



RESOLUTION ADOPTING THE 2023 PROP L 5-YEAR PRIORITIZATION PROGRAM FOR TRANSPORTATION DEMAND MANAGEMENT AND AMENDING THE PROP L STRATEGIC PLAN BASELINE

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5-Year Prioritization Program (5YPP) to identify the specific projects that will be funded over the next five years; and

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

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

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

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

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



**San Francisco
County Transportation
Authority**

BD031224

RESOLUTION NO. 24-35

Caltrain Maintenance, Rehabilitation, and Replacement, approved an accelerated cash flow schedule to support project delivery; and

WHEREAS, The Transportation Authority previously adopted 19 Prop L 5YPPs through approval of Resolutions 24-02, 24-13, 24-17, 24-22, and 24-29; 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 Transportation Demand Management; 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 (Attachment 3); and

WHEREAS, At its February 28, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPP and Strategic Plan Baseline amendment 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 Transportation Demand Management.

Attachments:

1. List of the 28 Programs in the Prop L Expenditures Plan
2. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
3. Prop L Strategic Plan Baseline Amendment Sources and Uses

Enclosure: 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management



**San Francisco
County Transportation
Authority**

BD031224

RESOLUTION NO. 24-35

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 26th day of March 2024, by the following votes:

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

Nays:

Absent: Commissioner Safaí (1)

DocuSigned by:
Rafael Mandelman 4/16/2024
3235B3A057A3450...

Rafael Mandelman Date
Chair

ATTEST: DocuSigned by:
Tilly Chang 4/16/2024
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Tilly Chang Date
Executive Director

