697,021	\$ -	\$ -	\$ -	\$ 38,953	\$ 177,611	\$ 517,535	\$ 811,775	\$ 892,536	\$ 1,118,343	\$ 1,542,442	\$ 1,608,280	\$ 1,904,184	\$ 1,865,151	\$ 1,824,448	\$ 1,767,723	\$ 1,709,573	\$ 1,646,409	\$ 1,646,409
				Total	\$ 209,795,636	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,174,953	\$ 8,178,611	\$ 7,025,535	\$ 7,787,028	\$ 7,979,394	\$ 8,318,591	\$ 8,853,610	\$ 9,040,781	\$ 9,455,605	\$ 9,537,396	\$ 9,537,396	\$ 8,324,448	\$ 8,517,723	\$ 8,709,573	\$ 8,646,409
219	Curb Ramps	\$ 40,103,213	6.54%	Programming	\$ 36,586,133	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,155,000	\$ 1,212,000	\$ 1,275,000	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
				Interest Costs	\$ 2,622,474	\$ -	\$ -	\$ -	\$ 4,649	\$ 21,469	\$ 57,600	\$ 99,550	\$ 85,338	\$ 93,045	\$ 121,133	\$ 123,204	\$ 146,294	\$ 143,696	\$ 145,444	\$ 145,305	\$ 144,402	\$ 143,273	\$ 143,273
				Total	\$ 39,208,607	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,649	\$ 1,233,469	\$ 1,332,600	\$ 1,438,149	\$ 1,445,354	\$ 1,474,821	\$ 1,524,289	\$ 1,549,551	\$ 1,595,462	\$ 1,616,050	\$ 1,641,356	\$ 1,665,152	\$ 1,688,566	\$ 1,712,144	
220	Tree Planting	\$ 27,657,388	13.91%	Programming	\$ 23,403,301	\$ -	\$ 1,000,000	\$ 1,050,000	\$ 1,100,000	\$ 1,160,000	\$ 1,220,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ 3,847,603	\$ -	\$ -	\$ 14,844	\$ 25,609	\$ 48,527	\$ 105,569	\$ 153,026	\$ 130,947	\$ 142,526	\$ 185,235	\$ 188,094	\$ 222,992	\$ 218,697	\$ 221,032	\$ 220,506	\$ 221,032	\$ 220,506	\$ 216,828
				Total	\$ 27,250,904	\$ -	\$ 1,000,000	\$ 1,064,844	\$ 1,125,609	\$ 1,208,527	\$ 1,325,569	\$ 1,076,197	\$ 1,068,889	\$ 1,095,475	\$ 1,152,929	\$ 1,171,782	\$ 1,222,419	\$ 1,234,114	\$ 1,252,696	\$ 1,268,676	\$ 1,283,772	\$ 1,298,807	
<b>III. Freeway Safety and Operational Improvements</b>																							
221	Vision Zero Ramps	\$ 11,062,955	16.91%	Programming	\$ 8,644,347	\$ -	\$ 2,000,000	\$ -	\$ 90,000	\$ 350,000	\$ -	\$ 369,290	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
				Interest Costs	\$ 1,870,550	\$ -	\$ -	\$ 27,774	\$ 37,244	\$ 46,741	\$ 69,425	\$ 75,199	\$ 64,324	\$ 90,944	\$ 92,324	\$ 107,295	\$ 107,295	\$ 108,416	\$ 108,134	\$ 108,134	\$ 108,134	\$ 106,286	\$ 106,286
				Total	\$ 10,514,897	\$ -	\$ 2,000,000	\$ 27,774	\$ 127,244	\$ 396,741	\$ 69,425	\$ 444,488	\$ 439,501	\$ 451,173	\$ 478,021	\$ 483,799	\$ 509,198	\$ 513,462	\$ 521,081	\$ 527,402	\$ 533,266	\$ 539,077	
222	Managed Lanes and Express Bus	\$ 13,828,694	6.59%	Programming	\$ 12,532,460	\$ -	\$ -	\$ 1,000,000	\$ 750,000	\$ -	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
				Interest Costs	\$ 911,905	\$ -	\$ -	\$ 2,799	\$ 17,742	\$ 25,082	\$ 30,206	\$ 32,788	\$ 28,112	\$ 30,655	\$ 39,915	\$ 40,603	\$ 48,219	\$ 47,368	\$ 47,951	\$ 47,911	\$ 47,618	\$ 47,251	
				Total	\$ 13,444,365	\$ -	\$ -	\$ 1,002,799	\$ 767,742	\$ 25,082	\$ 30,206	\$ 494,374	\$ 497,083	\$ 507,129	\$ 523,762	\$ 532,446	\$ 547,932	\$ 555,077	\$ 563,782	\$ 571,996	\$ 580,089	\$ 588,241	
223	Transformative Freeway and Major Street Projects	\$ 27,657,388	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 626,439,848	8.92%	Programming	\$ 566,683,490	\$ -	\$ 25,816,000	\$ 30,005,000	\$ 18,526,000	\$ 16,854,000	\$ 15,078,000	\$ 20,868,983	\$ 21,202,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886	
				Interest Costs	\$ 55,884,720	\$ -	\$ -	\$ 53,659	\$ 242,680	\$ 712,111	\$ 1,543,126	\$ 2,096,194	\$ 1,993,444	\$ 2,316,681	\$ 3,099,972	\$ 3,189,947	\$ 3,779,421	\$ 3,704,378	\$ 3,564,436	\$ 3,387,173	\$ 3,203,157	\$ 3,025,178	
				Total	\$ 622,568,210	\$ -	\$ 25,816,000	\$ 30,058,659	\$ 18,768,680	\$ 17,566,111	\$ 16,621,126	\$ 22,965,177	\$ 23,196,331	\$ 23,858,813	\$ 24,974,932	\$ 25,426,941	\$ 26,372,207	\$ 26,658,648	\$ 22,948,486	\$ 23,195,367	\$ 23,438,282	\$ 23,690,064	
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>																							
<b>I. Transportation Demand Management</b>																							
224	Transportation Demand Management	\$ 24,891,650	0.00%	Programming	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
<b>II. Transportation, Land Use, and Community Coordination</b>																							
225	Neighborhood Transportation Program	\$ 56,697,646	10.34%	Programming	\$ 50,344,018	\$ -	\$ 4,050,000	\$ 2,200,000	\$ 2,050,000	\$ 200,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058	
				Interest Costs	\$ 5,863,555	\$ -	\$ 19,189	\$ 124,858	\$ 117,156	\$ 143,364	\$ 194,560	\$ 210,927	\$ 180,621	\$ 196,728	\$ 255,853	\$ 259,970	\$ 308,399	\$ 302,643	\$ 306,054	\$ 305,499	\$ 303,348	\$ 300,732	
				Total	\$ 56,207,572	\$ -	\$ 4,069,189	\$ 2,324,858	\$ 2,167,156	\$ 343,364	\$ 394,560	\$ 2,103,428	\$ 2,103,402	\$ 2,150,274	\$ 2,239,625	\$ 2,276,529	\$ 2,357,222	\$ 2,384,247	\$ 2,420,964	\$ 2,454,248	\$ 2,486,476	\$ 2,518,791	
226	Equity Priority Transportation Program	\$ 58,080,516	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 1,938,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 1,938,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	
227	Development-Oriented Transportation	\$ 27,657,388	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
228	Citywide / Modal Planning	\$ 13,828,694	7.91%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 1,100,000	\$ 150,000	\$ 700,000	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
				Interest Costs	\$ 1,093,773	\$ -	\$ -	\$ 5,441	\$ 11,273	\$ 18,907	\$ 37,917	\$ 41,129	\$ 35,239	\$ 38,401	\$ 49,968	\$ 50,798	\$ 60,289	\$ 59,191	\$ 59,885	\$ 59,803	\$ 59,407	\$ 58,918	
				Total	\$ 13,200,851	\$ -	\$ -	\$ 1,105,441	\$ 161,273	\$ 718,907	\$ 37,917	\$ 502,715	\$ 504,210	\$ 514,876	\$ 533,815	\$ 542,641	\$ 560,002	\$ 566,900	\$ 575,717	\$ 583,888	\$ 591,877	\$ 599,908	
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		\$ 181,155,894	3.84%	Programming	\$ 172,725,120	\$ -	\$ 4,198,000	\$ 6,145,000	\$ 5,900,000	\$ 1,600,000	\$ 200,000	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967	
				Interest Costs	\$ 6,957,328	\$ -	\$ 19,189	\$ 130,299	\$ 128,429	\$ 162,271	\$ 232,477	\$ 252,056	\$ 215,859	\$ 235,129	\$ 305,821	\$ 310,768	\$ 368,688	\$ 361,834	\$ 365,939	\$ 365,302	\$ 362,754	\$ 359,651	
				Total	\$ 179,682,447	\$ -	\$ 4,217,189	\$ 6,275,299	\$ 6,028,429	\$ 1,762,271	\$ 432,477	\$ 6,298,829	\$ 6,359,380	\$ 6,476,946	\$ 6,644,215	\$ 6,753,920	\$ 6,914,929	\$ 7,012,815	\$ 7,123,335	\$ 7,			

