



## Memorandum

### AGENDA ITEM 6

**DATE:** June 22, 2023  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 7/11/2023 Board Meeting: Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt four 2023 Prop L 5-Year Prioritization Programs (5YPPs)</p> <ul style="list-style-type: none"> <li>• Paratransit</li> <li>• Street Resurfacing, Rehabilitation and Maintenance</li> <li>• Pedestrian and Bicycle Facilities Maintenance</li> <li>• Neighborhood Transportation Program</li> </ul> <p>Amend the Strategic Plan Baseline</p> <p><b>SUMMARY</b></p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. In June 2023, the Board gave initial approval for the Strategic Plan Baseline and the guidance for development of the 2023 Prop L 5YPPs covering the 5-year period starting July 1, 2023. Among other features, the Baseline established the initial budget or amount of cash flow by fiscal year available to each program. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in 3 rounds, with this first round in July comprised of just four 5YPPs with time sensitive needs for allocation of funds. Project sponsors have submitted allocation requests (part of a separate item on this agenda) that are conditioned upon approval of three of the subject 5YPPs. We are recommending concurrent adoption of an amendment to the Strategic Plan Baseline to incorporate the recommended programming and cash flow for the five-year project lists in the subject 5YPPs. The Pedestrian and Bicycle Facilities Maintenance and Neighborhood Transportation</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: ____</li> </ul>
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<p>Program 5YPPs require advancement of funds in the first five years primarily to provide sufficient funding given the lower available cash in that period due to carryforward Prop K obligations (e.g., remaining grant balances). This results in about a 2.4% (\$15.1 million) increase in debt costs in the Baseline. The accelerated funding to support SF Paratransit operations is already included in the Baseline. We will bring the remaining 5YPPs to the Board for approval this fall, followed by adoption of the final 2023 Strategic Plan.</p>	
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**BACKGROUND**

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

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

Final Board adoption of the 2023 Prop L Strategic Plan Baseline is anticipated at the June 27, 2023 meeting. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery.

For the remaining 5 programs - BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, and Paratransit, the Baseline advanced cash flow in advance of 5YPP development. This was done primarily to meet the needs of two major transit projects:

- The Portal/Caltrain Downtown Rail Extension is seeking the \$300 million Prop L programming commitment needed to meet a Federal Transit Administration Capital Investment Grants (CIG) funding milestone in August 2023. The project is seeking a \$3+ billion CIG grant.



- BART Core Capacity is seeking \$100 million in the first 10 years of the Expenditure Plan, including a partial allocation this fall to exercise an option on its railcar replacement contract.

This approach provides a more realistic picture of financing costs for The Portal and BART Core Capacity, while ensuring we can meet other programs' requests for advancing funds.

## **DISCUSSION**

Each 5YPP document includes the following sections:

- **Eligibility and Expected Fund Leveraging.** Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. For each 5YPP, we provide the Expenditure Plan program description of eligible project types and project sponsors, and highlight leveraging expectations established in the 30-year Expenditure Plan.
- **Public Engagement.** We are continuing to conduct public engagement to inform the development of the 2023 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.
- **Performance measures.** Each program includes performance measures to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time) and inform programming of future Prop L funds and other fund sources programmed by the Transportation Authority. The performance measures are informed by San Francisco's Congestion Management Program and developed in consultation with sponsor agencies.
- **Project Delivery Snapshot.** Project delivery for previously-funded sales tax projects is an important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness. Since this is the inaugural Prop L 5YPP, this section lists open Prop K grants and describes project delivery challenges that apply to each program and what agencies are doing to address those challenges. Future 5YPP updates will include the delivery status of projects funded by Prop L.
- **Project Prioritization.** All projects are evaluated according to Prop L wide prioritization criteria as described in the 5YPP - project readiness, relative level of need or urgency, benefits to disadvantaged populations, level and diversity of community support, and leveraging - as well as criteria that we always consider - safety, cost-effectiveness, and a fair geographic distribution. Many programs have additional program-specific criteria to inform priorities,



such as replacing assets at the end of their useful lives, multi-modal benefits, and proximity to key resources.

- **Project List.** This section includes the Project Scoring Tables that indicate how each project performs against the prioritization criteria. It also includes the 5-Year Project List with programming and cash flow (i.e. proposed Prop L reimbursement schedule) by fiscal year, and anticipated leveraging of non-Prop L funds in the 5YPP compared to the expected leveraging in the Expenditure Plan, calling out if anticipated leveraging is significantly below expectations and how that will be addressed.
- **Project Information Forms.** The 5YPP appendices include a Project Information Form for each proposed project. It includes information on the scope, schedule, cost, and funding plan, in addition to supplemental information that supports project evaluation using the prioritization criteria.

**Round 1 5YPPs.** We are recommending approval of the four enclosed 5YPPs. Highlights from each 5YPP are described below.

**Paratransit.** This Prop L program funds paratransit operations: door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service. The Transportation Authority advanced funds for the Paratransit program in the Prop L Strategic Plan Baseline beyond the pay-as-you-go amounts to provide funding stability for this critical program. The baseline includes \$13 million in FY 2023/24 with an annual inflationary increase until funds run out.

Anticipated leveraging in this 5YPP (61%) is below expected leveraging in the Expenditure Plan (81.1%). For FY 2023/24, the lower than usual leveraging is due to SFMTA reducing contributions to Paratransit from its operating budget and relying solely on the sales tax (including \$2 million in Prop K cost savings, plus Prop L) to fill the gap. We recognize the fiscal challenges facing SFMTA resulting from the City's slow recovery from the pandemic and the impact of remote work, both of which are depressing the General Fund, fare revenues, and other sources that support SFMTA's operating budget. We will work with agency staff seeking to improve leveraging in future years, including increasing SFMTA's contribution, looking to other funding sources (e.g., FTA formula funds, BART's contribution) to keep pace with increased costs or at least grow over time, and identifying new revenue sources for this important program. We will also continue to closely monitor annual Paratransit costs, de-obligating any leftover sales tax funds and returning them to the Paratransit program in Prop L for future use.

**Street Resurfacing, Rehabilitation and Maintenance.** This program has two sub-programs: Repaving and Reconstruction of City Streets, and Replacement of Street



Repair and Cleaning Equipment. SFPW has not requested advancement of funds. Expected leveraging for the Street Resurfacing, Rehabilitation, and Maintenance program is 94.7%, which is based on the leveraging for the entire street resurfacing program rather than just Prop L-funded projects. Anticipated leveraging is good (64%) for the proposed paving projects. Anticipated leveraging for SFPW's entire 5-year street resurfacing program, including Prop L and non-Prop L funded projects, exceeds leveraging assumptions at 98%. The full 5-year street resurfacing program funding plan is shown in Appendix C to this 5YPP. There are not as many funding options for street repair and cleaning equipment. SFPW is seeking a modest General Fund contribution for equipment, pending approval in the City's budget.

**Pedestrian and Bicycle Facilities Maintenance.** This program funds public sidewalk and curb repair (unrelated to tree damage, which is covered by Prop E) by SFPW and bicycle facility maintenance by SFMTA. The recommended project list would advance funds over 2.5 times the pay-go amount in the first five years of the 30-year program. The need for advancing Prop L funds is due to lower pay-go funding available in the first five years resulting from Prop K carry forward obligations, which has the highest cash flow in the first three years (FYs 2023/24 -2025/26) and the project sponsors' desire to maintain or increase these annual maintenance programs. For example, in FY 2023/24 SFPW proposed programming represents a modest decrease over Prop K levels (e.g., \$518,000 vs. \$612,238), which they offset by increased matching funds. SFMTA's proposed programming represents an increase over Prop K levels (\$400,000 in FY 2021/22 and \$200,000 in FY 2022/23) vs. Prop L (FY 2023/24 in \$459,000). SFMTA's increased need reflects growth in the amount of quick-builds, slow streets, and bicycle network improvements citywide that require maintenance.

Anticipated Prop L leveraging for the proposed 5-year project list is significantly below expected leveraging in the Expenditure Plan (26.6% overall vs. 77.5%). SFPW's Public Sidewalk and Curb Repair anticipates leveraging ranging from 43% in FY 2023/24 to 23% in FY 2027/28. The first three years have better leveraging as SFPW has proposed an increased State Transportation Development Act Article 3 match using a surplus accumulated from prior years. SFMTA is not proposing any leveraging for the Bicycle Facilities Maintenance. We encourage SFMTA to identify matching funds to improve leveraging and avoid depleting funds too quickly. We will re-evaluate anticipated leveraging when we receive allocation requests, particularly for FYs 2024/25 and beyond, and expect to see a non-zero amount. We will work with SFMTA and SFPW to identify other funding sources for these types of capital maintenance projects, such as the General Fund, Traffic Congestion Mitigation Tax (TNC Tax), and SFMTA operating funds (including the Prop B General Fund set aside).