R24-35 Attachment 1

Prop L's 28 Programs

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

Approved

Proposed for approval in March 2024

Under development

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

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

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

| EP No. | EP Line Item | Total Available Funds | Percent of Available Funds Spent on Planning | Total Programming & Interest Costs | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/34 | FY2034/35 | FY2035/36 | FY2036/37 | FY2037/38 | FY2038/39 | | |
|--|--|-----------------------|--|---|---------------|--|---------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| A. MAJOR CAPITAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| I. Muni | | | | | | | | | | | | | | | | | | | | | | | |
| 201 | Muni Reliability and Efficiency Improvements | \$ 152,119,041 | 8.43% | Programming \$ 1,384,832,852 Interest Costs \$ 125,813,997 Total \$ 1,510,646,849 | \$ - | \$ - | \$ 3,600,000 | \$ 5,614,000 | \$ 5,310,000 | \$ 5,379,000 | \$ 6,077,443 | \$ 6,688,842 | \$ 5,241,250 | \$ 5,322,316 | \$ 5,415,280 | \$ 6,496,844 | \$ 5,884,773 | \$ 6,274,149 | \$ 5,764,935 | \$ 6,857,174 | \$ 5,950,885 | | |
| 202 | Muni Rail Core Capacity | \$ 69,145,018 | 0.00% | Programming \$ 69,030,640 Interest Costs \$ - Total \$ 69,030,640 | \$ - | \$ - | \$ 800,000 | \$ 1,828,000 | \$ 1,951,000 | \$ 1,951,000 | \$ 2,307,929 | \$ 2,344,815 | \$ 2,382,273 | \$ 2,419,234 | \$ 2,459,218 | \$ 2,498,565 | \$ 2,538,542 | \$ 2,579,159 | \$ 2,620,425 | \$ 2,662,352 | \$ 2,704,949 | | |
| 203 | BART Core Capacity | \$ 128,290,937 | 28.41% | Programming \$ 90,296,000 Interest Costs \$ 39,288,003 Total \$ 129,584,003 | \$ - | \$ - | \$ - | \$ 27,128,000 | \$ 8,168,000 | \$ - | \$ - | \$ - | \$ 55,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 204 | Caltrain Service Vision: Capital System Capacity Investments | \$ - | #DIV/0! | Programming \$ - Interest Costs \$ - Total \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 205 | Caltrain Downtown Rail Extension and Pennsylvania Alignment | \$ 414,870,111 | 28.11% | Programming \$ 390,050,000 Interest Costs \$ 116,631,039 Total \$ 506,681,039 | \$ - | \$ - | \$ 19,000,000 | \$ 18,000,000 | \$ 25,000,000 | \$ 49,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | \$ 40,000,000 | |
| TOTAL MAJOR CAPITAL PROJECTS | | | | \$ 774,424,207 | 21.79% | Programming \$ 597,259,492 Interest Costs \$ 168,240,149 Total \$ 765,499,642 | \$ - | \$ 14,400,000 | \$ 49,372,000 | \$ 39,250,000 | \$ 44,430,000 | \$ 48,885,371 | \$ 104,003,537 | \$ 47,423,693 | \$ 47,241,550 | \$ 32,849,498 | \$ 7,995,410 | \$ 12,323,334 | \$ 33,253,308 | \$ 2,885,341 | \$ 8,519,524 | \$ 8,655,638 | |
| B. TRANSIT MAINTENANCE AND ENHANCEMENTS | | | | | | | | | | | | | | | | | | | | | | | |
| I. Transit Maintenance, Rehabilitation, and Replacement | | | | | | | | | | | | | | | | | | | | | | | |
| 206 | Muni Maintenance | \$ 1,084,193,690 | 1.43% | Programming \$ 788,000,000 Interest Costs \$ 156,624,647 Total \$ 944,624,647 | \$ - | \$ - | \$ 19,380,000 | \$ 49,620,000 | \$ 30,000,000 | \$ 30,000,000 | \$ 32,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | \$ 35,000,000 | |
| 207 | BART Maintenance | \$ 48,401,513 | 22.41% | Programming \$ 38,515,811 Interest Costs \$ 10,885,702 Total \$ 49,401,513 | \$ - | \$ 3,282,238 | \$ 9,262,762 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,615,550 | \$ 1,641,299 | \$ 1,647,641 | \$ 1,721,453 | \$ 1,748,994 | \$ 1,776,980 | \$ 1,805,411 | \$ 1,834,298 | \$ 1,863,646 | \$ 1,893,444 | |
| 208 | Caltrain Maintenance | \$ 138,290,493 | 11.93% | Programming \$ 115,002,000 Interest Costs \$ 18,493,242 Total \$ 133,495,242 | \$ - | \$ 1,778,000 | \$ 4,828,000 | \$ 4,700,000 | \$ 5,000,000 | \$ 5,700,000 | \$ 7,600,000 | \$ 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 | |
| 209 | Ferry Maintenance | \$ 6,914,502 | 0.00% | Programming \$ 6,903,064 Interest Costs \$ 11,438 Total \$ 6,914,502 | \$ - | \$ - | \$ 157,000 | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 230,793 | \$ 234,486 | \$ 238,237 | \$ 241,923 | \$ 245,922 | \$ 249,857 | \$ 253,854 | \$ 257,916 | \$ 262,043 | \$ 266,235 | \$ 270,495 | |
| J. Transit Enhancements | | | | | | | | | | | | | | | | | | | | | | | |
| 210 | Transit Enhancements | \$ 40,104,111 | 3.94% | Programming \$ 38,210,614 Interest Costs \$ 1,893,497 Total \$ 40,104,111 | \$ - | \$ 300,000 | \$ 1,392,000 | \$ 2,068,000 | \$ 895,000 | \$ 292,000 | \$ 1,430,599 | \$ 1,340,614 | \$ 1,381,776 | \$ 1,403,154 | \$ 1,426,347 | \$ 1,449,168 | \$ 1,472,355 | \$ 1,495,912 | \$ 1,519,847 | \$ 1,544,144 | \$ 1,568,810 | \$ 1,593,810 | |
| 211 | Bayview Caltrain Station | \$ 27,338,310 | 16.72% | Programming \$ 20,669,671 Interest Costs \$ 6,242,999 Total \$ 26,912,670 | \$ - | \$ - | \$ 2,884,000 | \$ 3,122,000 | \$ 1,722,000 | \$ - | \$ 2,446,281 | \$ 2,046,222 | \$ 1,396,387 | \$ 1,327,978 | \$ 1,349,225 | \$ 1,370,813 | \$ 1,392,746 | \$ 1,415,830 | \$ 1,439,070 | \$ 1,462,470 | \$ 1,486,033 | \$ 1,510,760 | |
| 212 | Mission Bay Ferry Landing | \$ 6,914,502 | 0.00% | Programming \$ 6,903,151 Interest Costs \$ 11,438 Total \$ 6,914,589 | \$ - | \$ 92,545 | \$ 105,130 | \$ 105,130 | \$ 105,130 | \$ 105,130 | \$ 230,793 | \$ 234,486 | \$ 238,237 | \$ 241,923 | \$ 245,922 | \$ 249,857 | \$ 253,854 | \$ 257,916 | \$ 262,043 | \$ 266,235 | \$ 270,495 | \$ 274,821 | |
| 213 | Next Generation Transit Investments | \$ 30,423,808 | 0.00% | Programming \$ 30,373,863 Interest Costs \$ 49,945 Total \$ 30,423,808 | \$ - | \$ 231,287 | \$ 462,574 | \$ 462,574 | \$ 462,574 | \$ 462,574 | \$ 1,015,489 | \$ 1,031,736 | \$ 1,048,244 | \$ 1,064,443 | \$ 1,080,956 | \$ 1,099,365 | \$ 1,116,959 | \$ 1,134,830 | \$ 1,152,987 | \$ 1,171,435 | \$ 1,190,178 | \$ 1,209,206 | |
| TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS | | | | \$ 1,392,580,472 | 3.46% | Programming \$ 1,051,927,084 Interest Costs \$ 340,653,388 Total \$ 1,401,580,472 | \$ - | \$ 6,622,090 | \$ 38,471,466 | \$ 58,183,204 | \$ 38,790,204 | \$ 36,465,704 | \$ 46,249,504 | \$ 46,548,244 | \$ 46,000,637 | \$ 45,951,317 | \$ 43,049,677 | \$ 41,746,471 | \$ 41,244,814 | \$ 31,344,731 | \$ 26,446,246 | \$ 31,549,386 | \$ 32,645,175 |
| C. PARATRANSIT | | | | | | | | | | | | | | | | | | | | | | | |
| 214 | Paratransit | \$ 313,918,384 | 23.36% | Programming \$ 234,048,000 Interest Costs \$ 79,870,384 Total \$ 313,918,384 | \$ - | \$ 9,835,000 | \$ 13,408,000 | \$ 13,800,000 | \$ 14,225,000 | \$ 14,651,000 | \$ 15,089,931 | \$ 15,543,269 | \$ 16,009,267 | \$ 16,489,884 | \$ 16,984,590 | \$ 17,494,086 | \$ 18,018,909 | \$ 18,559,476 | \$ 19,116,260 | \$ 19,693,910 | \$ 20,298,000 | \$ 20,928,000 | \$ 21,583,000 |
| TOTAL PARATRANSIT | | | | \$ 313,918,384 | 23.36% | Programming \$ 234,048,000 Interest Costs \$ 79,870,384 Total \$ 313,918,384 | \$ - | \$ 9,835,000 | \$ 13,408,000 | \$ 13,800,000 | \$ 14,225,000 | \$ 14,651,000 | \$ 15,089,931 | \$ 15,543,269 | \$ 16,009,267 | \$ 16,489,884 | \$ 16,984,590 | \$ 17,494,086 | \$ 18,018,909 | \$ 18,559,476 | \$ 19,116,260 | \$ 19,693,910 | \$ 20,298,000 |
| D. STREETS AND FREEWAYS | | | | | | | | | | | | | | | | | | | | | | | |
| I. Maintenance, Rehabilitation, and Replacement | | | | | | | | | | | | | | | | | | | | | | | |
| 215 | Street Resurfacing, Rehabilitation and Maintenance | \$ 145,204,539 | 0.00% | Programming \$ 144,966,345 Interest Costs \$ 238,194 Total \$ 145,204,539 | \$ - | \$ - | \$ 400,000 | \$ 2,440,000 | \$ 1,675,000 | \$ 2,000,000 | \$ 1,700,000 | \$ 5,966,650 | \$ 5,424,196 | \$ 5,002,983 | \$ 5,080,392 | \$ 5,164,358 | \$ 5,244,988 | \$ 5,330,932 | \$ 5,416,234 | \$ 5,502,893 | \$ 5,590,939 | \$ 5,680,393 | |
| 216 | Pedestrian and Bicycle Facilities Maintenance | \$ 26,275,107 | 11.34% | Programming \$ 23,735,554 Interest Costs \$ 2,539,553 Total \$ 26,275,107 | \$ - | \$ 155,000 | \$ 878,000 | \$ 912,000 | \$ 950,000 | \$ 1,107,000 | \$ 1,441,013 | \$ 891,455 | \$ 995,382 | \$ 919,309 | \$ 934,503 | \$ 949,455 | \$ 964,644 | \$ 980,080 | \$ 995,742 | \$ 1,011,674 | \$ 1,028,811 | \$ 1,047,181 | |