**Attachment 1:**  
**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
<b>A. MAJOR CAPITAL PROJECTS</b>															
<b>I. Muni</b>															
201	Muni Reliability and Efficiency Improvements	\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 692,763	\$ 679,267	\$ 660,832	\$ 637,121	\$ 607,782	\$ 572,401	\$ 531,516	\$ 489,522	\$ 386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -
		\$ 6,738,865	\$ 6,822,106	\$ 6,901,956	\$ 6,978,101	\$ 7,051,568	\$ 7,122,001	\$ 7,188,935	\$ 7,256,798	\$ 4,386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -
202	Muni Rail Core Capacity	\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -
<b>II. BART</b>															
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -
<b>III. Caltrain</b>															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -
<b>TOTAL MAJOR CAPITAL PROJECTS</b>		\$ 8,794,331	\$ 8,935,039	\$ 9,077,999	\$ 9,223,244	\$ 9,372,778	\$ 9,526,691	\$ 9,683,519	\$ 9,843,311	\$ 7,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -
		\$ 8,853,243	\$ 7,894,669	\$ 6,932,206	\$ 5,976,251	\$ 5,037,878	\$ 4,129,129	\$ 3,269,850	\$ 2,497,155	\$ 1,729,660	\$ 966,530	\$ 357,342	\$ 7,166	\$ -	\$ -
		\$ 17,647,574	\$ 16,829,708	\$ 16,010,206	\$ 15,199,495	\$ 14,410,656	\$ 13,655,820	\$ 12,953,369	\$ 12,340,466	\$ 8,856,572	\$ 4,331,152	\$ 3,836,914	\$ 3,551,313	\$ -	\$ -
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>															
<b>I. Transit Maintenance, Rehabilitation, and</b>															
206	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 602,968	\$ 590,535	\$ 536,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	
		\$ 2,526,728	\$ 2,545,075	\$ 1,386,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 911,195	\$ 872,637	\$ 826,543	\$ 773,272	\$ 713,238	\$ 646,933	\$ 576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	
		\$ 5,911,195	\$ 5,872,637	\$ 5,826,543	\$ 5,773,272	\$ 5,713,238	\$ 5,646,933	\$ 5,576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -
<b>II. Transit Enhancements</b>															
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 750,000	\$ -	\$ -	\$ -
		\$ 80,552	\$ 79,166	\$ 77,192	\$ 74,587	\$ 71,311	\$ 67,318	\$ 62,662	\$ 57,856	\$ 52,022	\$ 45,183	\$ 20,549	\$ -	\$ -	
		\$ 1,674,525	\$ 1,698,642	\$ 1,722,579	\$ 1,746,300	\$ 1,770,127	\$ 1,794,030	\$ 1,817,800	\$ 1,841,956	\$ 1,865,631	\$ 1,996,664	\$ 770,549	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,852	\$ 350,544	\$ 340,709	\$ 328,182	\$ 285,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	
		\$ 1,841,896	\$ 1,858,332	\$ 1,872,622	\$ 1,884,604	\$ 885,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 200,000	\$ -	\$ -
		\$ 24,620	\$ 24,345	\$ 23,879	\$ 23,206	\$ 22,315	\$ 21,192	\$ 19,849	\$ 18,442	\$ 16,685	\$ 14,584	\$ 11,651	\$ -	\$ -	
		\$ 1,233,841	\$ 1,252,913	\$ 1,272,104	\$ 1,291,402	\$ 1,311,072	\$ 1,331,112	\$ 1,351,333	\$ 1,371,897	\$ 1,392,526	\$ 1,495,018	\$ 1,542,663	\$ 200,000	\$ -	
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 40,554,415	\$ -	\$ -
		\$ 2,072,432	\$ 2,000,802	\$ 1,877,112	\$ 1,715,501	\$ 1,518,268	\$ 1,302,394	\$ 1,090,574	\$ 790,227	\$ 518,264	\$ 275,268	\$ 63,292	\$ -	\$ -	
		\$ 35,558,251	\$ 36,090,394	\$ 35,436,325	\$ 34,500,059	\$ 36,398,741	\$ 35,636,736	\$ 35,479,805	\$ 34,235,386	\$ 42,020,404	\$ 42,043,645	\$ 42,192,261	\$ 40,554,415	\$ -	\$ -
<b>C. PARATRANSIT</b>															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	
<b>TOTAL PARATRANSIT</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	
<b>D. STREETS AND FREEWAYS</b>															
<b>I. Maintenance, Rehabilitation, and Repla</b>															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,403	\$ 160,141	\$ 155,720	\$ 150,062	\$ 143,084	\$ 134,687	\$ 125,001	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	
		\$ 1,207,729	\$ 1,221,177	\$ 1,233,732	\$ 1,245,322	\$ 1,256,101	\$ 1,265,981	\$ 1,274,919	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	