**Neighborhood Transportation Program.** Since 2014, the Prop K Neighborhood Transportation Program has provided funds for Transportation Authority Board members to direct funds to community-based, neighborhood-scale planning and capital efforts. Ultimately, each Board members recommends which project(s) will be funded with a Neighborhood Transportation Program grant, subject to Board approval.

Largely continuing the approach followed under Prop K, Appendix B to this 5YPP includes the new Prop L Neighborhood Program Guidelines that describe the types of planning and capital projects that can be funded, and the process for developing a project proposal. Minor guideline changes include combining the prior planning and capital grant amounts for each office into one 'bucket' that can be used for eligible NTP planning and/or capital grants; and project eligibility is expanded to cover any project type eligible under Prop L, while retaining the neighborhood-scale focus. Examples of expanded project eligibility include incentives-based travel demand management projects, electric vehicle charging infrastructure, and new mobility pilots.

Consistent with the Neighborhood Program Guidelines, the proposed project list is primarily comprised of placeholder programming that will be updated when the Board takes action to approve specific Neighborhood Program projects for funding. The 5YPP project list also includes funding for the SFCTA and SFMTA Neighborhood Program Coordinators who facilitate the identification and scoping of potential projects consistent with the program guidelines.

We have proposed advancement of funds for the Neighborhood Transportation Program in this 5YPP period at over double the pay-go amounts in order to continue Prop K funding levels for the program with \$700,000 available for each district supervisor to recommend for Neighborhood Program planning and capital projects. At this time, we do not anticipate recommending advancement of funds in the future 5YPP periods as pay-go amounts are expected to be sufficient to fund the program.

**Strategic Plan Baseline Amendment.** Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. In some cases, we may recommend advancement of sales tax funds to support project delivery, which results in financing costs and lowers the overall amount of funds available for project costs in the Expenditure Plan program(s) advancing funds. As noted above, in this first round of 5YPPs, we recommend advancing funds as requested by sponsors in the Pedestrian and Bicycle Facility and Neighborhood Transportation Program 5YPPs. These are relatively small programs (\$19 million and \$46 million in 2020 \$, respectively) with relatively modest advancement requests so



the impact on overall debt needs is correspondingly small - about a 2.4% (or \$15.1 million) increase in debt costs estimated in the Baseline.

**Next Steps.** We are working with project sponsors to develop the remaining 23 5YPPs and anticipate bringing them to the Board for adoption in the fall in two groups, followed by adoption of the final 2023 Prop L Strategic Plan for in November/December 2023. Meanwhile, we are continuing outreach and public engagement efforts, just having hosted a virtual Town Hall on June 20. We encourage the public to submit input on what types of projects they want to see funded in the next five years by completing the survey on our website that is open through June 27. The survey is available in English, Chinese, Spanish, and Filipino. The survey and a link to request a presentation on Prop L are on our website at [sfcta.org/ExpenditurePlan](http://sfcta.org/ExpenditurePlan). We will bring a summary of outreach findings to the Community Advisory Committee and Board this fall.

## **FINANCIAL IMPACT**

There is no impact on the proposed FY 2023/24 agency budget. The Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes the maximum annual reimbursement for each of the Expenditure Plan programs, and estimates debt needs to advance funds to support project delivery. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

## **CAC POSITION**

The Community Advisory Committee will consider this item at its June 28, 2023 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
- Attachment 3 - Amended Prop L Strategic Plan Sources and Uses
  
- Enclosure - 2023 Prop L 5 Year Prioritization Programs (4)

## **Attachment 1.**

### **Programs in the Prop L Expenditure Plan**

Board approval of a 5-Year Prioritization Program or 5YPP is a prerequisite for allocation of Prop L funds from that program. As part of the 5YPP development process, for some of the 28 programs, we have created sub-programs to help track minimum funding amounts established in the Expenditure Plan for certain projects types (e.g. Safe Routes to School education and outreach), to group like projects together to facilitate project ranking, and/or to help ensure funding is set aside for key priorities (e.g. transit vehicle replacement and capital maintenance).

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
  - Vehicles (sub-program)
  - Facilities and Guideways (sub-program)
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
  - Repaving and Reconstruction of City Streets (sub-program)
  - Replacement of Street Repair and Cleaning Equipment (sub-program)
16. Pedestrian and Bicycle Facilities Maintenance
  - Sidewalk Repair (sub-program)
  - Bicycle and Pedestrian Facilities (sub-program)
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
  - Capital Projects (sub-program)
  - Outreach & Education Programs (sub-program)
  - New Traffic Signals (sub-program)
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



**Attachment 1.**  
**Programs in the Prop L Expenditure Plan**

- 26. Equity Priority Transportation Program
- 27. Development Oriented Transportation
- 28. Citywide/Modal Planning