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

| EP No. | EP Line Item | Total Available Funds | Percent 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 | \$ 124,461,033 | 11.98% | Programming | \$ - | \$ - | \$ - | \$ 550,000 | \$ 2,150,000 | \$ 7,211,000 | \$ 10,747,000 | \$ 5,036,000 | \$ 5,991,271 | \$ 4,279,239 | \$ 4,298,271 | \$ 4,354,422 | \$ 4,426,993 | \$ 4,497,418 | \$ 4,569,976 | \$ 4,643,576 | \$ 4,718,111 | \$ 4,793,611 | | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100,964 | \$ 356,567 | \$ 677,400 | \$ 807,664 | \$ 695,972 | \$ 750,200 | \$ 777,313 | \$ 792,738 | \$ 816,830 | \$ 840,923 | \$ 865,016 | \$ 889,109 | \$ 913,202 | \$ 937,295 | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 550,000 | \$ 2,150,000 | \$ 7,311,964 | \$ 11,103,567 | \$ 5,733,400 | \$ 6,799,235 | \$ 4,964,647 | \$ 5,038,560 | \$ 5,331,935 | \$ 5,419,331 | \$ 5,474,248 | \$ 5,722,749 | \$ 5,406,514 | \$ 5,297,026 | \$ 5,286,943 | \$ 5,497,078 | \$ 5,250,000 | |
| II. Safer and Complete Streets | | | | | | | | | | | | | | | | | | | | | | | | | |
| 218 | Safer and Complete Streets | \$ 210,200,856 | 13.61% | Programming | \$ - | \$ - | \$ - | \$ 150,000 | \$ 4,273,000 | \$ 6,805,000 | \$ 8,099,000 | \$ 9,189,000 | \$ 12,047,283 | \$ 12,836,853 | \$ 11,280,248 | \$ 9,311,169 | \$ 8,432,501 | \$ 7,551,421 | \$ 7,472,245 | \$ 6,500,000 | \$ 6,750,000 | \$ 7,000,000 | \$ 7,000,000 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 39,111 | \$ 377,945 | \$ 917,674 | \$ 913,375 | \$ 896,944 | \$ 1,113,480 | \$ 1,219,007 | \$ 1,096,077 | \$ 1,001,811 | \$ 1,061,000 | \$ 1,820,078 | \$ 1,743,479 | \$ 1,704,579 | \$ 1,640,811 | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 150,000 | \$ 4,273,000 | \$ 6,844,111 | \$ 8,276,945 | \$ 9,206,674 | \$ 13,759,629 | \$ 13,759,629 | \$ 12,399,728 | \$ 10,850,676 | \$ 10,038,998 | \$ 9,453,293 | \$ 9,234,145 | \$ 8,320,078 | \$ 8,513,479 | \$ 8,294,579 | \$ 8,240,811 | | |
| 219 | Curb Ramps | \$ 40,104,111 | 6.52% | Programming | \$ - | \$ - | \$ - | \$ 925,000 | \$ 1,100,000 | \$ 1,205,000 | \$ 1,213,000 | \$ 2,213,999 | \$ 1,360,016 | \$ 1,381,776 | \$ 1,403,156 | \$ 1,424,347 | \$ 1,445,168 | \$ 1,471,355 | \$ 1,495,912 | \$ 1,519,847 | \$ 1,544,144 | \$ 1,568,871 | \$ 1,593,600 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ 6,867 | \$ 21,009 | \$ 57,610 | \$ 99,624 | \$ 165,762 | \$ 82,644 | \$ 190,009 | \$ 122,042 | \$ 148,518 | \$ 149,835 | \$ 145,174 | \$ 144,803 | \$ 144,290 | \$ 143,778 | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 931,867 | \$ 1,126,609 | \$ 1,262,610 | \$ 1,312,624 | \$ 2,313,663 | \$ 1,445,778 | \$ 1,474,420 | \$ 1,524,044 | \$ 1,546,388 | \$ 1,559,286 | \$ 1,615,000 | \$ 1,641,886 | \$ 1,640,811 | \$ 1,642,870 | \$ 1,642,870 | | | |
| 220 | Tree Planting | \$ 27,658,007 | 13.88% | Programming | \$ - | \$ - | \$ - | \$ 250,000 | \$ 1,012,500 | \$ 1,062,500 | \$ 1,115,000 | \$ 1,175,000 | \$ 1,898,171 | \$ 937,942 | \$ 952,949 | \$ 967,694 | \$ 983,487 | \$ 999,426 | \$ 1,015,417 | \$ 1,031,444 | \$ 1,048,170 | \$ 1,064,941 | \$ 1,081,980 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ 14,922 | \$ 29,715 | \$ 49,632 | \$ 105,674 | \$ 153,148 | \$ 191,490 | \$ 184,901 | \$ 187,921 | \$ 222,796 | \$ 216,238 | \$ 220,635 | \$ 219,995 | \$ 219,220 | \$ 218,121 | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 264,922 | \$ 1,042,215 | \$ 1,112,132 | \$ 1,220,672 | \$ 1,280,674 | \$ 2,051,319 | \$ 1,129,332 | \$ 1,144,439 | \$ 1,152,595 | \$ 1,171,615 | \$ 1,222,163 | \$ 1,235,754 | \$ 1,252,298 | \$ 1,258,160 | \$ 1,259,101 | | | |
| III. Freeway Safety and Operational Improvements | | | | | | | | | | | | | | | | | | | | | | | | | |
| 221 | Vision Zero Ramps | \$ 11,043,203 | 16.87% | Programming | \$ - | \$ - | \$ - | \$ 100,000 | \$ 1,025,000 | \$ 920,000 | \$ 295,000 | \$ 100,000 | \$ 369,249 | \$ 375,177 | \$ 381,180 | \$ 387,078 | \$ 393,475 | \$ 399,770 | \$ 406,167 | \$ 412,665 | \$ 419,268 | \$ 425,976 | \$ 432,792 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ 27,445 | \$ 97,399 | \$ 46,837 | \$ 69,451 | \$ 75,262 | \$ 64,658 | \$ 69,707 | \$ 69,795 | \$ 72,223 | \$ 109,320 | \$ 107,136 | \$ 108,238 | \$ 107,001 | \$ 107,007 | \$ 108,956 | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 100,000 | \$ 1,052,445 | \$ 997,399 | \$ 341,837 | \$ 169,451 | \$ 444,510 | \$ 439,835 | \$ 450,887 | \$ 477,872 | \$ 485,698 | \$ 509,090 | \$ 513,302 | \$ 520,904 | \$ 527,169 | \$ 528,984 | \$ 528,748 | | |
| 222 | Managed Lanes and Express Bus | \$ 13,829,004 | 0.00% | Programming | \$ - | \$ - | \$ - | \$ 105,130 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 461,586 | \$ 468,971 | \$ 476,475 | \$ 483,847 | \$ 491,844 | \$ 499,713 | \$ 507,708 | \$ 515,832 | \$ 524,085 | \$ 532,470 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 105,130 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 461,586 | \$ 468,971 | \$ 476,475 | \$ 483,847 | \$ 491,844 | \$ 499,713 | \$ 507,708 | \$ 515,832 | \$ 524,085 | \$ 532,470 | \$ 540,990 | |
| 223 | Transformative Freeway and Major Street Projects | \$ 27,658,007 | 0.00% | Programming | \$ - | \$ - | \$ - | \$ 210,261 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 923,171 | \$ 937,942 | \$ 952,949 | \$ 967,694 | \$ 983,487 | \$ 999,426 | \$ 1,015,417 | \$ 1,031,444 | \$ 1,048,170 | \$ 1,064,941 | \$ 1,081,980 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 210,261 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 923,171 | \$ 937,942 | \$ 952,949 | \$ 967,694 | \$ 983,487 | \$ 999,426 | \$ 1,015,417 | \$ 1,031,444 | \$ 1,048,170 | \$ 1,064,941 | \$ 1,081,980 | | |