**Attachment 1:**  
**Amended 2023 Strategic Plan Baseline Programming**  
 Pending July 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	
		\$ 600,160	\$ 509,345	\$ 435,080	\$ 383,547	\$ 366,119	\$ 344,171	\$ 318,980	\$ 293,248	\$ 262,574	\$ 184,107	\$ 70,334	\$ -	\$ -	\$ -	\$ -
		\$ 3,100,160	\$ 3,259,345	\$ 3,685,080	\$ 4,383,547	\$ 5,638,307	\$ 5,669,171	\$ 5,729,980	\$ 5,794,248	\$ 5,855,574	\$ 3,434,107	\$ 70,334	\$ -	\$ -	\$ -	\$ -
<b>II. Safer and Complete Streets</b>																
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,573,970	\$ 1,499,184	\$ 1,429,020	\$ 1,368,908	\$ 1,303,545	\$ 1,224,261	\$ 1,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -	\$ -
		\$ 8,573,970	\$ 8,749,184	\$ 9,179,020	\$ 9,868,908	\$ 10,154,464	\$ 10,174,261	\$ 8,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,493	\$ 138,811	\$ 135,114	\$ 130,332	\$ 124,394	\$ 117,216	\$ 108,906	\$ 100,360	\$ 90,069	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,466	\$ 1,758,286	\$ 1,780,501	\$ 1,802,045	\$ 1,823,211	\$ 1,843,929	\$ 1,864,044	\$ 1,884,460	\$ 1,903,678	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,853	\$ 209,529	\$ 203,692	\$ 196,242	\$ 187,068	\$ 176,043	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,144	\$ 1,326,409	\$ 1,338,442	\$ 1,349,147	\$ 1,358,666	\$ 1,366,879	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -	\$ -
<b>III. Freeway Safety and Operational Imp</b>																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,806	\$ 102,666	\$ 99,787	\$ 96,119	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -	\$ -
		\$ 544,522	\$ 549,418	\$ 553,687	\$ 557,271	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,669	\$ 45,790	\$ 44,575	\$ 43,002	\$ 41,047	\$ 38,683	\$ 35,944	\$ 33,127	\$ 29,734	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -	\$ -
		\$ 596,315	\$ 604,229	\$ 611,950	\$ 619,454	\$ 626,846	\$ 634,101	\$ 641,164	\$ 648,334	\$ 655,116	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 21,097,523	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,525	\$ 15,590,394	\$ 15,849,269	\$ 11,661,556	\$ 8,698,930	\$ 8,860,369	\$ -	\$ -	
		\$ 2,844,354	\$ 2,665,466	\$ 2,502,987	\$ 2,368,211	\$ 2,243,705	\$ 2,096,650	\$ 1,855,004	\$ 1,452,051	\$ 1,074,357	\$ 639,138	\$ 231,240	\$ -	\$ -	\$ -	\$ -
		\$ 23,941,878	\$ 24,448,549	\$ 25,474,599	\$ 27,031,364	\$ 28,258,524	\$ 28,458,639	\$ 25,341,529	\$ 17,042,445	\$ 16,923,627	\$ 12,300,694	\$ 8,930,170	\$ 8,860,369	\$ -	\$ -	\$ -
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA</b>																
<b>I. Transportation Demand Management</b>																
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	\$ -	\$ -	\$ -
<b>II. Transportation, Land Use, and Commu</b>																
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,762	\$ 290,912	\$ 282,950	\$ 272,736	\$ 260,117	\$ 244,915	\$ 227,364	\$ 209,345	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -	\$ -
		\$ 2,550,309	\$ 2,580,516	\$ 2,609,188	\$ 2,636,192	\$ 2,661,891	\$ 2,686,129	\$ 2,708,765	\$ 2,731,694	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,164	\$ 57,039	\$ 55,500	\$ 53,516	\$ 51,059	\$ 48,094	\$ 44,666	\$ 41,144	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -	\$ -
		\$ 607,809	\$ 615,479	\$ 622,874	\$ 629,969	\$ 636,858	\$ 643,512	\$ 649,886	\$ 656,351	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 5,003,058	\$ 5,383,396	\$ 5,567,315	\$ 5,670,636	\$ -	\$ -	
		\$ 354,926	\$ 347,951	\$ 338,450	\$ 326,252	\$ 311,176	\$ 293,009	\$ 272,030	\$ 250,489	\$ 166,349	\$ 90,933	\$ 29,298	\$ -	\$ -	\$ -	\$ -
		\$ 7,555,284	\$ 7,663,514	\$ 7,771,062	\$ 7,877,783	\$ 7,985,138	\$ 8,092,987	\$ 8,200,411	\$ 8,309,700	\$ 5,169,407	\$ 5,474,328	\$ 5,596,613	\$ 5,670,636	\$ -	\$ -	\$ -
<b>TOTAL PROP L STRATEGIC PLAN</b>		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,177,951	\$ 59,874,786	\$ 58,629,567	\$ -	\$ -	
		\$ 18,594,668	\$ 16,845,701	\$ 15,056,396	\$ 13,268,570	\$ 11,484,552	\$ 9,707,504	\$ 7,919,018	\$ 6,016,714	\$ 4,150,155	\$ 2,308,408	\$ 757,814	\$ 7,166	\$ -	\$ -	\$ -
		\$ 89,172,698	\$ 88,968,978	\$ 88,097,831	\$ 87,491,054	\$ 89,426,585	\$ 87,730,504	\$ 83,406,676	\$ 72,954,789	\$ 73,631,535	\$ 64,486,359	\$ 60,632,599	\$ 58,636,733	\$ -	\$ -	\$ -
<b>Prop. K Related Programming (since 7/1/22)</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -	\$ -
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -	\$ -