**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Programming**  
 Pending July 2023 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	\$ 152,071,802	0.00%	Programming \$ 151,869,315 Interest Costs \$ - Total \$ 151,869,315	\$ - \$ - \$ -	\$ 1,156,434 \$ - \$ 1,156,434	\$ 2,312,868 \$ - \$ 2,312,868	\$ 2,312,868 \$ - \$ 2,312,868	\$ 2,312,868 \$ - \$ 2,312,868	\$ 2,312,868 \$ - \$ 2,312,868	\$ 5,077,443 \$ - \$ 5,077,443	\$ 5,158,682 \$ - \$ 5,158,682	\$ 5,241,220 \$ - \$ 5,241,220	\$ 5,322,316 \$ - \$ 5,322,316	\$ 5,410,280 \$ - \$ 5,410,280	\$ 5,496,844 \$ - \$ 5,496,844	\$ 5,584,793 \$ - \$ 5,584,793	\$ 5,674,149 \$ - \$ 5,674,149	\$ 5,764,935 \$ - \$ 5,764,935	\$ 5,857,174 \$ - \$ 5,857,174	\$ 5,950,888 \$ - \$ 5,950,888
202	Muni Rail Core Capacity	\$ 69,123,546	0.00%	Programming \$ 69,031,507 Interest Costs \$ - Total \$ 69,031,507	\$ - \$ - \$ -	\$ 525,652 \$ - \$ 525,652	\$ 1,051,304 \$ - \$ 1,051,304	\$ 1,051,304 \$ - \$ 1,051,304	\$ 1,051,304 \$ - \$ 1,051,304	\$ 1,051,304 \$ - \$ 1,051,304	\$ 2,307,929 \$ - \$ 2,307,929	\$ 2,344,855 \$ - \$ 2,344,855	\$ 2,382,373 \$ - \$ 2,382,373	\$ 2,419,234 \$ - \$ 2,419,234	\$ 2,459,218 \$ - \$ 2,459,218	\$ 2,498,565 \$ - \$ 2,498,565	\$ 2,538,542 \$ - \$ 2,538,542	\$ 2,579,159 \$ - \$ 2,579,159	\$ 2,620,425 \$ - \$ 2,620,425	\$ 2,662,352 \$ - \$ 2,662,352	\$ 2,704,949 \$ - \$ 2,704,949
<b>II. BART</b>																					
203	BART Core Capacity	\$ 138,247,093	29.36%	Programming \$ 90,350,000 Interest Costs \$ 40,588,302 Total \$ 130,938,302	\$ - \$ - \$ -	\$ 6,100,000 \$ 141,320 \$ 6,241,320	\$ 3,250,000 \$ 162,663 \$ 3,412,663	\$ 26,000,000 \$ 1,394,687 \$ 27,394,687	\$ - \$ 1,132,237 \$ 1,132,237	\$ - \$ 993,361 \$ 993,361	\$ - \$ 915,337 \$ 915,337	\$ 55,000,000 \$ 2,442,075 \$ 57,442,075	\$ - \$ 2,341,519 \$ 2,341,519	\$ - \$ 2,937,755 \$ 2,937,755	\$ - \$ 2,779,973 \$ 2,779,973	\$ - \$ 2,592,598 \$ 2,592,598	\$ - \$ 2,985,676 \$ 2,985,676	\$ - \$ 2,619,791 \$ 2,619,791	\$ - \$ 2,426,796 \$ 2,426,796	\$ - \$ 2,238,500 \$ 2,238,500	\$ - \$ 2,051,595 \$ 2,051,595
<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	\$ 414,741,278	27.37%	Programming \$ 300,000,000 Interest Costs \$ 113,517,773 Total \$ 413,517,773	\$ - \$ - \$ -	\$ 10,000,000 \$ - \$ 10,000,000	\$ 15,000,000 \$ 990,670 \$ 15,990,670	\$ 25,000,000 \$ 990,670 \$ 25,990,670	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 40,000,000 \$ 2,144,861 \$ 42,144,861	\$ 25,000,000 \$ 7,341,235 \$ 32,341,235	\$ - \$ 8,414,609 \$ 8,414,609	\$ 25,000,000 \$ 8,414,609 \$ 33,414,609	\$ - \$ 7,828,585 \$ 7,828,585	\$ - \$ 7,268,652 \$ 7,268,652	\$ - \$ 6,712,978 \$ 6,712,978
<b>TOTAL MAJOR CAPITAL PROJECTS</b>		<b>\$ 774,183,718</b>	<b>19.91%</b>	<b>Programming \$ 611,250,821 Interest Costs \$ 154,106,074 Total \$ 765,356,896</b>	<b>\$ - \$ - \$ -</b>	<b>\$ 7,782,086 \$ 141,320 \$ 7,923,406</b>	<b>\$ 16,614,172 \$ 162,663 \$ 16,776,835</b>	<b>\$ 44,364,172 \$ 1,683,477 \$ 46,047,648</b>	<b>\$ 28,364,172 \$ 2,122,907 \$ 30,487,078</b>	<b>\$ 43,364,172 \$ 3,138,222 \$ 46,502,393</b>	<b>\$ 47,385,371 \$ 4,265,996 \$ 51,651,367</b>	<b>\$ 102,503,537 \$ 6,250,882 \$ 108,754,418</b>	<b>\$ 47,623,593 \$ 7,057,228 \$ 54,680,821</b>	<b>\$ 47,741,550 \$ 10,322,144 \$ 58,063,694</b>	<b>\$ 32,869,498 \$ 10,684,360 \$ 43,553,858</b>	<b>\$ 7,995,410 \$ 9,933,833 \$ 17,929,243</b>	<b>\$ 8,123,336 \$ 11,400,285 \$ 19,523,621</b>	<b>\$ 33,253,308 \$ 11,023,110 \$ 44,276,418</b>	<b>\$ 8,385,361 \$ 10,255,382 \$ 18,640,742</b>	<b>\$ 8,519,526 \$ 9,507,152 \$ 18,026,678</b>	<b>\$ 8,655,838 \$ 8,764,573 \$ 17,420,411</b>
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																					
<b>I. Transit Maintenance, Rehabilitation, and Replacement</b>																					
206	Muni Maintenance	\$ 1,083,857,206	2.57%	Programming \$ 784,000,000 Interest Costs \$ 27,886,634 Total \$ 811,886,634	\$ - \$ - \$ -	\$ 15,000,000 \$ 277,904 \$ 15,277,904	\$ 27,000,000 \$ 942,170 \$ 27,942,170	\$ 27,000,000 \$ 1,355,380 \$ 28,355,380	\$ 30,000,000 \$ 1,764,752 \$ 31,764,752	\$ 30,000,000 \$ 1,764,752 \$ 31,764,752	\$ 32,000,000 \$ 1,784,888 \$ 33,784,888	\$ 35,000,000 \$ 1,529,335 \$ 36,529,335	\$ 35,000,000 \$ 1,492,923 \$ 36,492,923	\$ 40,000,000 \$ 2,096,089 \$ 42,096,089	\$ 40,000,000 \$ 2,192,297 \$ 42,192,297	\$ 40,000,000 \$ 2,238,459 \$ 42,238,459	\$ 40,000,000 \$ 2,801,207 \$ 42,801,207	\$ 35,000,000 \$ 2,441,217 \$ 37,441,217	\$ 35,000,000 \$ 2,220,657 \$ 37,220,657	\$ 32,000,000 \$ 1,863,346 \$ 33,863,346	\$ 30,000,000 \$ 1,411,375 \$ 31,411,375
207	BART Maintenance	\$ 48,386,482	0.00%	Programming \$ 48,322,055 Interest Costs \$ - Total \$ 48,322,055	\$ - \$ - \$ -	\$ 367,956 \$ - \$ 367,956	\$ 735,913 \$ - \$ 735,913	\$ 735,913 \$ - \$ 735,913	\$ 735,913 \$ - \$ 735,913	\$ 735,913 \$ - \$ 735,913	\$ 1,615,550 \$ - \$ 1,615,550	\$ 1,641,399 \$ - \$ 1,641,399	\$ 1,667,661 \$ - \$ 1,667,661	\$ 1,693,464 \$ - \$ 1,693,464	\$ 1,721,453 \$ - \$ 1,721,453	\$ 1,748,996 \$ - \$ 1,748,996	\$ 1,776,980 \$ - \$ 1,776,980	\$ 1,805,411 \$ - \$ 1,805,411	\$ 1,834,298 \$ - \$ 1,834,298	\$ 1,863,646 \$ - \$ 1,863,646	\$ 1,893,464 \$ - \$ 1,893,464
208	Caltrain Maintenance	\$ 138,247,093	13.22%	Programming \$ 115,000,000 Interest Costs \$ 18,282,146 Total \$ 133,282,146	\$ - \$ - \$ -	\$ 5,000,000 \$ 102,432 \$ 5,102,432	\$ 5,000,000 \$ 181,468 \$ 5,181,468	\$ 5,000,000 \$ 426,591 \$ 5,426,591	\$ 5,000,000 \$ 486,293 \$ 5,486,293	\$ 5,000,000 \$ 563,094 \$ 5,563,094	\$ 5,000,000 \$ 633,408 \$ 5,633,408	\$ 5,000,000 \$ 571,535 \$ 5,571,535	\$ 5,000,000 \$ 591,979 \$ 5,591,979	\$ 5,000,000 \$ 801,258 \$ 5,801,258	\$ 5,000,000 \$ 816,728 \$ 5,816,728	\$ 5,000,000 \$ 819,896 \$ 5,819,896	\$ 5,000,000 \$ 1,016,493 \$ 6,016,493	\$ 5,000,000 \$ 960,474 \$ 5,960,474	\$ 5,000,000 \$ 959,362 \$ 5,959,362	\$ 5,000,000 \$ 956,368 \$ 5,956,368	\$ 5,000,000 \$ 950,500 \$ 5,950,500
209	Ferry Maintenance	\$ 6,912,355	0.00%	Programming \$ 6,903,151 Interest Costs \$ - Total \$ 6,903,151	\$ - \$ - \$ -	\$ 52,565 \$ - \$ 52,565	\$ 105,130 \$ - \$ 105,130	\$ 105,130 \$ - \$ 105,130	\$ 105,130 \$ - \$ 105,130	\$ 105,130 \$ - \$ 105,130	\$ 230,793 \$ - \$ 230,793	\$ 234,486 \$ - \$ 234,486	\$ 238,237 \$ - \$ 238,237	\$ 241,923 \$ - \$ 241,923	\$ 245,922 \$ - \$ 245,922	\$ 249,857 \$ - \$ 249,857	\$ 253,854 \$ - \$ 253,854	\$ 257,916 \$ - \$ 257,916	\$ 262,043 \$ - \$ 262,043	\$ 266,235 \$ - \$ 266,235	\$ 270,495 \$ - \$ 270,495
<b>II. Transit Enhancements</b>																					
210	Transit Enhancements	\$ 40,091,657	0.00%	Programming \$ 40,038,274 Interest Costs \$ - Total \$ 40,038,274	\$ - \$ - \$ -	\$ 304,878 \$ - \$ 304,878	\$ 609,756 \$ - \$ 609,756	\$ 609,756 \$ - \$ 609,756	\$ 609,756 \$ - \$ 609,756	\$ 609,756 \$ - \$ 609,756	\$ 1,338,599 \$ - \$ 1,338,599	\$ 1,360,016 \$ - \$ 1,360,016	\$ 1,381,776 \$ - \$ 1,381,776	\$ 1,403,156 \$ - \$ 1,403,156	\$ 1,426,347 \$ - \$ 1,426,347	\$ 1,449,168 \$ - \$ 1,449,168	\$ 1,472,355 \$ - \$ 1,472,355	\$ 1,495,912 \$ - \$ 1,495,912	\$ 1,519,847 \$ - \$ 1,519,847	\$ 1,544,164 \$ - \$ 1,544,164	\$ 1,568,871 \$ - \$ 1,568,871
211	Bayview Caltrain Station	\$ 37,326,715	0.00%	Programming \$ 37,277,014 Interest Costs \$ - Total \$ 37,277,014	\$ - \$ - \$ -	\$ 283,852 \$ - \$ 283,852	\$ 567,704 \$ - \$ 567,704	\$ 567,704 \$ - \$ 567,704	\$ 567,704 \$ - \$ 567,704	\$ 567,704 \$ - \$ 567,704	\$ 1,246,281 \$ - \$ 1,246,281	\$ 1,266,222 \$ - \$ 1,266,222	\$ 1,286,481 \$ - \$ 1,286,481	\$ 1,306,387 \$ - \$ 1,306,387	\$ 1,327,978 \$ - \$ 1,327,978	\$ 1,349,225 \$ - \$ 1,349,225	\$ 1,370,813 \$ - \$ 1,370,813	\$ 1,392,746 \$ - \$ 1,392,746	\$ 1,415,030 \$ - \$ 1,415,030	\$ 1,437,670 \$ - \$ 1,437,670	\$ 1,460,673 \$ - \$ 1,460,673
212	Mission Bay Ferry Landing	\$ 6,912,355	0.00%	Programming \$ 6,903,151 Interest Costs \$ - Total \$ 6,903,151	\$ - \$ - \$ -	\$ 52,565 \$ - \$ 52,565	\$ 105,130 \$ - \$ 105,130	\$ 105,130 \$ - \$ 105,130	\$ 105,130 \$ - \$ 105,130	\$ 105,130 \$ - \$ 105,130	\$ 230,793 \$ - \$ 230,793	\$ 234,486 \$ - \$ 234,486	\$ 238,237 \$ - \$ 238,237	\$ 241,923 \$ - \$ 241,923	\$ 245,922 \$ - \$ 245,922	\$ 249,857 \$ - \$ 249,857	\$ 253,854 \$ - \$ 253,854	\$ 257,916 \$ - \$ 257,916	\$ 262,043 \$ - \$ 262,043	\$ 266,235 \$ - \$ 266,235	\$ 270,495 \$ - \$ 270,495
213	Next Generation Transit Investments	\$ 30,414,360	0.00%	Programming \$ 30,373,863 Interest Costs \$ - Total \$ 30,373,863	\$ - \$ - \$ -	\$ 231,287 \$ - \$ 231,287	\$ 462,574 \$ - \$ 462,574	\$ 462,574 \$ - \$ 462,574	\$ 462,574 \$ - \$ 462,574	\$ 462,574 \$ - \$ 462,574	\$ 1,015,489 \$ - \$ 1,015,489	\$ 1,031,736 \$ - \$ 1,031,736	\$ 1,048,244 \$ - \$ 1,048,244	\$ 1,064,463 \$ - \$ 1,064,463	\$ 1,082,056 \$ - \$ 1,082,056	\$ 1,099,369 \$ - \$ 1,099,369	\$ 1,116,959 \$ - \$ 1,116,959	\$ 1,134,830 \$ - \$ 1,134,830	\$ 1,152,987 \$ - \$ 1,152,987	\$ 1,171,435 \$ - \$ 1,171,435	\$ 1,190,178 \$ - \$ 1,190,178
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		<b>\$ 1,392,148,222</b>	<b>3.32%</b>	<b>Programming \$ 1,068,817,506 Interest Costs \$ 46,168,780 Total \$ 1,114,986,286</b>	<b>\$ - \$ - \$ -</b>	<b>\$ 21,293,103 \$ 459,373 \$ 21,752,476</b>	<b>\$ 34,586,207 \$ 1,368,762 \$ 35,954,969</b>	<b>\$ 34,586,207 \$ 1,841,673 \$ 36,427,880</b>	<b>\$ 37,586,207 \$ 2,327,846 \$ 39,914,053</b>	<b>\$ 37,586,207 \$ 2,327,846 \$ 39,914,053</b>	<b>\$ 42,677,504 \$ 2,418,296 \$ 45,095,800</b>	<b>\$ 45,768,344 \$ 2,100,870 \$ 47,869,214</b>	<b>\$ 45,860,637 \$ 2,084,902 \$ 47,945,539</b>	<b>\$ 50,951,317 \$ 2,897,347 \$ 53,848,664</b>	<b>\$ 51,049,677 \$ 3,009,025 \$ 54,058,701</b>	<b>\$ 51,146,471 \$ 3,058,356 \$ 54,204,827</b>	<b>\$ 51,244,814 \$ 3,817,700 \$ 55,062,514</b>	<b>\$ 46,344,731 \$ 3,401,690 \$ 49,746,421</b>	<b>\$ 46,446,246 \$ 3,180,019 \$ 49,626,265</b>	<b>\$ 43,549,386 \$ 2,819,715 \$ 46,369,100</b>	<b>\$ 41,654,175 \$ 2,361,875 \$ 44,016,050</b>
<b>C. PARATRANSIT</b>																					
214	Paratransit	\$ 313,820,900	23.58%	Programming \$ 234,048,020 Interest Costs \$ 73,997,487 Total \$ 308,045,507	\$ - \$ - \$ -	\$ 13,113,000 \$ 178,960 \$ 13,291,960	\$ 13,506,000 \$ 426,994 \$ 13,932,994	\$ 13,911,000 \$ 1,109,204 \$ 15,020,204	\$ 14,329,000 \$ 1,340,284 \$ 15,669,284	\$ 14,758,000 \$ 1,619,904 \$ 16,377,904	\$ 15,201,241 \$ 2,099,413 \$ 17,300,653	\$ 15,657,278 \$ 2,022,549 \$ 17,679,827	\$ 16,126,997 \$ 2,237,359 \$ 18,364,355	\$ 16,610,806 \$ 3,235,407 \$ 19,846,214	\$ 17,109,131 \$ 3,523,329 \$ 20,632,460	\$ 17,622,405 \$ 3,779,276 \$ 21,401,680	\$ 18,151,077 \$ 5,008,112 \$ 23,159,189	\$ 18,695,609 \$ 5,057,826 \$ 23,753,435	\$ 19,256,477 \$ 5,401,717 \$ 24,658,194	\$ 10,000,000 \$ 5,370,449 \$ 15,370,449	\$ - \$ 4,948,808 \$ 4,948,808
<b>TOTAL PARATRANSIT</b>		<b>\$ 313,820,900</b>	<b>23.58%</b>	<b>Programming \$ 234,048,020 Interest Costs \$ 73,997,487 Total \$ 308,045,507</b>	<b>\$ - \$ - \$ -</b>	<b>\$ 13,113,000 \$ 178,960 \$ 13,291,960</b>	<b>\$ 13,506,000 \$ 426,994 \$ 13,932,994</b>	<b>\$ 13,911,000 \$ 1,109,204 \$ 15,020,204</b>	<b>\$ 14,329,000 \$ 1,340,284 \$ 15,669,284</b>	<b>\$ 14,758,000 \$ 1,619,904 \$ 16,377,904</b>	<b>\$ 15,201,241 \$ 2,099,413 \$ 17,300,653</b>	<b>\$ 15,657,278 \$ 2,022,549 \$ 17,679,827</b>	<b>\$ 16,126,997 \$ 2,237,359 \$ 18,364,355</b>	<b>\$ 16,610,806 \$ 3,235,407 \$ 19,846,214</b>	<b>\$ 17,109,131 \$ 3,523,329 \$ 20,632,460</b>	<b>\$ 17,622,405 \$ 3,779,276 \$ 21,401,680</b>	<b>\$ 18,151,07</b>				