| TOTAL STREETS AND FREEWAYS | | | | | \$ 626,453,847 | 8.75% | Programming | \$ 547,992,678 | \$ - | \$ 1,920,391 | \$ 13,334,282 | \$ 20,216,282 | \$ 25,981,782 | \$ 20,149,782 | \$ 32,061,983 | \$ 25,622,132 | \$ 23,874,960 | \$ 23,236,955 | \$ 22,592,786 | \$ 22,954,270 | \$ 19,384,050 | \$ 19,808,194 | \$ 20,216,125 | \$ 20,644,886 | |
| | | | | | Interest Costs | \$ 54,831,562 | \$ - | \$ 51,173 | \$ 225,895 | \$ 688,335 | \$ 1,213,226 | \$ 2,044,988 | \$ 1,375,148 | \$ 2,276,185 | \$ 3,054,368 | \$ 3,145,202 | \$ 3,226,710 | \$ 3,650,788 | \$ 3,809,933 | \$ 3,321,268 | \$ 3,164,486 | \$ 2,847,854 | | | |
| | | | | | Total | \$ 622,285,209 | \$ - | \$ 1,971,564 | \$ 13,560,177 | \$ 20,442,157 | \$ 26,700,117 | \$ 21,633,608 | \$ 34,116,711 | \$ 27,898,317 | \$ 26,929,328 | \$ 26,980,197 | \$ 26,193,466 | \$ 26,405,266 | \$ 22,932,238 | \$ 23,139,462 | \$ 23,308,531 | \$ 23,629,740 | | | |
| E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT | | | | | | | | | | | | | | | | | | | | | | | | | |
| I. Transportation Development and Management | | | | | | | | | | | | | | | | | | | | | | | | | |
| 224 | Transportation Demand Management | \$ 24,892,207 | 0.00% | Programming | \$ - | \$ - | \$ - | \$ 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 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 50,000 | \$ 516,000 | \$ 379,000 | \$ 379,000 | \$ 379,000 | \$ 379,000 | \$ 379,000 | \$ 830,854 | \$ 844,148 | \$ 857,654 | \$ 870,924 | \$ 885,319 | \$ 899,484 | \$ 913,875 | \$ 928,497 | \$ 943,353 | \$ 958,447 | \$ 973,782 |
| II. Transportation, Land Use, and Community Coordination | | | | | | | | | | | | | | | | | | | | | | | | | |
| 225 | Neighborhood Transportation Program | \$ 56,698,915 | 10.32% | Programming | \$ - | \$ - | \$ - | \$ 1,355,000 | \$ 3,895,000 | \$ 2,125,000 | \$ 1,125,000 | \$ 200,000 | \$ 1,892,501 | \$ 1,922,771 | \$ 1,953,544 | \$ 1,983,772 | \$ 2,014,559 | \$ 2,048,824 | \$ 2,081,605 | \$ 2,114,910 | \$ 2,148,749 | \$ 2,183,129 | \$ 2,218,058 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ 19,299 | \$ 135,630 | \$ 117,651 | \$ 143,647 | \$ 194,654 | \$ 211,151 | \$ 181,578 | \$ 195,044 | \$ 255,459 | \$ 259,711 | \$ 308,126 | \$ 300,234 | \$ 305,584 | \$ 304,872 | \$ 302,279 | \$ 299,830 | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 1,374,299 | \$ 4,030,630 | \$ 2,242,651 | \$ 1,268,647 | \$ 394,654 | \$ 2,103,653 | \$ 2,104,349 | \$ 2,149,499 | \$ 2,239,231 | \$ 2,276,270 | \$ 2,334,949 | \$ 2,383,829 | \$ 2,426,494 | \$ 2,453,621 | \$ 2,485,707 | \$ 2,517,889 | | |
| 226 | Equity Priority Transportation Program | \$ 58,081,816 | 0.00% | Programming | \$ - | \$ - | \$ - | \$ 441,548 | \$ 883,095 | \$ 883,095 | \$ 883,095 | \$ 883,095 | \$ 1,938,660 | \$ 1,969,670 | \$ 2,001,192 | \$ 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 | \$ - | \$ - | \$ - | \$ 441,548 | \$ 883,095 | \$ 883,095 | \$ 883,095 | \$ 883,095 | \$ 1,938,660 | \$ 1,969,670 | \$ 2,001,192 | \$ 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 | \$ 27,658,007 | 0.00% | Programming | \$ - | \$ - | \$ - | \$ 210,261 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 923,171 | \$ 937,942 | \$ 952,949 | \$ 967,694 | \$ 983,487 | \$ 999,426 | \$ 1,015,417 | \$ 1,031,444 | \$ 1,048,170 | \$ 1,064,941 | \$ 1,081,980 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 210,261 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 420,521 | \$ 923,171 | \$ 937,942 | \$ 952,949 | \$ 967,694 | \$ 983,487 | \$ 999,426 | \$ 1,015,417 | \$ 1,031,444 | \$ 1,048,170 | \$ 1,064,941 | \$ 1,081,980 | | |
| 228 | Citywide / Medial Planning | \$ 13,829,004 | 0.00% | Programming | \$ - | \$ - | \$ - | \$ 105,130 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 461,586 | \$ 468,971 | \$ 476,475 | \$ 483,847 | \$ 491,844 | \$ 499,713 | \$ 507,708 | \$ 515,832 | \$ 524,085 | \$ 532,470 | \$ 540,990 | | |
| | | | | Interest Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | | |
| | | | | Total | \$ - | \$ - | \$ - | \$ 105,130 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 210,261 | \$ 461,586 | \$ 468,971 | \$ 476,475 | \$ 483,847 | \$ 491,844 | \$ 499,713 | \$ 507,708 | \$ 515,832 | \$ 524,085 | \$ 532,470 | \$ 540,990 | | |
| TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT | | | | | \$ 181,159,948 | 3.23% | Programming | \$ 174,669,618 | \$ - | \$ 2,161,939 | \$ 5,024,877 | \$ 4,017,877 | \$ 3,017,877 | \$ 2,692,877 | \$ 6,046,273 | \$ 6,163,321 | \$ 6,241,817 | \$ 6,338,394 | \$ 6,443,192 | \$ 6,546,242 | \$ 6,650,981 | \$ 6,757,490 | \$ 6,865,674 | \$ 6,975,362 | \$ 7,086,947 |
| | | | | | Interest Costs | \$ 5,823,036 | \$ - | \$ 19,299 | \$ 125,020 | \$ 117,651 | \$ 143,647 | \$ 194,654 | \$ 211,151 | \$ 181,578 | \$ 195,044 | \$ 255,459 | \$ 259,711 | \$ 308,126 | \$ 300,234 | \$ 305,584 | \$ 304,872 | \$ 302,279 | \$ 299,830 | | |
| | | | | | Total | \$ 180,452,654 | \$ - | \$ 2,181,238 | \$ 5,150,507 | \$ 4,135,528 | \$ 3,161,544 | \$ 2,887,532 | \$ 6,237,924 | \$ 6,353,099 | \$ 6,437,760 | \$ 6,593,853 | \$ 6,702,843 | \$ 6,854,367 | \$ 6,953,205 | \$ 7,064,900 | \$ 7,170,366 | \$ 7,277,941 | \$ 7,386,779 | | |
| TOTAL PROP L STRATEGIC PLAN | | | | | \$ 3,288,537,079 | 10.65% | Programming | \$ 2,630,343,732 | \$ - | \$ 19,339,428 | \$ 85,383,428 | \$ 145,308,363 | \$ 120,443,863 | \$ 110,803,343 | \$ 148,353,842 | \$ 109,861,937 | \$ 142,957,745 | \$ 140,390,074 | \$ 122,839,871 | \$ 95,774,994 | \$ 96, | | | | |