**Attachment 1:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending July 2024 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39		
<b>A. MAJOR CAPITAL PROJECTS</b>																							
<b>I. Muni</b>																							
201	Muni Reliability and Efficiency Improvements	\$ 152,115,636	8.45%	Programming	\$ 138,432,852	\$ -	\$ -	\$ 3,600,000	\$ 5,416,000	\$ 5,310,000	\$ 5,379,000	\$ 6,577,443	\$ 6,658,682	\$ 5,241,220	\$ 5,322,316	\$ 5,410,280	\$ 5,496,844	\$ 5,584,793	\$ 5,674,149	\$ 5,764,935	\$ 5,857,174	\$ 5,950,888	
				Interest Costs	\$ 12,856,131	\$ -	\$ -	\$ -	\$ 49,339	\$ 138,262	\$ 337,979	\$ 430,131	\$ 420,462	\$ 458,104	\$ 595,971	\$ 605,746	\$ 718,798	\$ 705,581	\$ 713,729	\$ 712,624	\$ 707,787	\$ 701,859	\$ 701,859
				<b>Total</b>	\$ 151,288,983	\$ -	\$ -	\$ 3,600,000	\$ 5,465,339	\$ 5,448,262	\$ 5,716,979	\$ 7,007,573	\$ 7,079,144	\$ 5,699,324	\$ 5,918,287	\$ 6,016,026	\$ 6,215,642	\$ 6,290,374	\$ 6,387,878	\$ 6,477,559	\$ 6,564,961	\$ 6,652,748	
202	Muni Rail Core Capacity	\$ 69,143,471	0.00%	Programming	\$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<b>Total</b>	\$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949	
<b>II. BART</b>																							
203	BART Core Capacity	\$ 138,286,942	28.47%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,370,805	\$ -	\$ -	\$ -	\$ 494,484	\$ 738,823	\$ 1,055,798	\$ 948,494	\$ 2,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	
				<b>Total</b>	\$ 129,666,805	\$ -	\$ -	\$ -	\$ 27,622,484	\$ 8,906,823	\$ 1,055,798	\$ 948,494	\$ 57,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	
<b>III. Caltrain</b>																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,860,826	28.19%	Programming	\$ 300,000,000	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 25,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	
				Interest Costs	\$ 116,944,331	\$ -	\$ -	\$ -	\$ 144,319	\$ 672,253	\$ 2,405,611	\$ 3,708,920	\$ 4,068,971	\$ 5,359,622	\$ 8,119,526	\$ 8,689,729	\$ 9,542,585	\$ 8,640,011	\$ 9,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	
				<b>Total</b>	\$ 416,944,331	\$ -	\$ -	\$ 10,000,000	\$ 15,144,319	\$ 25,672,253	\$ 42,405,611	\$ 43,708,920	\$ 44,068,971	\$ 45,359,622	\$ 48,119,526	\$ 33,689,729	\$ 9,542,585	\$ 8,640,011	\$ 34,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	
<b>TOTAL MAJOR CAPITAL PROJECTS</b>		<b>\$ 774,406,876</b>	<b>21.85%</b>	<b>Programming</b>	<b>\$ 597,759,492</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,400,000</b>	<b>\$ 49,372,000</b>	<b>\$ 39,529,000</b>	<b>\$ 46,430,000</b>	<b>\$ 48,885,371</b>	<b>\$104,003,537</b>	<b>\$ 47,623,593</b>	<b>\$ 47,741,550</b>	<b>\$ 32,869,498</b>	<b>\$ 7,995,410</b>	<b>\$ 8,123,336</b>	<b>\$ 33,253,308</b>	<b>\$ 8,385,361</b>	<b>\$ 8,519,526</b>	<b>\$ 8,655,838</b>	
				<b>Interest Costs</b>	<b>\$ 169,171,267</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 688,141</b>	<b>\$ 3,799,339</b>	<b>\$ 3,799,388</b>	<b>\$ 3,799,388</b>	<b>\$ 7,041,033</b>	<b>\$ 8,418,898</b>	<b>\$ 11,872,513</b>	<b>\$ 12,281,077</b>	<b>\$ 13,547,650</b>	<b>\$ 12,328,841</b>	<b>\$ 12,648,728</b>	<b>\$ 11,710,290</b>	<b>\$ 10,745,291</b>	<b>\$ 9,801,453</b>	
				<b>Total</b>	<b>\$ 766,930,759</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,400,000</b>	<b>\$ 50,060,141</b>	<b>\$ 41,078,339</b>	<b>\$ 50,229,388</b>	<b>\$ 53,972,916</b>	<b>\$111,044,570</b>	<b>\$ 56,042,491</b>	<b>\$ 59,614,063</b>	<b>\$ 45,150,576</b>	<b>\$ 21,543,059</b>	<b>\$ 20,452,177</b>	<b>\$ 45,902,036</b>	<b>\$ 20,095,651</b>	<b>\$ 19,264,817</b>	<b>\$ 18,457,290</b>	
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																							
<b>I. Transit Maintenance, Rehabilitation, and Replacement</b>																							
206	Muni Maintenance	\$ 1,084,169,626	1.43%	Programming	\$ 788,000,000	\$ -	\$ -	\$ 19,380,000	\$ 49,620,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
				Interest Costs	\$ 15,466,031	\$ -	\$ -	\$ -	\$ 464,238	\$ 904,678	\$ 1,945,784	\$ 1,937,012	\$ 1,601,422	\$ 1,662,872	\$ 2,034,805	\$ 1,783,770	\$ 1,664,043	\$ 1,183,013	\$ 284,396	\$ -	\$ -	\$ -	
				<b>Total</b>	\$ 803,466,031	\$ -	\$ -	\$ 19,380,000	\$ 50,084,238	\$ 30,904,678	\$ 31,945,784	\$ 33,937,012	\$ 36,601,422	\$ 36,662,872	\$ 37,034,805	\$ 33,783,770	\$ 31,664,043	\$ 31,183,013	\$ 20,284,396	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,400,430	22.44%	Programming	\$ 36,515,621	\$ -	\$ 3,262,238	\$ 9,262,762	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464	
				Interest Costs	\$ 10,862,091	\$ -	\$ 98,344	\$ 392,761	\$ 256,701	\$ 278,722	\$ 400,626	\$ 433,767	\$ 370,978	\$ 403,564	\$ 524,215	\$ 532,032	\$ 630,429	\$ 617,989	\$ 624,296	\$ 622,529	\$ 617,529	\$ 611,613	
				<b>Total</b>	\$ 47,377,713	\$ -	\$ 3,360,582	\$ 9,655,523	\$ 256,701	\$ 278,722	\$ 400,626	\$ 2,049,317	\$ 2,012,376	\$ 2,071,225	\$ 2,217,679	\$ 2,253,485	\$ 2,379,425	\$ 2,394,969	\$ 2,429,707	\$ 2,456,825	\$ 2,481,176	\$ 2,505,077	
208	Caltrain Maintenance	\$ 138,286,942	11.95%	Programming	\$ 115,002,000	\$ -	\$ 1,776,000	\$ 4,826,000	\$ 4,700,000	\$ 5,500,000	\$ 5,700,000	\$ 7,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
				Interest Costs	\$ 16,531,883	\$ -	\$ -	\$ 84,416	\$ 120,618	\$ 231,971	\$ 504,273	\$ 668,296	\$ 582,725	\$ 642,914	\$ 843,045	\$ 859,770	\$ 1,019,556	\$ 996,438	\$ 1,000,068	\$ 987,470	\$ 966,855	\$ 942,238	
				<b>Total</b>	\$ 131,533,883	\$ -	\$ 1,776,000	\$ 4,910,416	\$ 4,820,618	\$ 5,731,971	\$ 6,204,273	\$ 8,168,296	\$ 5,582,725	\$ 5,642,914	\$ 5,843,045	\$ 5,859,770	\$ 6,019,556	\$ 5,996,438	\$ 6,000,068	\$ 5,987,470	\$ 5,966,855	\$ 5,942,238	
209	Ferry Maintenance	\$ 6,914,347	0.00%	Programming	\$ 6,903,064	\$ -	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				<b>Total</b>	\$ 6,903,064	\$ -	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
<b>II. Transit Enhancements</b>																							
210	Transit Enhancements	\$ 40,103,213	3.95%	Programming	\$ 38,210,614	\$ -	\$ 300,000	\$ 1,392,000	\$ 1,068,500	\$ 895,500	\$ 292,000	\$ 1,630,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
				Interest Costs	\$ 1,583,799	\$ -	\$ -	\$ 16,641	\$ 22,512	\$ 33,895	\$ 39,457	\$ 55,329	\$ 47,552	\$ 51,976	\$ 67,832	\$ 69,153	\$ 82,298	\$ 81,012	\$ 82,168	\$ 82,255	\$ 81,903	\$ 81,416	
				<b>Total</b>	\$ 39,794,413	\$ -	\$ 300,000	\$ 1,408,641	\$ 1,091,012	\$ 929,395	\$ 331,457	\$ 1,685,928	\$ 1,407,568	\$ 1,433,752	\$ 1,470,988	\$ 1,495,499	\$ 1,531,466	\$ 1,553,366	\$ 1,578,080	\$ 1,602,102	\$ 1,626,067	\$ 1,650,287	
211	Bayview Caltrain Station	\$ 37,337,474	16.76%	Programming	\$ 30,069,671	\$ -	\$ -	\$ 2,886,000	\$ 2,122,000	\$ 1,722,000	\$ -	\$ 2,046,281	\$ 2,066,222	\$ 1,486,481	\$ 1,306,387	\$ 1,327,778	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673	
				Interest Costs	\$ 6,257,459	\$ -	\$ -	\$ 61,657	\$ 79,956	\$ 124,148	\$ 168,710	\$ 168,710	\$ 212,969	\$ 239,013	\$ 310,550	\$ 312,968	\$ 366,371	\$ 370,194	\$ 369,228	\$ 366,342	\$ 366,342		
				<b>Total</b>	\$ 36,327,130	\$ -	\$ -	\$ 2,947,657	\$ 2,201,956	\$ 1,846,148	\$ 168,710	\$ 2,262,836	\$ 2,279,191	\$ 1,725,494	\$ 1,616,937	\$ 1,643,238	\$ 1,722,883	\$ 1,737,184	\$ 1,762,940	\$ 1,784,257	\$ 1,804,012	\$ 1,823,581	
212	Mission Bay Ferry Landing	\$ 6,914,347	30.23%	Programming	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 2,090,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,978	\$ 160,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881	
				<b>Total</b>	\$ 6,590,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,319,978	\$ 2,410,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881	
213	Next Generation Transit Investments	\$ 30,423,127	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 675,000	\$ 1,175,000	\$ 1,200,000	\$ 700,000	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,089,665	\$ -	\$ -	\$ -	\$ 10,979	\$ 32,669	\$ 60,093	\$ 65,254	\$ 55,967	\$ 61,051	\$ 79,520	\$ 80,917	\$ 96,125	\$ 94,458	\$ 95,647	\$ 67,560	\$ 43,930	\$ 24,727	
				<b>Total</b>	\$ 30,057,922	\$ -	\$ -	\$ 675,000	\$ 1,185,979	\$ 1,232,669	\$ 760,093	\$ 1,080,743	\$ 1,087,703	\$ 1,109,295	\$ 1,143,983	\$ 1,162,973	\$ 1,195,493	\$ 1,211,416	\$ 1,230,477	\$ 567,560	\$ 643,930	\$ 724,	