**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Programming**  
 Pending July 2023 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	\$ 124,422,383	0.00%	Programming	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909	
<b>II. Safer and Complete Streets</b>																									
218	Safer and Complete Streets	\$ 210,135,581	0.00%	Programming	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182	
219	Curb Ramps	\$ 40,091,657	0.00%	Programming	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 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	
220	Tree Planting	\$ 27,649,419	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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>III. Freeway Safety and Operational Improvements</b>																									
221	Vision Zero Ramps	\$ 11,059,767	0.00%	Programming	\$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792		
222	Managed Lanes and Express Bus	\$ 13,824,709	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 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	\$ 27,649,419	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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>		<b>\$ 626,259,329</b>	<b>0.49%</b>	Programming	\$ 620,711,375	\$ -	\$ 6,415,789	\$ 9,703,578	\$ 9,762,578	\$ 10,244,578	\$ 9,543,578	\$ 20,868,983	\$ 21,202,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977			
				Interest Costs	\$ 3,088,276	\$ -	\$ -	\$ 7,201	\$ 35,821	\$ 54,561	\$ 76,908	\$ 106,017	\$ 93,997	\$ 96,142	\$ 129,071	\$ 131,064	\$ 131,588	\$ 163,759	\$ 155,851	\$ 157,307	\$ 158,962	\$ 160,642			
				Total	\$ 623,799,651	\$ -	\$ 6,415,789	\$ 9,710,779	\$ 9,798,398	\$ 10,299,139	\$ 9,620,486	\$ 20,975,000	\$ 21,296,884	\$ 21,638,274	\$ 22,004,031	\$ 22,368,059	\$ 22,724,374	\$ 23,118,028	\$ 23,477,389	\$ 23,851,989	\$ 24,232,759	\$ 24,619,619			
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>																									
<b>I. Transportation Demand Management</b>																									
224	Transportation Demand Management	\$ 24,884,477	0.00%	Programming	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 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	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 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	\$ 56,681,308	11.09%	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	\$ 6,287,543	\$ -	\$ 17,427	\$ 109,034	\$ 233,599	\$ 213,959	\$ 178,211	\$ 195,937	\$ 173,775	\$ 177,791	\$ 238,755	\$ 242,510	\$ 243,546	\$ 303,169	\$ 288,604	\$ 291,372	\$ 294,510	\$ 297,692			
				Total	\$ 56,631,560	\$ -	\$ 4,067,427	\$ 2,309,034	\$ 2,283,599	\$ 413,959	\$ 378,211	\$ 2,088,438	\$ 2,096,556	\$ 2,131,337	\$ 2,222,528	\$ 2,259,069	\$ 2,292,370	\$ 2,384,773	\$ 2,403,514	\$ 2,440,120	\$ 2,477,638	\$ 2,515,750			
226	Equity Priority Transportation Program	\$ 58,063,779	0.00%	Programming	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 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	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 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	\$ 27,649,419	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 13,824,709	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990		
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		<b>\$ 181,103,691</b>	<b>3.47%</b>	Programming	\$ 174,600,730	\$ -	\$ 4,996,173	\$ 4,092,347	\$ 3,942,347	\$ 2,092,347	\$ 2,092,347	\$ 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	\$ 6,287,543	\$ -	\$ 17,427	\$ 109,034	\$ 233,599	\$ 213,959	\$ 178,211	\$ 195,937	\$ 173,775	\$ 177,791	\$ 238,755	\$ 242,510	\$ 243,546	\$ 303,169	\$ 288,604	\$ 291,372	\$ 294,510	\$ 297,692			
				Total	\$ 180,888,272	\$ -	\$ 5,013,600	\$ 4,201,380	\$ 4,175,946	\$ 2,306,306	\$ 2,270,558	\$ 6,242,710	\$ 6,317,295	\$ 6,419,608	\$ 6,577,149	\$ 6,685,662	\$ 6,789,788	\$ 6,954,150	\$ 7,046,000	\$ 7,156,886	\$ 7,269,872	\$ 7,384,659			
<b>TOTAL PROP L STRATEGIC PLAN</b>		<b>\$ 3,287,515,861</b>	<b>8.63%</b>	Programming	\$ 2,709,428,453	\$ -	\$ 53,600,151	\$ 78,502,303	\$ 106,566,303	\$ 92,616,303	\$ 107,344,303	\$ 132,179,873	\$ 191,275,566	\$ 137,395,175	\$ 143,517,027	\$ 129,708,452	\$ 105,903,312	\$ 107,124,477	\$ 128,372,582	\$ 104,648,280	\$ 93,118,070	\$ 81,855,957			
				Interest Costs	\$ 2																				