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

| EP No. | EP Line Item | FY2039/40 | FY2040/41 | FY2041/42 | FY2042/43 | FY2043/44 | FY2044/45 | FY2045/46 | FY2046/47 | FY2047/48 | FY2048/49 | FY2049/50 | FY2050/51 | FY2051/52 | FY2052/53 |
|--|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------|
| A. MAJOR CAPITAL PROJECTS | | | | | | | | | | | | | | | |
| I. Muni | | | | | | | | | | | | | | | |
| 203 | Muni Reliability and Efficiency Improvements | \$ 6,045,130 | \$ 6,122,879 | \$ 6,201,128 | \$ 6,340,980 | \$ 6,443,395 | \$ 6,640,405 | \$ 6,827,433 | \$ 6,742,276 | \$ 4,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 499,254 | \$ 474,455 | \$ 658,085 | \$ 634,444 | \$ 665,332 | \$ 649,989 | \$ 932,247 | \$ 487,950 | \$ 384,527 | \$ 218,337 | \$ 80,957 | \$ - | \$ - | \$ - |
| | | \$ 6,734,306 | \$ 6,811,289 | \$ 6,899,209 | \$ 6,975,444 | \$ 7,049,017 | \$ 7,119,588 | \$ 7,184,486 | \$ 7,254,777 | \$ 4,384,527 | \$ 218,337 | \$ 80,957 | \$ - | \$ - | \$ - |
| 202 | Muni Rail Core Capacity | \$ 2,748,228 | \$ 2,792,200 | \$ 2,836,875 | \$ 2,882,264 | \$ 2,928,093 | \$ 2,977,091 | \$ 3,026,100 | \$ 3,076,035 | \$ 3,126,911 | \$ 3,164,423 | \$ 3,479,572 | \$ 3,544,147 | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 2,748,228 | \$ 2,792,200 | \$ 2,836,875 | \$ 2,882,264 | \$ 2,928,093 | \$ 2,977,091 | \$ 3,026,100 | \$ 3,076,035 | \$ 3,126,911 | \$ 3,164,423 | \$ 3,479,572 | \$ 3,544,147 | \$ - | |
| II. BART | | | | | | | | | | | | | | | |
| 202 | BART Core Capacity | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 1,837,183 | \$ 1,605,084 | \$ 1,375,434 | \$ 1,150,150 | \$ 932,207 | \$ 724,845 | \$ 532,702 | \$ 362,725 | \$ 211,376 | \$ 79,259 | \$ - | \$ - | \$ - | \$ - |
| | | \$ 1,837,183 | \$ 1,605,084 | \$ 1,375,434 | \$ 1,150,150 | \$ 932,207 | \$ 724,845 | \$ 532,702 | \$ 362,725 | \$ 211,376 | \$ 79,259 | \$ - | \$ - | \$ - | |
| III. Caltrain | | | | | | | | | | | | | | | |
| 204 | Caltrain Service Vision: Capital System Capacity Investments | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 205 | Caltrain Downtown Rail Extension and Pennsylvania Alignment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 6,291,119 | \$ 5,577,890 | \$ 4,866,872 | \$ 4,163,213 | \$ 3,475,337 | \$ 2,812,632 | \$ 2,189,345 | \$ 1,631,481 | \$ 1,120,320 | \$ 657,310 | \$ 269,348 | \$ 5,980 | \$ - | |
| | | \$ 6,291,119 | \$ 5,577,890 | \$ 4,866,872 | \$ 4,163,213 | \$ 3,475,337 | \$ 2,812,632 | \$ 2,189,345 | \$ 1,631,481 | \$ 1,120,320 | \$ 657,310 | \$ 269,348 | \$ 5,980 | \$ - | |
| TOTAL MAJOR CAPITAL PROJECTS | | \$ 8,794,331 | \$ 8,933,039 | \$ 9,027,999 | \$ 9,233,244 | \$ 9,372,778 | \$ 9,526,691 | \$ 9,683,519 | \$ 9,843,311 | \$ 7,126,911 | \$ 3,264,423 | \$ 3,479,572 | \$ 3,544,147 | \$ - | \$ - |
| | | \$ 8,814,506 | \$ 7,859,431 | \$ 6,900,381 | \$ 5,947,837 | \$ 5,012,276 | \$ 4,107,345 | \$ 3,251,334 | \$ 2,481,907 | \$ 1,716,222 | \$ 954,923 | \$ 350,325 | \$ 5,980 | \$ - | \$ - |
| | | \$ 17,612,836 | \$ 16,794,464 | \$ 15,928,380 | \$ 15,171,071 | \$ 14,385,055 | \$ 13,634,056 | \$ 12,934,853 | \$ 12,325,218 | \$ 8,843,134 | \$ 4,319,447 | \$ 3,829,897 | \$ 3,550,128 | \$ - | \$ - |
| B. TRANSIT MAINTENANCE AND ENHANCEMENTS | | | | | | | | | | | | | | | |
| I. Transit Maintenance, Rehabilitation, and | | | | | | | | | | | | | | | |
| 206 | Muni Maintenance | \$ 23,000,000 | \$ 23,500,000 | \$ 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 | \$ - |
| | | \$ 1,000,000 | \$ 1,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ - |
| 207 | BART Maintenance | \$ 1,923,260 | \$ 1,954,540 | \$ 850,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 401,004 | \$ 388,243 | \$ 334,813 | \$ 433,809 | \$ 375,244 | \$ 297,710 | \$ 209,789 | \$ 146,153 | \$ 109,847 | \$ 37,999 | \$ 16,735 | \$ - | \$ - | |
| | | \$ 6,256,764 | \$ 6,145,883 | \$ 1,384,813 | \$ 433,999 | \$ 299,710 | \$ 174,524 | \$ 209,789 | \$ 146,153 | \$ 109,847 | \$ 37,999 | \$ 16,735 | \$ - | \$ - | |
| 208 | Caltrain Maintenance | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 407,854 | \$ 466,026 | \$ 823,099 | \$ 720,819 | \$ 710,197 | \$ 444,135 | \$ 373,828 | \$ 400,275 | \$ 244,944 | \$ 108,244 | \$ 2,640 | \$ - | \$ - | |
| | | \$ 5,907,854 | \$ 5,865,026 | \$ 5,823,099 | \$ 5,720,819 | \$ 5,710,197 | \$ 5,444,135 | \$ 5,373,828 | \$ 400,275 | \$ 244,944 | \$ 108,244 | \$ 2,640 | \$ - | \$ - | |
| 209 | Ferry Maintenance | \$ 274,823 | \$ 274,220 | \$ 283,687 | \$ 288,226 | \$ 292,899 | \$ 297,709 | \$ 297,709 | \$ 302,610 | \$ 307,463 | \$ 312,491 | \$ 336,462 | \$ 347,957 | \$ 354,415 | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 274,823 | \$ 274,220 | \$ 283,687 | \$ 288,226 | \$ 292,899 | \$ 297,709 | \$ 297,709 | \$ 302,610 | \$ 307,463 | \$ 312,491 | \$ 336,462 | \$ 347,957 | \$ 354,415 | |