### Attachment 1: Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup> Pending July 2024 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39			
217	Traffic Signs & Signals Maintenance	\$ 124,458,248	12.01%	Programming	\$ 109,104,478	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,211,000	\$ 10,747,000	\$ 5,036,000	\$ 5,901,271	\$ 4,270,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000		
				Interest Costs	\$ 14,946,825	\$ -	\$ -	\$ -	\$ 355,896	\$ 677,265	\$ 807,340	\$ 692,440	\$ 753,511	\$ 979,103	\$ 994,015	\$ 1,178,212	\$ 1,155,302	\$ 1,048,444	\$ 929,247	\$ 1,155,302	\$ 1,048,444	\$ 929,247	\$ 808,326	\$ 699,501
				Total	\$ 124,051,304	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,557	\$ 11,102,896	\$ 5,713,265	\$ 6,708,612	\$ 4,963,179	\$ 5,041,782	\$ 5,333,725	\$ 5,420,607	\$ 5,675,630	\$ 5,724,679	\$ 3,048,444	\$ 2,929,247	\$ 2,808,326	\$ 2,949,501		
<b>II. Safer and Complete Streets</b>																								
218	Safer and Complete Streets	\$ 210,196,152	13.65%	Programming	\$ 181,098,615	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,805,000	\$ 8,099,000	\$ 9,189,000	\$ 12,947,253	\$ 12,836,858	\$ 11,280,248	\$ 9,311,169	\$ 8,432,501	\$ 7,551,421	\$ 7,672,245	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000		
				Interest Costs	\$ 28,697,021	\$ -	\$ -	\$ -	\$ 38,953	\$ 177,611	\$ 517,535	\$ 811,775	\$ 892,536	\$ 1,118,343	\$ 1,542,442	\$ 1,608,280	\$ 1,904,184	\$ 1,865,151	\$ 1,824,448	\$ 1,767,723	\$ 1,709,573	\$ 1,646,409		
				Total	\$ 209,795,636	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,843,953	\$ 8,276,611	\$ 9,706,535	\$ 13,759,028	\$ 13,729,394	\$ 12,398,591	\$ 10,853,610	\$ 10,040,781	\$ 9,455,605	\$ 9,537,396	\$ 8,324,448	\$ 8,517,723	\$ 8,709,573	\$ 8,646,409		
219	Curb Ramps	\$ 40,103,213	6.54%	Programming	\$ 36,586,133	\$ -	\$ -	\$ 925,000	\$ 1,100,000	\$ 1,205,000	\$ 1,212,000	\$ 2,213,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871		
				Interest Costs	\$ 2,622,474	\$ -	\$ -	\$ -	\$ 4,649	\$ 21,469	\$ 57,600	\$ 99,550	\$ 85,338	\$ 93,045	\$ 121,133	\$ 123,204	\$ 146,294	\$ 143,696	\$ 145,444	\$ 145,305	\$ 144,402	\$ 143,273		
				Total	\$ 39,208,607	\$ -	\$ -	\$ 925,000	\$ 1,104,649	\$ 1,226,469	\$ 1,269,600	\$ 2,313,149	\$ 1,445,354	\$ 1,474,821	\$ 1,524,289	\$ 1,549,551	\$ 1,595,462	\$ 1,616,050	\$ 1,641,356	\$ 1,665,152	\$ 1,688,566	\$ 1,712,144		
220	Tree Planting	\$ 27,657,388	13.91%	Programming	\$ 23,403,301	\$ -	\$ 250,000	\$ 1,012,500	\$ 1,062,500	\$ 1,115,000	\$ 1,175,000	\$ 1,838,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
				Interest Costs	\$ 3,847,603	\$ -	\$ -	\$ 14,844	\$ 25,609	\$ 48,527	\$ 105,569	\$ 153,026	\$ 130,947	\$ 142,526	\$ 185,235	\$ 188,094	\$ 222,992	\$ 218,697	\$ 221,032	\$ 220,506	\$ 218,832	\$ 216,828		
				Total	\$ 27,250,904	\$ -	\$ 250,000	\$ 1,027,344	\$ 1,088,109	\$ 1,163,527	\$ 1,280,569	\$ 1,991,197	\$ 1,068,889	\$ 1,095,475	\$ 1,152,929	\$ 1,171,782	\$ 1,222,419	\$ 1,234,114	\$ 1,252,696	\$ 1,268,676	\$ 1,283,772	\$ 1,298,807		
<b>III. Freeway Safety and Operational Improvements</b>																								
221	Vision Zero Ramps	\$ 11,062,955	16.91%	Programming	\$ 8,644,347	\$ -	\$ 100,000	\$ 1,025,000	\$ 920,000	\$ 295,000	\$ 100,000	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792		
				Interest Costs	\$ 1,870,550	\$ -	\$ -	\$ 27,774	\$ 37,244	\$ 46,741	\$ 69,425	\$ 75,190	\$ 64,324	\$ 69,994	\$ 90,944	\$ 92,324	\$ 109,428	\$ 107,295	\$ 108,416	\$ 108,134	\$ 107,290	\$ 106,286		
				Total	\$ 10,514,897	\$ -	\$ 100,000	\$ 1,052,774	\$ 957,244	\$ 341,741	\$ 169,425	\$ 444,458	\$ 439,501	\$ 451,173	\$ 478,021	\$ 485,799	\$ 509,198	\$ 513,462	\$ 521,081	\$ 527,402	\$ 533,266	\$ 539,077		
222	Managed Lanes and Express Bus	\$ 13,828,694	6.59%	Programming	\$ 12,532,460	\$ -	\$ -	\$ 500,000	\$ 875,000	\$ 375,000	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990		
				Interest Costs	\$ 911,905	\$ -	\$ -	\$ 2,799	\$ 17,742	\$ 25,082	\$ 30,206	\$ 32,788	\$ 28,112	\$ 30,655	\$ 39,915	\$ 40,603	\$ 48,219	\$ 47,368	\$ 47,951	\$ 47,911	\$ 47,618	\$ 47,251		
				Total	\$ 13,444,365	\$ -	\$ -	\$ 502,799	\$ 892,742	\$ 400,082	\$ 30,206	\$ 494,374	\$ 497,083	\$ 507,129	\$ 523,762	\$ 532,466	\$ 547,932	\$ 555,077	\$ 563,782	\$ 571,996	\$ 580,089	\$ 588,241		
223	Transformative Freeway and Major Street Projects	\$ 27,657,388	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 626,439,848	8.92%	Programming	\$ 566,683,490	\$ -	\$ 1,605,000	\$ 13,503,500	\$ 21,084,500	\$ 25,149,000	\$ 19,842,000	\$ 32,383,983	\$ 27,702,886	\$ 25,622,132	\$ 23,874,960	\$ 23,236,995	\$ 22,592,786	\$ 22,954,270	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886		
				Interest Costs	\$ 55,884,720	\$ -	\$ -	\$ 53,659	\$ 242,680	\$ 712,111	\$ 1,543,126	\$ 2,096,194	\$ 1,993,444	\$ 2,316,681	\$ 3,099,972	\$ 3,189,947	\$ 3,779,421	\$ 3,704,378	\$ 3,564,436	\$ 3,387,173	\$ 3,203,157	\$ 3,025,178		
				Total	\$ 622,568,210	\$ -	\$ 1,605,000	\$ 13,557,159	\$ 21,327,180	\$ 25,861,111	\$ 21,385,126	\$ 34,480,177	\$ 29,696,331	\$ 27,938,813	\$ 26,974,932	\$ 26,426,941	\$ 26,372,207	\$ 26,658,648	\$ 22,948,486	\$ 23,195,367	\$ 23,438,282	\$ 23,690,064		
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>																								
<b>I. Transportation Demand Management</b>																								
224	Transportation Demand Management	\$ 24,891,650	0.00%	Programming	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
<b>II. Transportation, Land Use, and Community Coordination</b>																								
225	Neighborhood Transportation Program	\$ 56,697,646	10.34%	Programming	\$ 50,344,018	\$ -	\$ 1,355,000	\$ 3,895,000	\$ 2,125,000	\$ 1,125,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058		
				Interest Costs	\$ 5,863,555	\$ -	\$ 19,189	\$ 124,858	\$ 117,156	\$ 143,364	\$ 194,560	\$ 210,927	\$ 180,621	\$ 196,728	\$ 255,853	\$ 259,970	\$ 308,399	\$ 302,643	\$ 306,054	\$ 305,499	\$ 303,348	\$ 300,732		
				Total	\$ 56,207,572	\$ -	\$ 1,374,189	\$ 4,019,858	\$ 2,242,156	\$ 1,268,364	\$ 394,560	\$ 2,103,428	\$ 2,103,402	\$ 2,150,274	\$ 2,239,625	\$ 2,276,529	\$ 2,357,222	\$ 2,384,247	\$ 2,420,964	\$ 2,454,248	\$ 2,486,476	\$ 2,518,791		
226	Equity Priority Transportation Program	\$ 58,080,516	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157		
227	Development-Oriented Transportation	\$ 27,657,388	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
228	Citywide / Modal Planning	\$ 13,828,694	7.91%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 575,000	\$ 525,000	\$ 425,000	\$ 425,000	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990		
				Interest Costs	\$ 1,093,773	\$ -	\$ -	\$ 5,441	\$ 11,273	\$ 18,907	\$ 37,917	\$ 41,129	\$ 35,239	\$ 38,401	\$ 49,968	\$ 50,798	\$ 60,289	\$ 59,191	\$ 59,885	\$ 59,803	\$ 59,407	\$ 58,918		
				Total	\$ 13,200,851	\$ -	\$ -	\$ 580,441	\$ 536,273	\$ 443,907	\$ 462,917	\$ 502,715	\$ 504,210	\$ 514,876	\$ 533,815	\$ 542,641	\$ 560,002	\$ 566,900	\$ 575,717	\$ 583,888	\$ 591,877	\$ 599,908		
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		\$ 181,155,894	3.84%	Programming	\$ 172,725,120	\$ -	\$ 1,405,000	\$ 5,481,000	\$ 5,124,000	\$ 3,859,000	\$ 1,874,000	\$ 6,346,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967		
				Interest Costs	\$ 6,957,328	\$ -	\$ 19,189	\$ 130,299	\$ 128,429	\$ 162,271	\$ 232,477	\$ 252,056	\$ 215,859	\$ 235,129	\$ 305,821	\$ 310,768	\$ 368,688	\$ 361,834	\$ 365,939	\$ 365,302				