**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Programming**  
 Pending July 2023 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	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,849,225	\$ 1,975,517	\$ 1,645,048	\$ 1,393,160	\$ 1,145,110	\$ 904,304	\$ 675,011	\$ 458,494	\$ 266,646	\$ 119,904	\$ -	\$ -	\$ -	\$ -	
		\$ 1,849,225	\$ 1,975,517	\$ 1,645,048	\$ 1,393,160	\$ 1,145,110	\$ 904,304	\$ 675,011	\$ 458,494	\$ 266,646	\$ 119,904	\$ -	\$ -	\$ -	\$ -	
<b>III. Caltrain</b>																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,105,998	\$ 6,594,818	\$ 5,565,573	\$ 4,793,144	\$ 4,026,287	\$ 3,274,275	\$ 2,548,763	\$ 1,847,871	\$ 1,207,038	\$ 731,595	\$ 264,762	\$ -	\$ -		
		\$ 6,105,998	\$ 6,594,818	\$ 5,565,573	\$ 4,793,144	\$ 4,026,287	\$ 3,274,275	\$ 2,548,763	\$ 1,847,871	\$ 1,207,038	\$ 731,595	\$ 264,762	\$ -	\$ -		
<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	\$ 10,006,116	\$ 10,766,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 7,955,222	\$ 8,570,335	\$ 7,210,620	\$ 6,186,305	\$ 5,171,396	\$ 4,178,579	\$ 3,223,774	\$ 2,306,365	\$ 1,473,684	\$ 851,499	\$ 264,762	\$ -	\$ -		
		\$ 16,749,553	\$ 17,505,374	\$ 16,288,619	\$ 15,409,548	\$ 14,544,175	\$ 13,705,270	\$ 12,907,293	\$ 12,149,676	\$ 11,479,801	\$ 11,618,290	\$ 11,399,392	\$ 11,341,272	\$ -	\$ -	
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																
<b>I. Transit Maintenance, Rehabilitation, and</b>																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 26,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	
		\$ 935,012	\$ 539,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 30,935,012	\$ 30,539,623	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 26,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 1,985,812	\$ 2,017,585	\$ 2,050,295	\$ 2,083,964	\$ 2,118,270	\$ 2,153,224	\$ 2,188,838	\$ 2,355,236	\$ 2,435,700	\$ 2,480,903	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 1,923,760	\$ 1,954,540	\$ 1,985,812	\$ 2,017,585	\$ 2,050,295	\$ 2,083,964	\$ 2,118,270	\$ 2,153,224	\$ 2,188,838	\$ 2,355,236	\$ 2,435,700	\$ 2,480,903	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 933,483	\$ 1,093,661	\$ 1,006,905	\$ 953,579	\$ 890,534	\$ 817,536	\$ 734,373	\$ 512,036	\$ 312,788	\$ 162,054	\$ 27,317	\$ -	\$ -		
		\$ 5,933,483	\$ 6,093,661	\$ 6,006,905	\$ 5,953,579	\$ 5,890,534	\$ 5,817,536	\$ 5,734,373	\$ 5,512,036	\$ 5,312,788	\$ 5,162,054	\$ 5,27,317	\$ -	\$ -		
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	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 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	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 1,581,656	\$ 1,607,629	\$ 1,634,094	\$ 1,661,059	\$ 1,688,532	\$ 1,816,896	\$ 1,878,969	\$ 1,913,840	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 1,581,656	\$ 1,607,629	\$ 1,634,094	\$ 1,661,059	\$ 1,688,532	\$ 1,816,896	\$ 1,878,969	\$ 1,913,840	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ 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	\$ -	\$ -	
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	\$ 1,559,425	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 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	\$ 1,559,425	\$ -	\$ -	
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		\$ 41,760,642	\$ 41,868,811	\$ 41,978,712	\$ 42,090,369	\$ 42,205,323	\$ 42,323,644	\$ 42,444,205	\$ 42,567,045	\$ 42,692,202	\$ 42,826,971	\$ 42,962,747	\$ 43,101,603	\$ -	\$ -	
		\$ 1,868,495	\$ 1,633,284	\$ 1,006,905	\$ 953,579	\$ 890,534	\$ 817,536	\$ 734,373	\$ 512,036	\$ 312,788	\$ 162,054	\$ 27,317	\$ -	\$ -		
		\$ 43,629,137	\$ 43,502,095	\$ 42,985,617	\$ 43,043,947	\$ 43,095,858	\$ 43,141,180	\$ 43,178,578	\$ 43,079,081	\$ 43,004,990	\$ 43,039,025	\$ 43,069,919	\$ 43,101,603	\$ -	\$ -	
<b>C. PARATRANSIT</b>																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
<b>TOTAL PARATRANSIT</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
<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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 160,906	\$ 192,856	\$ 182,179	\$ 177,566	\$ 171,223	\$ 162,874	\$ 152,178	\$ 108,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -	\$ -		
		\$ 1,205,232	\$ 1,253,892	\$ 1,260,192	\$ 1,272,826	\$ 1,284,240	\$ 1,294,169	\$ 1,302,096	\$ 1,08,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -	\$ -		