| II. Transit Enhancements | | | | | | | | | | | | | | | |
| 210 | Transit Enhancements | \$ 1,593,972 | \$ 1,615,474 | \$ 1,645,387 | \$ 1,671,713 | \$ 1,698,816 | \$ 1,726,713 | \$ 1,755,138 | \$ 1,784,100 | \$ 1,813,600 | \$ 1,851,481 | \$ 1,951,481 | \$ 750,000 | \$ - | \$ - |
| | | \$ 89,268 | \$ 78,851 | \$ 76,884 | \$ 76,288 | \$ 71,623 | \$ 67,643 | \$ 62,494 | \$ 57,623 | \$ 51,775 | \$ 44,884 | \$ 20,334 | \$ - | \$ - | |
| | | \$ 1,674,240 | \$ 1,698,327 | \$ 1,722,271 | \$ 1,748,001 | \$ 1,769,839 | \$ 1,793,756 | \$ 1,817,542 | \$ 1,841,723 | \$ 1,865,383 | \$ 1,996,365 | \$ 770,334 | \$ - | \$ - | |
| 211 | Bayview Caltrain Station | \$ 1,484,043 | \$ 1,597,788 | \$ 1,531,912 | \$ 1,556,422 | \$ 600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 356,571 | \$ 345,130 | \$ 339,331 | \$ 326,850 | \$ 284,022 | \$ 226,095 | \$ 171,990 | \$ 123,822 | \$ 80,228 | \$ 41,382 | \$ 10,269 | \$ - | \$ - | |
| | | \$ 1,840,614 | \$ 1,954,918 | \$ 1,871,244 | \$ 1,883,273 | \$ 884,022 | \$ 226,095 | \$ 171,990 | \$ 123,822 | \$ 80,228 | \$ 41,382 | \$ 10,269 | \$ - | \$ - | |
| 212 | Mission Bay Ferry Landing | \$ 274,823 | \$ 274,220 | \$ 283,687 | \$ 288,226 | \$ 292,899 | \$ 297,709 | \$ 297,709 | \$ 302,610 | \$ 307,463 | \$ 312,491 | \$ 336,462 | \$ 347,957 | \$ 354,415 | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 274,823 | \$ 274,220 | \$ 283,687 | \$ 288,226 | \$ 292,899 | \$ 297,709 | \$ 297,709 | \$ 302,610 | \$ 307,463 | \$ 312,491 | \$ 336,462 | \$ 347,957 | \$ 354,415 | |
| 213 | Next Generation Transit Investments | \$ 1,209,220 | \$ 1,228,548 | \$ 1,248,225 | \$ 1,268,196 | \$ 1,288,737 | \$ 1,309,920 | \$ 1,331,484 | \$ 1,353,455 | \$ 1,375,841 | \$ 1,400,434 | \$ 1,531,012 | \$ 1,559,425 | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 1,209,220 | \$ 1,228,548 | \$ 1,248,225 | \$ 1,268,196 | \$ 1,288,737 | \$ 1,309,920 | \$ 1,331,484 | \$ 1,353,455 | \$ 1,375,841 | \$ 1,400,434 | \$ 1,531,012 | \$ 1,559,425 | \$ - | |
| TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS | | \$ 33,760,642 | \$ 34,368,811 | \$ 33,842,900 | \$ 33,072,784 | \$ 35,173,372 | \$ 34,632,051 | \$ 34,691,842 | \$ 33,752,762 | \$ 41,814,832 | \$ 42,104,839 | \$ 42,476,926 | \$ 42,268,254 | \$ - | \$ - |
| | | \$ 3,046,693 | \$ 3,085,323 | \$ 1,774,126 | \$ 1,435,117 | \$ 1,440,046 | \$ 1,234,983 | \$ 1,077,093 | \$ 747,873 | \$ 486,071 | \$ 352,058 | \$ 49,978 | \$ - | \$ - | |
| | | \$ 35,760,337 | \$ 36,354,134 | \$ 35,617,026 | \$ 34,697,901 | \$ 36,613,377 | \$ 35,726,877 | \$ 34,500,636 | \$ 35,728,877 | \$ 43,300,848 | \$ 42,357,347 | \$ 42,626,904 | \$ 42,268,254 | \$ - | \$ - |
| C. PARATRANSIT | | | | | | | | | | | | | | | |
| 214 | Paratransit | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 4,453,258 | \$ 3,920,250 | \$ 3,920,926 | \$ 2,849,453 | \$ 2,362,370 | \$ 1,876,883 | \$ 1,423,741 | \$ 1,020,587 | \$ 656,229 | \$ 332,137 | \$ 73,932 | \$ - | \$ - | |
| | | \$ 4,453,258 | \$ 3,920,250 | \$ 3,920,926 | \$ 2,849,453 | \$ 2,362,370 | \$ 1,876,883 | \$ 1,423,741 | \$ 1,020,587 | \$ 656,229 | \$ 332,137 | \$ 73,932 | \$ - | \$ - | |
| TOTAL PARATRANSIT | | \$ 4,453,258 | \$ 3,920,250 | \$ 3,920,926 | \$ 2,849,453 | \$ 2,362,370 | \$ 1,876,883 | \$ 1,423,741 | \$ 1,020,587 | \$ 656,229 | \$ 332,137 | \$ 73,932 | \$ - | \$ - | |
| | | \$ 4,453,258 | \$ 3,920,250 | \$ 3,920,926 | \$ 2,849,453 | \$ 2,362,370 | \$ 1,876,883 | \$ 1,423,741 | \$ 1,020,587 | \$ 656,229 | \$ 332,137 | \$ 73,932 | \$ - | \$ - | |
| D. STREETS AND FREEWAYS | | | | | | | | | | | | | | | |
| I. Maintenance, Rehabilitation, and Replac | | | | | | | | | | | | | | | |
| 215 | Street Resurfacing, Rehabilitation and Maintenance | \$ 5,771,270 | \$ 5,863,619 | \$ 5,957,437 | \$ 6,052,754 | \$ 6,150,886 | \$ 6,251,891 | \$ 6,354,810 | \$ 6,459,673 | \$ 6,566,514 | \$ 7,065,797 | \$ 7,307,101 | \$ 7,442,710 | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 5,771,270 | \$ 5,863,619 | \$ 5,957,437 | \$ 6,052,754 | \$ 6,150,886 | \$ 6,251,891 | \$ 6,354,810 | \$ 6,459,673 | \$ 6,566,514 | \$ 7,065,797 | \$ 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 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ 162,805 | \$ 159,482 | \$ 155,078 | \$ 149,442 | \$ 142,489 | \$ 134,124 | \$ 124,478 | \$ 90,303 | \$ 59,292 | \$ 31,567 | \$ 9,149 | \$ - | \$ - | |
| | | \$ 1,207,132 | \$ 1,220,518 | \$ 1,233,090 | \$ 1,244,702 | \$ 1,255,506 | \$ 1,265,419 | \$ 1,274,396 | \$ 90,303 | \$ 59,292 | \$ 31,567 | \$ 9,149 | \$ - | \$ - | |