**Attachment 1:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 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	
<b>A. MAJOR CAPITAL PROJECTS</b>																
<b>I. Muni</b>																
201	Muni Reliability and Efficiency Improvements	\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 692,763	\$ 679,267	\$ 660,832	\$ 637,121	\$ 607,782	\$ 572,401	\$ 531,516	\$ 489,522	\$ 386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -	\$ -
		\$ 6,738,865	\$ 6,822,106	\$ 6,901,956	\$ 6,978,101	\$ 7,051,568	\$ 7,122,001	\$ 7,188,935	\$ 7,256,798	\$ 4,386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -	\$ -
202	Muni Rail Core Capacity	\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
<b>II. BART</b>																
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -	
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -	
<b>III. Caltrain</b>																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -	
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -	
<b>TOTAL MAJOR CAPITAL PROJECTS</b>		\$ 8,794,331	\$ 8,935,039	\$ 9,077,999	\$ 9,223,244	\$ 9,372,778	\$ 9,526,691	\$ 9,683,519	\$ 9,843,311	\$ 7,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
		\$ 8,853,243	\$ 7,894,669	\$ 6,932,206	\$ 5,976,251	\$ 5,037,878	\$ 4,129,129	\$ 3,269,850	\$ 2,497,155	\$ 1,729,660	\$ 966,530	\$ 357,342	\$ 7,166	\$ -	\$ -	
		\$ 17,647,574	\$ 16,829,708	\$ 16,010,206	\$ 15,199,495	\$ 14,410,656	\$ 13,655,820	\$ 12,953,369	\$ 12,340,466	\$ 8,856,572	\$ 4,331,152	\$ 3,836,914	\$ 3,551,313	\$ -	\$ -	
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																
<b>I. Transit Maintenance, Rehabilitation, and</b>																
206	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 602,968	\$ 590,535	\$ 536,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	\$ -	
		\$ 2,526,728	\$ 2,545,075	\$ 1,386,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 911,195	\$ 872,637	\$ 826,543	\$ 773,272	\$ 713,238	\$ 646,933	\$ 576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	\$ -	
		\$ 5,911,195	\$ 5,872,637	\$ 5,826,543	\$ 5,773,272	\$ 5,713,238	\$ 5,646,933	\$ 5,576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	\$ -	
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
<b>II. Transit Enhancements</b>																
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 750,000	\$ -	\$ -	\$ -	
		\$ 80,552	\$ 79,166	\$ 77,192	\$ 74,587	\$ 71,311	\$ 67,318	\$ 62,662	\$ 57,856	\$ 52,022	\$ 45,183	\$ 20,549	\$ -	\$ -	\$ -	
		\$ 1,674,525	\$ 1,698,642	\$ 1,722,579	\$ 1,746,300	\$ 1,770,127	\$ 1,794,030	\$ 1,817,800	\$ 1,841,956	\$ 1,865,631	\$ 1,996,664	\$ 770,549	\$ -	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 357,852	\$ 350,544	\$ 340,709	\$ 328,182	\$ 285,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	\$ -	
		\$ 1,841,896	\$ 1,858,332	\$ 1,872,622	\$ 1,884,604	\$ 885,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	\$ -	
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	\$ -	
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 200,000	\$ -	\$ -	
		\$ 24,620	\$ 24,345	\$ 23,879	\$ 23,206	\$ 22,315	\$ 21,192	\$ 19,849	\$ 18,442	\$ 16,685	\$ 14,584	\$ 11,651	\$ -	\$ -	\$ -	
		\$ 1,233,841	\$ 1,252,913	\$ 1,272,104	\$ 1,291,402	\$ 1,311,072	\$ 1,331,112	\$ 1,351,333	\$ 1,371,897	\$ 1,392,526	\$ 1,495,018	\$ 1,542,663	\$ 200,000	\$ -	\$ -	
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 40,554,415	\$ -	\$ -	
		\$ 2,072,432	\$ 2,000,802	\$ 1,877,112	\$ 1,715,501	\$ 1,518,268	\$ 1,302,394	\$ 1,090,574	\$ 790,227	\$ 518,264	\$ 275,268	\$ 63,292	\$ -	\$ -	\$ -	
		\$ 35,558,251	\$ 36,090,394	\$ 35,436,325	\$ 34,500,059	\$ 36,398,741	\$ 35,636,736	\$ 35,479,805	\$ 34,235,386	\$ 42,020,404	\$ 42,043,645	\$ 42,192,261	\$ 40,554,415	\$ -	\$ -	
<b>C. PARATRANSIT</b>																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -	
<b>TOTAL PARATRANSIT</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -	
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -	
<b>D. STREETS AND FREEWAYS</b>																
<b>I. Maintenance, Rehabilitation, and Repl</b>																
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -	
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,403	\$ 160,141	\$ 155,720	\$ 143,084	\$ 134,687	\$ 125,001	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	\$ -		
		\$ 1,207,729	\$ 1,221,177	\$ 1,233,732	\$ 1,245,322	\$ 1,256,101	\$ 1,265,981	\$ 1,274,919	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	\$ -	