**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Programming**  
 Pending July 2023 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	\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
<b>II. Safer and Complete Streets</b>																
218	Safer and Complete Streets	\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
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	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 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	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
220	Tree Planting	\$ 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>III. Freeway Safety and Operational Impr</b>																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,483,459	\$ 26,917,077	\$ 27,358,969	\$ 26,640,377	\$ 27,079,896	\$ 29,137,867	\$ 30,121,198	\$ 30,668,210	\$ -	\$ -	
		\$ 160,906	\$ 192,856	\$ 182,179	\$ 177,566	\$ 171,223	\$ 162,874	\$ 152,178	\$ 108,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -	\$ -	\$ -	
		\$ 25,011,176	\$ 25,440,721	\$ 25,834,009	\$ 26,239,818	\$ 26,654,682	\$ 27,079,951	\$ 27,511,147	\$ 26,749,071	\$ 27,149,156	\$ 29,177,637	\$ 30,133,078	\$ 30,668,210	\$ -	\$ -	
<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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 298,250	\$ 357,552	\$ 337,832	\$ 329,347	\$ 317,651	\$ 302,231	\$ 282,450	\$ 255,221	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
		\$ 2,551,797	\$ 2,647,156	\$ 2,664,069	\$ 2,692,803	\$ 2,719,425	\$ 2,743,446	\$ 2,763,851	\$ 2,777,569	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
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	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
<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	\$ 8,194,432	\$ 8,331,432	\$ 8,469,947	\$ 8,609,947	\$ -	\$ -	
		\$ 298,250	\$ 357,552	\$ 337,832	\$ 329,347	\$ 317,651	\$ 302,231	\$ 282,450	\$ 255,221	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -		
		\$ 7,498,608	\$ 7,673,115	\$ 7,770,444	\$ 7,880,878	\$ 7,991,613	\$ 8,102,209	\$ 8,210,831	\$ 8,314,432	\$ 8,423,162	\$ 8,531,525	\$ 8,640,702	\$ 8,750,702	\$ -	\$ -	
<b>TOTAL PROP L STRATEGIC PLAN</b>		\$ 82,605,600	\$ 83,367,279	\$ 84,141,153	\$ 84,927,395	\$ 85,735,523	\$ 86,567,390	\$ 87,415,075	\$ 88,277,945	\$ 89,156,455	\$ 90,051,111	\$ 90,961,611	\$ 91,887,666	\$ -	\$ -	
		\$ 14,772,369	\$ 15,587,658	\$ 12,801,230	\$ 11,129,945	\$ 9,459,012	\$ 7,807,335	\$ 6,198,728	\$ 4,669,947	\$ 3,241,022	\$ 1,821,929	\$ 772,201	\$ -	\$ -		
		\$ 97,377,969	\$ 98,954,937	\$ 96,942,382	\$ 96,057,340	\$ 95,194,535	\$ 94,374,726	\$ 93,613,803	\$ 92,507,998	\$ 91,125,433	\$ 88,229,180	\$ 85,189,712	\$ 81,837,366	\$ -	\$ -	
<b>Prop. K Related Programming (since 7/1/22)</b>																
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,874,381	\$ 19,000,342	\$ 17,924,503	\$ 17,447,780	\$ 16,802,221	\$ 15,960,773	\$ 14,890,751	\$ 13,431,066	\$ 11,574,740	\$ 10,573,465	\$ 7,875,693	\$ 1,439,381	\$ -	\$ -	
		\$ 15,874,381	\$ 19,000,342	\$ 17,924,503	\$ 17,447,780	\$ 16,802,221	\$ 15,960,773	\$ 14,890,751	\$ 13,431,066	\$ 11,574,740	\$ 10,573,465	\$ 7,875,693	\$ 1,439,381	\$ -	\$ -	

**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending July 2023 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	\$ 152,071,802	0.00%	Programming	\$ 151,869,315	\$ -	\$ 1,156,434	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 151,869,315	\$ -	\$ 1,156,434	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 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		
202	Muni Rail Core Capacity	\$ 69,123,546	0.00%	Programming	\$ 69,031,507	\$ -	\$ 525,652	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 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	\$ 69,031,507	\$ -	\$ 525,652	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 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	\$ 138,247,093	29.36%	Programming	\$ 90,350,000	\$ -	\$ 6,100,000	\$ 3,250,000	\$ 26,000,000	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 40,588,302	\$ -	\$ 141,320	\$ 162,663	\$ 1,394,687	\$ 1,132,237	\$ 993,361	\$ 915,337	\$ 2,442,075	\$ 2,341,519	\$ 2,937,755	\$ 2,779,973	\$ 2,592,598	\$ 2,985,676	\$ 2,619,791	\$ 2,426,796	\$ 2,238,500	\$ 2,051,595			
				Total	\$ 130,938,302	\$ -	\$ 6,241,320	\$ 3,412,663	\$ 27,394,687	\$ 1,132,237	\$ 993,361	\$ 915,337	\$ 57,442,075	\$ 2,341,519	\$ 2,937,755	\$ 2,779,973	\$ 2,592,598	\$ 2,985,676	\$ 2,619,791	\$ 2,426,796	\$ 2,238,500	\$ 2,051,595			
<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	\$ 414,741,278	27.37%	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	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 113,517,773	\$ -	\$ -	\$ -	\$ 288,790	\$ 990,670	\$ 2,144,861	\$ 3,350,659	\$ 3,808,807	\$ 4,715,709	\$ 7,384,389	\$ 7,904,386	\$ 7,341,235	\$ 8,414,609	\$ 8,403,319	\$ 7,828,585	\$ 7,268,652	\$ 6,712,978			
				Total	\$ 413,517,773	\$ -	\$ -	\$ 10,000,000	\$ 15,288,790	\$ 25,990,670	\$ 42,144,861	\$ 43,350,659	\$ 43,808,807	\$ 44,715,709	\$ 47,384,389	\$ 32,904,386	\$ 7,341,235	\$ 8,414,609	\$ 33,403,319	\$ 7,828,585	\$ 7,268,652	\$ 6,712,978			
<b>TOTAL MAJOR CAPITAL PROJECTS</b>					\$ 774,183,718	19.91%	Programming	\$ 611,250,821	\$ -	\$ 7,782,086	\$ 16,614,172	\$ 44,364,172	\$ 28,364,172	\$ 43,364,172	\$ 47,385,371	\$ 102,503,537	\$ 47,623,593	\$ 47,741,550	\$ 32,869,498	\$ 7,995,410	\$ 8,123,336	\$ 33,253,308	\$ 8,385,361	\$ 8,519,526	\$ 8,655,838
							Interest Costs	\$ 154,106,074	\$ -	\$ 141,320	\$ 162,663	\$ 1,683,477	\$ 2,122,907	\$ 3,138,222	\$ 4,265,996	\$ 6,250,882	\$ 7,057,228	\$ 10,322,144	\$ 10,684,360	\$ 9,933,833	\$ 11,400,285	\$ 11,023,110	\$ 10,255,382	\$ 9,507,152	\$ 8,764,573
							Total	\$ 765,356,896	\$ -	\$ 7,923,406	\$ 16,776,835	\$ 46,047,648	\$ 30,487,078	\$ 46,502,393	\$ 51,651,367	\$ 108,754,418	\$ 54,680,821	\$ 58,063,694	\$ 43,553,858	\$ 17,929,243	\$ 19,523,621	\$ 44,276,418	\$ 18,640,742	\$ 18,026,678	\$ 17,420,411
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																									
<b>I. Transit Maintenance, Rehabilitation, and Replacement</b>																									
206	Muni Maintenance	\$ 1,083,857,206	2.57%	Programming	\$ 784,000,000	\$ -	\$ 15,000,000	\$ 27,000,000	\$ 27,000,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000			
				Interest Costs	\$ 27,886,634	\$ -	\$ -	\$ 277,904	\$ 942,170	\$ 1,355,380	\$ 1,764,752	\$ 1,784,888	\$ 1,529,335	\$ 1,492,923	\$ 2,096,089	\$ 2,192,297	\$ 2,238,459	\$ 2,801,207	\$ 2,441,217	\$ 2,220,657	\$ 1,863,346	\$ 1,411,375			
				Total	\$ 811,886,634	\$ -	\$ 15,000,000	\$ 27,277,904	\$ 27,942,170	\$ 31,355,380	\$ 31,764,752	\$ 33,784,888	\$ 36,529,335	\$ 36,492,923	\$ 42,096,089	\$ 42,192,297	\$ 42,238,459	\$ 42,801,207	\$ 37,441,217	\$ 37,220,657	\$ 33,863,346	\$ 31,411,375			
207	BART Maintenance	\$ 48,386,482	0.00%	Programming	\$ 48,322,055	\$ -	\$ 367,956	\$ 735,913	\$ 735,913	\$ 735,913	\$ 735,913	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 48,322,055	\$ -	\$ 367,956	\$ 735,913	\$ 735,913	\$ 735,913	\$ 735,913	\$ 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			
208	Caltrain Maintenance	\$ 138,247,093	13.22%	Programming	\$ 115,000,000	\$ -	\$ 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	\$ 5,000,000	\$ 5,000,000			
				Interest Costs	\$ 18,282,146	\$ -	\$ 102,432	\$ 181,468	\$ 426,591	\$ 486,293	\$ 563,094	\$ 633,408	\$ 571,535	\$ 591,979	\$ 801,258	\$ 816,728	\$ 819,896	\$ 1,016,493	\$ 960,474	\$ 959,362	\$ 956,368	\$ 950,500			
				Total	\$ 133,282,146	\$ -	\$ 5,102,432	\$ 5,181,468	\$ 5,426,591	\$ 5,486,293	\$ 5,563,094	\$ 5,633,408	\$ 5,571,535	\$ 5,591,979	\$ 5,801,258	\$ 5,816,728	\$ 5,819,896	\$ 6,016,493	\$ 5,960,474	\$ 5,959,362	\$ 5,956,368	\$ 5,950,500			
209	Ferry Maintenance	\$ 6,912,355	0.00%	Programming	\$ 6,903,151	\$ -	\$ 52,565	\$ 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			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 6,903,151	\$ -	\$ 52,565	\$ 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			
<b>II. Transit Enhancements</b>																									
210	Transit Enhancements	\$ 40,091,657	0.00%	Programming	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 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			
211	Bayview Caltrain Station	\$ 37,326,715	0.00%	Programming	\$ 37,277,014	\$ -	\$ 283,852	\$ 567,704	\$ 567,704	\$ 567,704	\$ 567,704	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 37,277,014	\$ -	\$ 283,852	\$ 567,704	\$ 567,704	\$ 567,704	\$ 567,704	\$ 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			
212	Mission Bay Ferry Landing	\$ 6,912,355	0.00%	Programming	\$ 6,903,151	\$ -	\$ 52,565	\$ 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			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 6,903,151	\$ -	\$ 52,565	\$ 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			
213	Next Generation Transit Investments	\$ 30,414,360	0.00%	Programming	\$ 30,373,863	\$ -	\$ 231,287	\$ 462,574	\$ 462,574	\$ 462,574	\$ 462,574	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 1,152,987	\$ 1,171,435	\$ 1,190,178			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 30,373,863	\$ -	\$ 231,287	\$ 462,574	\$ 462,574	\$ 462,574	\$ 462,574	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 1,152,987	\$ 1,171,435	\$ 1,190,178			
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>					\$ 1,392,148,222	3.32%	Programming	\$ 1,068,817,506	\$ -	\$ 21,293,103	\$ 34,586,207	\$ 34,586,207	\$ 37,586,207	\$ 37,586,207	\$ 42,677,504	\$ 45,768,344	\$ 45,860,637	\$ 50,951,317	\$ 51,049,677	\$ 51,146,471	\$ 51,244,814	\$ 46,344,731	\$ 46,446,246	\$ 43,549,386	\$ 41,654,175
							Interest Costs	\$ 46,168,780	\$ -	\$ 102,432	\$ 459,373	\$ 1,368,762	\$ 1,841,673	\$ 2,327,846	\$ 2,418,296	\$ 2,100,870	\$ 2,084,902	\$ 2,897,347	\$ 3,009,025	\$ 3,058,356					