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow
Pending March 2024 Board Action

| EP No. | EP Line Item | FY2030/40 | 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 | \$ 2,050,000 | \$ 2,750,000 | \$ 3,250,000 | \$ 4,000,000 | \$ 5,272,388 | \$ 5,325,000 | \$ 5,411,000 | \$ 5,501,000 | \$ 5,593,000 | \$ 5,250,000 | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 597,785 | \$ 597,024 | \$ 433,024 | \$ 381,477 | \$ 344,324 | \$ 342,475 | \$ 317,491 | \$ 291,822 | \$ 261,113 | \$ 192,448 | \$ 49,374 | \$ - | \$ - | \$ - | |
| | | \$ 5,097,785 | \$ 3,257,024 | \$ 3,683,024 | \$ 4,381,477 | \$ 5,636,512 | \$ 5,636,512 | \$ 5,728,491 | \$ 5,792,822 | \$ 5,854,113 | \$ 3,432,448 | \$ 69,374 | \$ - | \$ - | \$ - | |
| 218 | II. 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 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 1,567,074 | \$ 1,492,746 | \$ 1,432,856 | \$ 1,345,978 | \$ 1,297,864 | \$ 1,218,908 | \$ 1,080,174 | \$ 799,945 | \$ 543,496 | \$ 312,384 | \$ 120,245 | \$ - | \$ - | \$ - | |
| | | \$ 8,567,074 | \$ 8,742,746 | \$ 9,172,856 | \$ 9,845,978 | \$ 10,148,783 | \$ 10,168,908 | \$ 8,080,174 | \$ 799,945 | \$ 543,496 | \$ 312,384 | \$ 120,245 | \$ - | \$ - | \$ - | |
| 219 | Curb Ramps | \$ 1,899,972 | \$ 1,619,474 | \$ 1,645,387 | \$ 1,671,713 | \$ 1,698,816 | \$ 1,726,713 | \$ 1,755,138 | \$ 1,784,100 | \$ 1,813,609 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 140,949 | \$ 138,233 | \$ 134,831 | \$ 130,787 | \$ 129,471 | \$ 116,720 | \$ 108,443 | \$ 97,942 | \$ 87,639 | \$ 47,433 | \$ 13,377 | \$ - | \$ - | \$ - | |
| | | \$ 1,758,961 | \$ 1,479,239 | \$ 1,479,938 | \$ 1,481,550 | \$ 1,482,448 | \$ 1,484,243 | \$ 1,363,350 | \$ 1,284,043 | \$ 1,290,291 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 220 | Tree Planting | \$ 1,099,291 | \$ 1,116,880 | \$ 1,134,750 | \$ 1,152,905 | \$ 1,171,597 | \$ 1,190,836 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 213,072 | \$ 208,449 | \$ 202,854 | \$ 195,432 | \$ 186,292 | \$ 175,210 | \$ 134,443 | \$ 98,282 | \$ 65,397 | \$ 35,003 | \$ 11,655 | \$ - | \$ - | \$ - | |
| | | \$ 1,312,343 | \$ 1,325,549 | \$ 1,337,604 | \$ 1,348,338 | \$ 1,357,889 | \$ 1,364,146 | \$ 1,346,558 | \$ 98,392 | \$ 65,397 | \$ 35,003 | \$ 11,655 | \$ - | \$ - | \$ - | |
| 221 | III. Freeway Safety and Operational Improv | \$ 439,717 | \$ 444,753 | \$ 453,900 | \$ 461,142 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | Vision Zero Ramps | \$ 104,440 | \$ 102,262 | \$ 99,993 | \$ 95,738 | \$ 78,124 | \$ 61,323 | \$ 45,707 | \$ 31,859 | \$ 19,452 | \$ 8,534 | \$ 112 | \$ - | \$ - | \$ - | |
| | | \$ 544,157 | \$ 549,014 | \$ 553,293 | \$ 556,900 | \$ 78,124 | \$ 61,323 | \$ 45,707 | \$ 31,859 | \$ 19,452 | \$ 8,534 | \$ 112 | \$ - | \$ - | \$ - | |
| | | \$ 549,444 | \$ 558,440 | \$ 567,375 | \$ 576,453 | \$ 585,799 | \$ 595,418 | \$ 605,220 | \$ 615,207 | \$ 625,382 | \$ 672,924 | \$ 695,014 | \$ 708,829 | \$ - | \$ - | |
| 222 | Managed Lanes and Express Bus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 549,444 | \$ 558,440 | \$ 567,375 | \$ 576,453 | \$ 585,799 | \$ 595,418 | \$ 605,220 | \$ 615,207 | \$ 625,382 | \$ 672,924 | \$ 695,014 | \$ 708,829 | \$ - | \$ - | |
| 223 | Transformative Freeway and Major Street Projects | \$ 1,099,291 | \$ 1,116,880 | \$ 1,134,750 | \$ 1,152,905 | \$ 1,171,597 | \$ 1,190,836 | \$ 1,210,440 | \$ 1,230,414 | \$ 1,250,745 | \$ 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 | \$ 1,250,745 | \$ 1,345,849 | \$ 1,391,829 | \$ 1,417,659 | \$ - | \$ - | |
| TOTAL STREETS AND FREEWAYS | | \$ 21,097,823 | \$ 21,783,083 | \$ 22,971,612 | \$ 24,643,153 | \$ 26,014,820 | \$ 26,361,989 | \$ 23,484,535 | \$ 15,590,394 | \$ 15,849,269 | \$ 12,334,480 | \$ 9,934,844 | \$ 9,649,198 | \$ - | \$ - | |
| E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGI | | \$ 23,884,558 | \$ 24,391,516 | \$ 25,410,346 | \$ 26,678,007 | \$ 28,207,744 | \$ 28,610,849 | \$ 25,977,264 | \$ 17,002,678 | \$ 16,897,850 | \$ 12,952,851 | \$ 9,616,759 | \$ 9,549,198 | \$ - | \$ - | |
| I. Transportation Demand Management | | | | | | | | | | | | | | | | |
| 224 | Transportation Demand Management | \$ 989,362 | \$ 1,005,192 | \$ 1,021,275 | \$ 1,037,615 | \$ 1,054,438 | \$ 1,071,753 | \$ 1,089,396 | \$ 1,107,372 | \$ 1,125,688 | \$ 1,211,264 | \$ 1,252,646 | \$ 1,275,893 | \$ - | \$ - | |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 989,362 | \$ 1,005,192 | \$ 1,021,275 | \$ 1,037,615 | \$ 1,054,438 | \$ 1,071,753 | \$ 1,089,396 | \$ 1,107,372 | \$ 1,125,688 | \$ 1,211,264 | \$ 1,252,646 | \$ 1,275,893 | \$ - | \$ - | |
