



Memorandum

AGENDA ITEM 6

DATE: September 28, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/17/2023 Board Meeting: Adopt Eight 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION

☐ Information ☒ Action

Adopt eight 2023 Prop L 5-Year Prioritization Programs (5YPPs):

- BART Core Capacity
- BART Maintenance, Rehabilitation, and Replacement
- Caltrain Maintenance, Rehabilitation, and Replacement
- Ferry Maintenance, Rehabilitation, and Replacement
- Bayview Caltrain Station
- Curb Ramps
- Tree Planting
- Vision Zero Ramps

Amend the Strategic Plan Baseline

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in four rounds. In July, the Board adopted the first round comprised of just four 5YPPs with time sensitive needs for allocation of funds. This second round consists of eight 5YPPs. 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 Strategic Plan Baseline already advanced funding BART Core Capacity and Caltrain

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



Maintenance. We recommend advancing cash flow (i.e., project reimbursement) in all of the other 5YPPs in this round with the exception of the Ferry Maintenance 5YPP, which proposes cash flow consistent with the Baseline's pay-go baseline level. This results in a 4.7% (\$30.9 million) increase in debt costs compared to the baseline. We will bring the remaining 5YPPs to the Board for approval in November 2023 and in early 2024, followed by adoption of the final 2023 Strategic Plan.	
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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.

In June 2023, the Board adopted the 2023 Prop L Strategic Plan Baseline. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. For five programs (BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, Caltrain Maintenance, and Paratransit) the Baseline advanced cash flow in advance of 5YPP development. This approach provides a more realistic picture of financing costs for two major transit projects, BART Core Capacity and The Portal, while ensuring we can meet other programs' requests for advancing funds.

In July 2023, the Board approved the first round of 5YPPs including Paratransit, Street Resurfacing, Pedestrian and Bicycle Facility Maintenance, and Neighborhood Transportation Program. Attachment 1 shows the 28 5YPPs, noting which have been adopted thus far and those that are pending Board consideration.



DISCUSSION

Each 5YPP document includes the following sections, the content for which is detailed in the [staff memorandum](#) to the Board for its July 11, 2023 meeting:

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot
- Project Prioritization
- Project List (covering FY 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)

Round 2 5YPPs. We are recommending adoption of the eight enclosed 5YPPs. Attachment 2 lists all the proposed projects sorted by Expenditure Plan program with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming. Attachment 3 summarizes leveraging and advancement of funds (i.e., cash flow or expenditures) by Expenditure Plan program. The enclosed 5YPPs contain more detail, including the project information forms.

It is important to keep in mind that the pay-go funding levels in the first five years of Prop L are about half that in year six on due to the carryforward of Prop K remaining grant balances and debt. Thus, we anticipate that most Prop L programs will request at least a modest level of advancement in this 5YPP period. For each project, we look closely at project readiness, whether there is full funding for the requested phase or phases, the amount of leveraging, timely use of funds requirements, and other factors that inform our recommendation to program funds to the project and whether to support advancement of funds beyond pay-go to support project delivery.

Strategic Plan Baseline Amendment. Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. The Strategic Plan model estimates financing costs for programs that advance funds. Consistent with Strategic Plan policies, financing costs are distributed proportionally across those programs that request acceleration of funds. If in future Strategic Plan updates, actual financing costs are lower, the delta is returned to the respective programs and is available for programming to eligible project costs.

As noted above, in this second round of 5YPPs, we recommend advancing funds as requested by sponsors in five of the eight 5YPPs. This results in a 4.7% (\$30.9 million) increase in estimated debt costs over the 30-year Expenditure Plan period compared



to the Baseline, as amended. Attachment 5 shows the programming and cash flow by program by fiscal year for the proposed Strategic Plan Baseline Amendment to incorporate the subject 5YPPs.

Next Steps. We are working with project sponsors to develop the remaining 15 5YPPs and anticipate bringing them to the Board for adoption in two groups, in November and early 2024, followed by adoption of the final 2023 Prop L Strategic Plan. At SFMTA's request, the next round of 5YPPs will include Muni Maintenance and Safer and Complete Streets.