**Attachment 1:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending July 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	
		\$ 600,160	\$ 509,345	\$ 435,080	\$ 383,547	\$ 366,119	\$ 344,171	\$ 318,980	\$ 293,248	\$ 262,574	\$ 184,107	\$ 70,334	\$ -	\$ -	\$ -	\$ -
		\$ 3,100,160	\$ 3,259,345	\$ 3,685,080	\$ 4,383,547	\$ 5,638,307	\$ 5,669,171	\$ 5,729,980	\$ 5,794,248	\$ 5,855,574	\$ 3,434,107	\$ 70,334	\$ -	\$ -	\$ -	\$ -
<b>II. Safer and Complete Streets</b>																
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,573,970	\$ 1,499,184	\$ 1,429,020	\$ 1,368,908	\$ 1,303,545	\$ 1,224,621	\$ 1,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -	\$ -
		\$ 8,573,970	\$ 8,749,184	\$ 9,179,020	\$ 9,868,908	\$ 10,154,464	\$ 10,174,261	\$ 8,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,493	\$ 138,811	\$ 135,114	\$ 130,332	\$ 124,394	\$ 117,216	\$ 108,906	\$ 100,360	\$ 90,069	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,466	\$ 1,758,286	\$ 1,780,501	\$ 1,802,045	\$ 1,823,211	\$ 1,843,929	\$ 1,864,044	\$ 1,884,460	\$ 1,903,678	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,853	\$ 209,529	\$ 203,692	\$ 196,242	\$ 187,068	\$ 176,043	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,144	\$ 1,326,409	\$ 1,338,442	\$ 1,349,147	\$ 1,358,666	\$ 1,366,879	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -	\$ -
<b>III. Freeway Safety and Operational Imp</b>																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,806	\$ 102,666	\$ 99,787	\$ 96,119	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -	\$ -
		\$ 544,522	\$ 549,418	\$ 553,687	\$ 557,281	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,669	\$ 45,790	\$ 44,575	\$ 43,002	\$ 41,047	\$ 38,683	\$ 35,944	\$ 33,127	\$ 29,734	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -	\$ -
		\$ 596,315	\$ 604,229	\$ 611,950	\$ 619,454	\$ 626,846	\$ 634,101	\$ 641,164	\$ 648,334	\$ 655,116	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 21,097,523	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,525	\$ 15,590,394	\$ 15,849,269	\$ 11,661,556	\$ 8,698,930	\$ 8,860,369	\$ -	\$ -	
		\$ 2,844,354	\$ 2,665,466	\$ 2,502,987	\$ 2,368,211	\$ 2,243,705	\$ 2,096,650	\$ 1,855,004	\$ 1,452,051	\$ 1,074,357	\$ 639,138	\$ 231,240	\$ -	\$ -	\$ -	
		\$ 23,941,878	\$ 24,448,549	\$ 25,474,599	\$ 27,031,364	\$ 28,258,524	\$ 28,458,639	\$ 25,341,529	\$ 17,042,445	\$ 16,923,627	\$ 12,300,694	\$ 8,930,170	\$ 8,860,369	\$ -	\$ -	
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MAN/</b>																
<b>I. Transportation Demand Management</b>																
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	\$ -	\$ -	\$ -
<b>II. Transportation, Land Use, and Comm</b>																
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,762	\$ 290,912	\$ 282,950	\$ 272,736	\$ 260,117	\$ 244,915	\$ 227,364	\$ 209,345	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -	\$ -
		\$ 2,550,309	\$ 2,580,516	\$ 2,609,188	\$ 2,636,192	\$ 2,661,891	\$ 2,686,129	\$ 2,708,765	\$ 2,731,694	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,164	\$ 57,039	\$ 55,500	\$ 53,516	\$ 51,059	\$ 48,094	\$ 44,666	\$ 41,144	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -	\$ -
		\$ 607,809	\$ 615,479	\$ 622,874	\$ 629,969	\$ 636,858	\$ 643,512	\$ 649,886	\$ 656,351	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -	\$ -
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,194,058	\$ 8,333,396	\$ 8,477,315	\$ 8,620,636	\$ -	\$ -	
		\$ 354,926	\$ 347,951	\$ 338,450	\$ 326,252	\$ 311,176	\$ 293,009	\$ 272,030	\$ 250,489	\$ 166,349	\$ 90,933	\$ 29,298	\$ -	\$ -	\$ -	
		\$ 7,555,284	\$ 7,663,514	\$ 7,771,062	\$ 7,877,783	\$ 7,985,138	\$ 8,092,987	\$ 8,200,411	\$ 8,309,700	\$ 8,360,407	\$ 8,424,329	\$ 8,506,613	\$ 8,650,636	\$ -	\$ -	
<b>TOTAL PROP L STRATEGIC PLAN</b>		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,177,951	\$ 59,874,786	\$ 58,629,567	\$ -	\$ -	
		\$ 18,594,668	\$ 16,845,701	\$ 15,056,396	\$ 13,268,570	\$ 11,484,552	\$ 9,707,504	\$ 7,919,018	\$ 6,016,714	\$ 4,150,155	\$ 2,308,408	\$ 757,814	\$ 7,166	\$ -	\$ -	
		\$ 89,172,699	\$ 88,968,978	\$ 88,097,831	\$ 87,491,054	\$ 89,426,585	\$ 87,730,504	\$ 83,406,676	\$ 72,954,789	\$ 73,631,535	\$ 64,486,359	\$ 60,632,599	\$ 58,636,733	\$ -	\$ -	
<b>Prop. K Related Cashflow (since 7/1/22)</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -	
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -	