| II. Transportation, Land Use, and Commu | | | | | | | | | | | | | | | | |
| 225 | Neighborhood Transportation Program | \$ 2,353,547 | \$ 2,289,604 | \$ 2,324,237 | \$ 2,343,456 | \$ 2,401,774 | \$ 2,441,215 | \$ 2,481,402 | \$ 2,522,348 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 295,756 | \$ 285,794 | \$ 281,860 | \$ 271,482 | \$ 259,104 | \$ 243,957 | \$ 224,471 | \$ 208,546 | \$ 140,183 | \$ 78,678 | \$ 28,045 | \$ - | \$ - | \$ - | |
| | | \$ 2,549,304 | \$ 2,579,398 | \$ 2,608,098 | \$ 2,635,138 | \$ 2,660,879 | \$ 2,685,172 | \$ 2,707,973 | \$ 2,730,894 | \$ 140,183 | \$ 78,678 | \$ 28,045 | \$ - | \$ - | \$ - | |
| 226 | Equity Priority Transportation Program | \$ 2,308,512 | \$ 2,345,448 | \$ 2,382,975 | \$ 2,421,101 | \$ 2,440,354 | \$ 2,460,756 | \$ 2,541,924 | \$ 2,583,849 | \$ 2,626,606 | \$ 2,824,283 | \$ 2,922,840 | \$ 2,977,084 | \$ - | \$ - | |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | \$ 2,308,512 | \$ 2,345,448 | \$ 2,382,975 | \$ 2,421,101 | \$ 2,440,354 | \$ 2,460,756 | \$ 2,541,924 | \$ 2,583,849 | \$ 2,626,606 | \$ 2,824,283 | \$ 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 | \$ 1,250,745 | \$ 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 | \$ 1,250,745 | \$ 1,345,849 | \$ 1,391,829 | \$ 1,417,659 | \$ - | \$ - | |
| 228 | Citywide / Medial Planning | \$ 549,444 | \$ 558,440 | \$ 567,375 | \$ 576,453 | \$ 585,799 | \$ 595,418 | \$ 605,220 | \$ 615,207 | \$ 625,382 | \$ 672,924 | \$ 695,014 | \$ 708,829 | \$ - | \$ - | |
| | | \$ 549,444 | \$ 558,440 | \$ 567,375 | \$ 576,453 | \$ 585,799 | \$ 595,418 | \$ 605,220 | \$ 615,207 | \$ 625,382 | \$ 672,924 | \$ 695,014 | \$ 708,829 | \$ - | \$ - | |
| TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT | | \$ 7,200,358 | \$ 7,215,543 | \$ 7,432,612 | \$ 7,551,531 | \$ 7,673,062 | \$ 7,799,978 | \$ 7,923,381 | \$ 8,050,211 | \$ 8,228,441 | \$ 6,956,232 | \$ 6,263,230 | \$ 6,379,465 | \$ - | \$ - | |
| | | \$ 295,756 | \$ 285,794 | \$ 281,860 | \$ 271,482 | \$ 259,104 | \$ 243,957 | \$ 224,471 | \$ 208,546 | \$ 140,183 | \$ 78,678 | \$ 28,045 | \$ - | \$ - | \$ - | |
| | | \$ 4,948,115 | \$ 4,955,357 | \$ 7,144,472 | \$ 7,823,212 | \$ 7,923,267 | \$ 8,043,016 | \$ 8,154,833 | \$ 8,267,756 | \$ 8,768,624 | \$ 6,134,988 | \$ 6,291,274 | \$ 6,379,465 | \$ - | \$ - | |
| TOTAL PROP L STRATEGIC PLAN | | \$ 78,835,834 | \$ 72,402,477 | \$ 72,825,122 | \$ 76,510,711 | \$ 78,234,952 | \$ 78,380,210 | \$ 75,700,388 | \$ 67,245,678 | \$ 70,413,651 | \$ 63,880,342 | \$ 61,614,572 | \$ 61,760,805 | \$ - | \$ - | |
| | | \$ 18,300,260 | \$ 16,563,253 | \$ 14,795,048 | \$ 13,029,133 | \$ 11,567,682 | \$ 9,914,949 | \$ 7,749,462 | \$ 5,871,196 | \$ 4,637,232 | \$ 2,336,618 | \$ 226,194 | \$ 9,980 | \$ - | \$ - | |
| | | \$ 89,153,113 | \$ 88,945,750 | \$ 88,120,170 | \$ 87,839,844 | \$ 89,505,615 | \$ 87,834,758 | \$ 83,639,730 | \$ 73,116,874 | \$ 74,445,685 | \$ 66,096,881 | \$ 62,345,766 | \$ 61,767,045 | \$ - | \$ - | |
| Prop. K Related Cashflow (since 7/1/22) | | | | | | | | | | | | | | | | |
| | | \$ 15,026,927 | \$ 14,700,511 | \$ 14,275,716 | \$ 13,739,131 | \$ 13,082,832 | \$ 12,297,966 | \$ 11,297,052 | \$ 10,476,568 | \$ 9,371,782 | \$ 8,084,896 | \$ 6,357,320 | \$ 1,834,777 | \$ - | \$ - | |
| | | \$ 15,026,927 | \$ 14,700,511 | \$ 14,275,716 | \$ 13,739,131 | \$ 13,082,832 | \$ 12,297,966 | \$ 11,297,052 | \$ 10,476,568 | \$ 9,371,782 | \$ 8,084,896 | \$ 6,357,320 | \$ 1,834,777 | \$ - | \$ - | |

*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.

R24-35 Attachment 3
Prop L Strategic Plan Baseline Amendment Sources and Uses (2.20.24)

| SOURCES | (YOES\$) | USES | (YOES\$) |
|--|-------------|--|-------------|
| Sales Tax Revenue | \$4,674.6 M | Funds Available for Projects | \$3,029.8 M |
| Investment Income | \$4.5 M | Long Term Bond Principal | \$973.9 M |
| Long Term Bond Proceeds | \$765.6 M | Financing Costs | \$674.9 M |
| Loans - Yerba Buena Island Capital Projects | \$126.8 M | Capital Reserve | \$468.1 M |
| TOTAL | \$5,571.5 M | Program Administration and Operating Costs | \$304.6 M |
| | | Loans - Yerba Buena Island Capital Projects | \$120.2 M |
| | | TOTAL | \$5,571.5 M |