**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending July 2023 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	\$ 124,422,383	0.00%	Programming	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909	
<b>II. Safer and Complete Streets</b>																									
218	Safer and Complete Streets	\$ 210,135,581	0.00%	Programming	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182	
219	Curb Ramps	\$ 40,091,657	0.00%	Programming	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 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	
220	Tree Planting	\$ 27,649,419	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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>III. Freeway Safety and Operational Improvements</b>																									
221	Vision Zero Ramps	\$ 11,059,767	0.00%	Programming	\$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792		
222	Managed Lanes and Express Bus	\$ 13,824,709	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 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	\$ 27,649,419	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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>		<b>\$ 626,259,329</b>	<b>0.49%</b>	Programming	\$ 620,711,375	\$ -	\$ 4,013,789	\$ 10,235,578	\$ 9,404,578	\$ 9,907,578	\$ 9,724,578	\$ 22,552,983	\$ 21,902,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977			
				Interest Costs	\$ 3,088,276	\$ -	\$ -	\$ 7,201	\$ 35,821	\$ 54,561	\$ 76,908	\$ 106,017	\$ 93,997	\$ 96,142	\$ 129,071	\$ 131,064	\$ 131,588	\$ 163,759	\$ 155,851	\$ 157,307	\$ 158,962	\$ 160,642			
				Total	\$ 623,799,651	\$ -	\$ 4,013,789	\$ 10,242,779	\$ 9,440,398	\$ 9,962,139	\$ 9,801,486	\$ 22,659,000	\$ 21,996,884	\$ 21,638,274	\$ 22,004,031	\$ 22,368,059	\$ 22,724,374	\$ 23,118,028	\$ 23,477,389	\$ 23,851,989	\$ 24,232,759	\$ 24,619,619			
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>																									
<b>I. Transportation Demand Management</b>																									
224	Transportation Demand Management	\$ 24,884,477	0.00%	Programming	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 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	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 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	\$ 56,681,308	11.09%	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	\$ 6,287,543	\$ -	\$ 17,427	\$ 109,034	\$ 233,599	\$ 213,959	\$ 178,211	\$ 195,937	\$ 173,775	\$ 177,791	\$ 238,755	\$ 242,510	\$ 243,546	\$ 303,169	\$ 288,604	\$ 291,372	\$ 294,510	\$ 297,692			
				Total	\$ 56,631,560	\$ -	\$ 1,372,427	\$ 4,004,034	\$ 2,358,599	\$ 1,338,959	\$ 378,211	\$ 2,088,438	\$ 2,096,556	\$ 2,131,337	\$ 2,222,528	\$ 2,259,069	\$ 2,292,370	\$ 2,384,773	\$ 2,403,514	\$ 2,440,120	\$ 2,477,638	\$ 2,515,750			
226	Equity Priority Transportation Program	\$ 58,063,779	0.00%	Programming	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 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	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 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	\$ 27,649,419	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 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	\$ 13,824,709	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990			
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990		
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		<b>\$ 181,103,691</b>	<b>3.47%</b>	Programming	\$ 174,600,730	\$ -	\$ 2,301,173	\$ 5,787,347	\$ 4,017,347	\$ 3,017,347	\$ 2,092,347	\$ 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	\$ 6,287,543	\$ -	\$ 17,427	\$ 109,034	\$ 233,599	\$ 213,959	\$ 178,211	\$ 195,937	\$ 173,775	\$ 177,791	\$ 238,755	\$ 242,510	\$ 243,546	\$ 303,169	\$ 288,604	\$ 291,372	\$ 294,510	\$ 297,692			
				Total	\$ 180,888,272	\$ -	\$ 2,318,600	\$ 5,896,380	\$ 4,250,946	\$ 3,231,306	\$ 2,270,558	\$ 6,242,710	\$ 6,317,295	\$ 6,419,608	\$ 6,577,149	\$ 6,685,662	\$ 6,789,788	\$ 6,954,150	\$ 7,046,000	\$ 7,156,886	\$ 7,269,872	\$ 7,384,659			
<b>TOTAL PROP L STRATEGIC PLAN</b>		<b>\$ 3,287,515,861</b>	<b>8.63%</b>	Programming	\$ 2,709,428,453	\$ -	\$ 45,225,151	\$ 80,631,303	\$ 106,181,303	\$ 93,100,303	\$ 107,418,303	\$ 137,552,873	\$ 191,975,566	\$ 137,395,175	\$ 143,517,027	\$ 129,708,452	\$ 105,903,312	\$ 107,124,477	\$ 128,372,582	\$ 104,648,280	\$ 93,118,070	\$ 81,855,957			
				Interest Costs	\$ 283,648,159	\$ -	\$																		