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

## Attachment 2: Prop L Strategic Plan Baseline Amendment Sources and Uses (6.20.24)

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

### Attachment 3: Summary of Requests Received

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

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

<sup>2</sup> Acronym: SFCTA (San Francisco County Transportation Authority)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

**Attachment 4: Brief Project Descriptions <sup>1</sup>**

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

<sup>1</sup> See Attachment 6 for footnotes.

Attachment 5: Staff Recommendations <sup>1</sup>

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

<sup>1</sup> See Attachment 6 for footnotes.

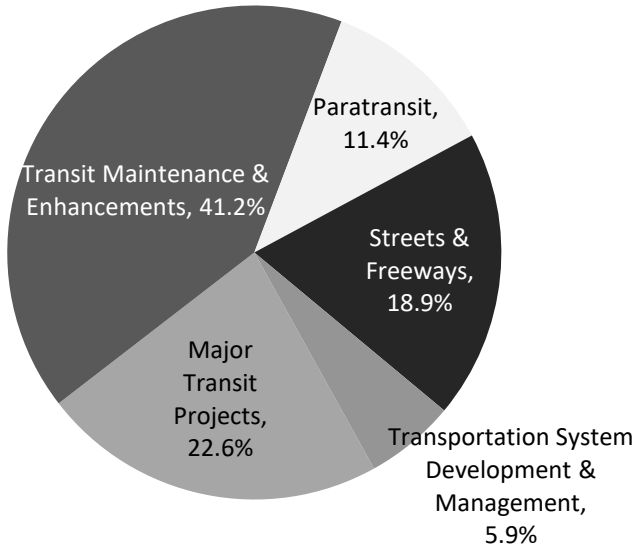


**Attachment 6  
Prop L Summary - FY2024/25**

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

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

**Prop L Expenditure Plan**



**Prop L Investments To Date (Including Pending Allocations)**