FINANCIAL IMPACT

There is no impact on the 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. The 5YPPs program funds to specific projects over the five fiscal years starting in FY 2023/24. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

CAC POSITION

The Community Advisory Committee considered this item at its September 27, 2023 meeting and unanimously adopted a motion of support for the staff position.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Round 2 5YPPs List of Projects by Expenditure Plan Program
- Attachment 3 - Round 2 5YPPs Summary by Program: Fund Leveraging and Advancement
- Attachment 4 - Prop L Strategic Plan Baseline Amendment Sources and Uses
- Attachment 5 - Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
- Attachment 6 - Resolution
- Enclosure - 2023 Prop L 5 Year Prioritization Programs (8)

Attachment 1.

Prop L's 28 Programs

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

Approved Round 1

Anticipated Round 2

Anticipated Round 3

Round TBD

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



San Francisco
County Transportation
Authority

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

Attachment 2
Round 2 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	BART Core Capacity	BART: Fleet of the Future Vehicle Procurement (54 expansion cars)	The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four project elements: 306 additional Fleet of the Future rail cars; a new communications-based train control system, replacing BART's legacy 50-year-old fixed block train control system to increase reliability and enable significantly closer headways; additional rail car storage to accommodate the expanded fleet; and additional traction power substations to power the increased service. Prop L funds are requested to support purchase of 54 additional rail cars as part of 306 planned additional cars.	Citywide	Construction	\$35,296,000	FY24
2	BART Maintenance, Rehabilitation, and Replacement	BART: Next Generation Fare Gates	Requested Prop L funds for the Next Generation Fare Gates Project will upgrade BART fare gates at all eight stations in San Francisco. This effort is a part of a larger \$90 million capital project to replace all ~715 fare gates throughout the BART system. The existing fare gates have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement. The new gates will increase reliability, access, and improve ridership experience and will reduce maintenance costs.	3, 5, 6, 8, 9, 11	Construction	\$12,525,000	FY24

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#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
3	Caltrain Maintenance, Rehabilitation, and Replacement	PCJPB: Right of Way Fencing	This project will install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of improvement intended to enhance safety, including suicide prevention.	Citywide	Construction	\$462,000	FY24
4		PCJPB: State of Good Repair Maintenance of Way Track - Track Equipment FY 24	This project will support the purchase of critical track Maintenance-of-Way equipment to keep the track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, and reduces the risk of harm and limits the impact to the customers and employees in case of an incident.	Citywide	Construction	\$2,113,000	FY24
5		PCJPB: Stations State of Good Repair FY 24	This project will make various upgrades/repairs to Caltrain Stations, which may include the 4th & King and 22nd Street Stations. Maintenance of stations improves customer and employee safety on the system and makes Caltrain a more attractive option for travel. Keeping the station areas in optimal condition contributes to on-time arrivals/departures to/from the stations.	Citywide	Construction	\$1,227,000	FY24
6		PCJPB: Next Generation Visual Messaging Sign FY 24	This project will install visual messaging signs and passenger information systems for Caltrain stations, which may include the 4th & King and 22nd Street Stations. The project improves the customer experience, safety for customers and employees, and security around the facilities, as these systems are used to share safety information with passengers.	Citywide	Construction	\$1,200,000	FY24
7		PCJPB: Next Generation Visual Messaging Sign FY 25		Citywide	Construction	\$2,400,000	FY25
8		PCJPB: State of Good Repair Maintenance of Way Track FY 25	This program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each year is based upon the condition of the railroad, which is determined through inspections and tests performed throughout the previous year. This project makes the transit system a safer travel option by reducing the risk of failure of infrastructure components. Work may include activites such as replacement of rail, crossies and special track components, and track surfacing.	Citywide	Construction	\$2,600,000	FY25
9		PCJPB: SF Local Capital Match Placeholder	This is a placeholder for ongoing maintenance programs on the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. Caltrain may use funding to rehabilitate rolling stock, signal systems and communications, stations and facilities, and track and structures.	Citywide	TBD	\$5,000,000	FY26
10		PCJPB: SF Local Capital Match Placeholder		Citywide	TBD	\$5,000,000	FY27
11		PCJPB: SF Local Capital Match Placeholder		Citywide	TBD	\$5,000,000	FY28
12	Ferry Transit Maintenance, Rehabilitation, and Replacement	PORT: Ferry Gate B - Repairs and Retrofitting	This project will replace and retrofit the Gate B ferry float, which is adjacent to the San Francisco Ferry Building, with new corrosion-resistant ballast tank hatches, hydraulic lift assemblies, and electrical control systems. This project will retrofit and repair the floating passenger loading deck to ensure safe and reliable ferry access for passengers.	3	Construction	\$473,000	FY25