**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending July 2023 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	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,849,225	\$ 1,975,517	\$ 1,645,048	\$ 1,393,160	\$ 1,145,110	\$ 904,304	\$ 675,011	\$ 458,494	\$ 266,646	\$ 119,904	\$ -	\$ -	\$ -	\$ -	
		\$ 1,849,225	\$ 1,975,517	\$ 1,645,048	\$ 1,393,160	\$ 1,145,110	\$ 904,304	\$ 675,011	\$ 458,494	\$ 266,646	\$ 119,904	\$ -	\$ -	\$ -	\$ -	
<b>III. Caltrain</b>																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,105,998	\$ 6,594,818	\$ 5,565,573	\$ 4,793,144	\$ 4,026,287	\$ 3,274,275	\$ 2,548,763	\$ 1,847,871	\$ 1,207,038	\$ 731,595	\$ 264,762	\$ -	\$ -		
		\$ 6,105,998	\$ 6,594,818	\$ 5,565,573	\$ 4,793,144	\$ 4,026,287	\$ 3,274,275	\$ 2,548,763	\$ 1,847,871	\$ 1,207,038	\$ 731,595	\$ 264,762	\$ -	\$ -		
<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	\$ 10,006,116	\$ 10,766,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 7,955,222	\$ 8,570,335	\$ 7,210,620	\$ 6,186,305	\$ 5,171,396	\$ 4,178,579	\$ 3,223,774	\$ 2,306,365	\$ 1,473,684	\$ 851,499	\$ 264,762	\$ -	\$ -	\$ -	
		\$ 16,749,553	\$ 17,505,374	\$ 16,288,619	\$ 15,409,548	\$ 14,544,175	\$ 13,705,270	\$ 12,907,293	\$ 12,149,676	\$ 11,479,801	\$ 11,618,290	\$ 11,399,392	\$ 11,341,272	\$ -	\$ -	
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																
<b>I. Transit Maintenance, Rehabilitation, and</b>																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 26,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	
		\$ 935,012	\$ 539,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 30,935,012	\$ 30,539,623	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 26,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 1,985,812	\$ 2,017,585	\$ 2,050,295	\$ 2,083,964	\$ 2,118,270	\$ 2,153,224	\$ 2,188,838	\$ 2,355,236	\$ 2,435,700	\$ 2,480,903	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,923,760	\$ 1,954,540	\$ 1,985,812	\$ 2,017,585	\$ 2,050,295	\$ 2,083,964	\$ 2,118,270	\$ 2,153,224	\$ 2,188,838	\$ 2,355,236	\$ 2,435,700	\$ 2,480,903	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 933,483	\$ 1,093,661	\$ 1,006,905	\$ 953,579	\$ 890,534	\$ 817,536	\$ 734,373	\$ 512,036	\$ 312,788	\$ 162,054	\$ 27,317	\$ -	\$ -		
		\$ 5,933,483	\$ 6,093,661	\$ 6,006,905	\$ 5,953,579	\$ 5,890,534	\$ 5,817,536	\$ 5,734,373	\$ 5,512,036	\$ 5,312,788	\$ 5,162,054	\$ 5,27,317	\$ -	\$ -		
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	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 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	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 1,581,656	\$ 1,607,629	\$ 1,634,094	\$ 1,661,059	\$ 1,688,532	\$ 1,816,896	\$ 1,878,969	\$ 1,913,840	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 1,581,656	\$ 1,607,629	\$ 1,634,094	\$ 1,661,059	\$ 1,688,532	\$ 1,816,896	\$ 1,878,969	\$ 1,913,840	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ 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	\$ -	\$ -	
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	\$ 1,559,425	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 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	\$ 1,559,425	\$ -	\$ -	
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		\$ 41,760,642	\$ 41,868,811	\$ 41,978,712	\$ 42,090,369	\$ 42,205,323	\$ 42,323,644	\$ 42,444,205	\$ 42,567,045	\$ 42,692,202	\$ 45,276,971	\$ 46,559,747	\$ 47,871,603	\$ -	\$ -	
		\$ 1,868,495	\$ 1,633,284	\$ 1,006,905	\$ 953,579	\$ 890,534	\$ 817,536	\$ 734,373	\$ 512,036	\$ 312,788	\$ 162,054	\$ 27,317	\$ -	\$ -		
		\$ 43,629,137	\$ 43,502,095	\$ 42,985,617	\$ 43,043,947	\$ 43,095,858	\$ 43,141,180	\$ 43,178,578	\$ 43,079,081	\$ 43,004,990	\$ 45,439,025	\$ 47,887,064	\$ 47,871,603	\$ -	\$ -	
<b>C. PARATRANSIT</b>																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
<b>TOTAL PARATRANSIT</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
		\$ 4,489,496	\$ 4,833,631	\$ 4,063,694	\$ 3,483,148	\$ 2,908,208	\$ 2,346,114	\$ 1,805,954	\$ 1,287,631	\$ 818,019	\$ 466,512	\$ 135,488	\$ -	\$ -		
<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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 160,906	\$ 192,856	\$ 182,179	\$ 177,566	\$ 171,223	\$ 162,874	\$ 152,178	\$ 108,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -			
		\$ 1,205,232	\$ 1,253,892	\$ 1,260,192	\$ 1,272,826	\$ 1,284,240	\$ 1,294,169	\$ 1,302,096	\$ 1,08,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -			



**Attachment 2:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending July 2023 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	\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
<b>II. Safer and Complete Streets</b>																
218	Safer and Complete Streets	\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
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	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 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	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
220	Tree Planting	\$ 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>III. Freeway Safety and Operational Impr</b>																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
<b>TOTAL STREETS AND FREEWAYS</b>		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,483,459	\$ 26,917,077	\$ 27,358,969	\$ 26,640,377	\$ 27,079,896	\$ 29,137,867	\$ 30,121,198	\$ 30,668,210	\$ -	\$ -	
		\$ 160,906	\$ 192,856	\$ 182,179	\$ 177,566	\$ 171,223	\$ 162,874	\$ 152,178	\$ 108,694	\$ 69,260	\$ 39,770	\$ 11,879	\$ -	\$ -	\$ -	
		\$ 25,011,176	\$ 25,440,721	\$ 25,834,009	\$ 26,239,818	\$ 26,654,682	\$ 27,079,951	\$ 27,511,147	\$ 26,749,071	\$ 27,149,156	\$ 29,177,637	\$ 30,133,078	\$ 30,668,210	\$ -	\$ -	
<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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 298,250	\$ 357,552	\$ 337,832	\$ 329,347	\$ 317,651	\$ 302,231	\$ 282,450	\$ 255,221	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
		\$ 2,551,797	\$ 2,647,156	\$ 2,664,069	\$ 2,692,803	\$ 2,719,425	\$ 2,743,446	\$ 2,763,851	\$ 2,777,569	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
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	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
<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	\$ 8,195,441	\$ 8,334,264	\$ 8,475,690	\$ 8,620,324	\$ -	\$ -	
		\$ 298,250	\$ 357,552	\$ 337,832	\$ 329,347	\$ 317,651	\$ 302,231	\$ 282,450	\$ 255,221	\$ 167,270	\$ 102,093	\$ 37,755	\$ -	\$ -	\$ -	
		\$ 7,498,608	\$ 7,673,115	\$ 7,770,444	\$ 7,880,878	\$ 7,991,613	\$ 8,102,209	\$ 8,210,831	\$ 8,314,432	\$ 8,422,711	\$ 8,532,357	\$ 8,644,419	\$ 8,758,329	\$ -	\$ -	
<b>TOTAL PROP L STRATEGIC PLAN</b>		\$ 82,605,600	\$ 83,367,279	\$ 84,141,153	\$ 84,927,395	\$ 85,735,523	\$ 86,567,390	\$ 87,415,075	\$ 88,277,945	\$ 89,146,655	\$ 90,021,950	\$ 90,904,380	\$ 91,794,549	\$ -	\$ -	
		\$ 14,772,369	\$ 15,587,658	\$ 12,801,230	\$ 11,129,945	\$ 9,459,012	\$ 7,807,335	\$ 6,198,728	\$ 4,669,947	\$ 3,214,022	\$ 1,821,929	\$ 972,201	\$ -	\$ -	\$ -	
		\$ 97,377,969	\$ 98,954,937	\$ 96,942,382	\$ 96,057,340	\$ 95,194,535	\$ 94,374,726	\$ 93,613,803	\$ 92,579,891	\$ 91,447,677	\$ 90,213,421	\$ 88,932,181	\$ 87,602,329	\$ -	\$ -	
<b>Prop. K Related Cashflow (since 7/1/22)</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,874,381	\$ 19,000,342	\$ 17,924,503	\$ 17,447,780	\$ 16,802,221	\$ 15,960,773	\$ 14,890,751	\$ 13,431,066	\$ 11,574,740	\$ 10,573,465	\$ 7,875,693	\$ 1,439,381	\$ -	\$ -	
		\$ 15,874,381	\$ 19,000,342	\$ 17,924,503	\$ 17,447,780	\$ 16,802,221	\$ 15,960,773	\$ 14,890,751	\$ 13,431,066	\$ 11,574,740	\$ 10,573,465	\$ 7,875,693	\$ 1,439,381	\$ -	\$ -	

<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 3: Prop L Sources and Uses

SOURCES	(YOES)	USES	(YOES)
Sales Tax Revenue	\$4,668.4 M	Funds Available for Projects	\$3,076.5 M
Investment Income	\$2.9 M	Long Term Bond Principal	\$1,065.8 M
Long Term Bond Proceeds	\$857.5 M	Financing Costs	\$654.0 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$434.5 M
<b>TOTAL</b>	<b>\$5,655.5 M</b>	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		<b>TOTAL</b>	<b>\$5,655.5 M</b>