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#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
13	Bayview Caltrain Station	TBD: Bayview Caltrain Station PA/ED	This project will complete preliminary design and environmental clearance for a Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study led by the SFCTA.	10	Environmental	\$2,000,000	FY25
14		TBD: Bayview Caltrain Station PS&E	This project will complete final design for a new Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study led by the SFCTA.	10	Design	\$1,800,000	FY27
15		SFPW: Quint-Jerrold Connector Road ROW	The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along a former Union Pacific Rail Road right-of-way to the west of the Caltrain tracks. The road will restore access eliminated by the construction of a Caltrain berm. This is a Legacy Project carried forward from the Prop K Expenditure Plan.	10	Right of Way	\$2,086,000	FY24
16		SFPW: Quint-Jerrold Connector Road PS&E		10	Design	\$2,644,000	FY25
17	Curb Ramps	SFPW: Curb Ramps	San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities. The Curb Ramp program, driven by requests from the community, creates accessible and safer routes of travel to various locations within the public right-of-way.	Citywide	Construction	\$575,000	FY24
18		SFPW: Curb Ramps		Citywide	Construction	\$1,100,000	FY25
19		SFPW: Curb Ramps		Citywide	Construction	\$1,155,000	FY26
20		SFPW: Curb Ramps		Citywide	Construction	\$1,212,000	FY27
21		SFPW: Curb Ramps		Citywide	Construction	\$1,275,000	FY28
22	Tree Planting	SFPW: Tree Planting	This program funds street tree planting and establishment. Public Works and community partners will plant and water 2,050 trees over the next five years with these funds, focusing on neighborhoods with the lowest canopy coverage. With the passage of Proposition E in 2016, Public Works has set-aside funding to maintain street trees in the public right-of-way.	Citywide	Construction	\$1,000,000	FY24
23		SFPW: Tree Planting		Citywide	Construction	\$1,050,000	FY25
24		SFPW: Tree Planting		Citywide	Construction	\$1,100,000	FY26
25		SFPW: Tree Planting		Citywide	Construction	\$1,160,000	FY27
26		SFPW: Tree Planting		Citywide	Construction	\$1,220,000	FY28

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Round 2 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
27	Vision Zero Ramps	SFCTA: Vision Zero Ramps Intersection Study Phase 3	Building on work down in two prior planning studies focuses on SoMA freeway ramps, this project will identify 14 freeway ramps in the southeast and western parts of San Francisco and analyze their pedestrian safety conditions for near-term improvements to improve safety and connectivity along the City's High Injury Network. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations.	7, 8, 9, 10, 11	Planning	\$150,000	FY24
28		TBD: Vision Zero Ramps Local Match Placeholder	This placeholder is intended to leverage discretionary grant funds to advance recommendations from previous planning efforts to boost safety and connectivity along the interfaces of San Francisco's freeway network with the city's pedestrian realm. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. Funds may also support further planning to revisit areas targeted for longer-term improvements.	TBD	TBD	\$90,000	FY26
29		TBD: I-280 NB Geneva Ave Off-ramp Improvement	The I-280 Northbound Geneva Avenue Off-Ramp experiences traffic queuing issues due to its proximity to the Balboa Park BART station, MUNI station, high schools, and City College of SF. The queue often backs up to the mainline freeway during rush hours which results in rear-end collisions. To improve traffic circulation and pedestrian safety, this project will upgrade the existing Caltrans signals at the ramp intersections with longer mast arms poles and install vehicle detection equipment. The new traffic signals may include elements of Intelligent Transportation Systems that allow the signal controller to adjust the phase times to respond to traffic demand.	11	Environmental	\$200,000	FY24
30		TBD: I-280 NB Geneva Ave Off-ramp Improvement		11	Design	\$350,000	FY27
31		SFCTA: I-280 SB Ocean Ave Off-ramp Realignment	The I-280 Ocean Avenue Off-Ramp Realignment Project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to improve safety for people who walk and bike. The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations, and pedestrian destinations such as City College of SF, Lick-Wilmerding High School, Balboa Park and neighborhood retail along Ocean Avenue. The project team is working closely with Caltrans, SFMTA, and City College of SF to advance this project.	7	Design	\$650,000	FY24
32		SFMTA: 13th Street Protected Bike Lanes	The 13th Street Safety Project is proposed along 13th Street between Folsom Street and Valencia Street. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users. The elements of this project to be funded from the Vision Zero Ramps program are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase 2 (2019).	6, 9	Construction	\$1,000,000	FY24

Attachment 3
Round 2 5-Year Prioritization Programs Summary by Program

#	Program	Amount Requested in 5YPP	Amount of Prop L Funds Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	BART Core Capacity	\$35,296,000	\$25.9 million (advanced in Baseline)	97.2%	81% for this project; 97.7% anticipated for Core Capacity Program as a whole	The Transportation Authority advanced funds in the Prop L Strategic Plan Baseline to allow BART to exercise a time sensitive option on its railcar replacement contract. Alameda County Transportation Commission (ACTC) is contributing a like amount of funds in this 5YPP period for this vehicle procurement contract option. Contra Costa County Transportation Authority has not yet secured funding for the Core Capacity Project, but is considering a \$100 million commitment (same as ACTC and SFCTA) in a future sales tax ballot measures (currently under consideration for 2028).
2	BART Maintenance, Rehabilitation, and Replacement	\$12,525,000	\$9,213,394	93.5%	86.0%	The Next Generation Fare Gates Project is BART's highest priority project. The requested funds for new faregates at all San Francisco stations are part of a larger \$90 million capital project to replace all ~715 fare gates throughout the BART system. We recommend advancing Prop L funds in this 5-year period for this project, which has secured significant funding to leverage Prop L, including from other BART counties, and BART already has executed a contract with a vendor and is ready to being installation with a prototype in West Oakland by year end.
3	Caltrain Maintenance, Rehabilitation, and Replacement	\$25,002,000	\$15.5 million (advanced in Baseline)	81.8%	24.1% for the projects in FY24 and FY25. This leveraging excludes project placeholders for FY26 28.	Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Each of the Joint Power Board counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources. The Transportation Authority advanced funds for the Caltrain Maintenance program in the Baseline beyond the pay-as-you-go amounts to support Caltrain budgeting and corresponding commitments from funding partners in the three JPB counties.
4	Ferry Maintenance, Rehabilitation, and Replacement	\$473,000	\$0	65.0%	45.3%	

Attachment 3
Round 2 5-Year Prioritization Programs Summary by Program

#	Program	Amount Requested in 5YPP	Amount of Prop L Funds Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
5	Bayview Caltrain Station	\$8,530,000	\$4,175,332	73.0%	82.8%	The need for advancing funds is driven by the need to acquire right of way for the Quint-Jerrold Connector Road to leverage non-Prop L funding sources and avoid further cost escalation, and to keep momentum for the next phase of work for a Bayview Caltrain station. Prop L is being used for the early project development phases to develop project scopes and make them more competitive for discretionary funds for future phases. Both projects will need to extensively leverage non-Prop L funds in future phases, particularly the construction phase.
6	Curb Ramps	\$5,317,000	\$1,698,098	79.7%	79.3% in FY24; 14.3% in FY25-28	The FY24 Curb Ramp project shows the General Fund amount for Curb Ramps with anticipated leveraging of 79.3%, which is consistent with expected leveraging in the Expenditure Plan. The following four years of programming have an average leveraging of 14.3% including state Transportation Development Act Article 3 funds that SFPW uses for designing the curb ramps that are constructed using Prop L funds. This leveraging amount may increase as future General Fund contributions are secured. We will reevaluate leveraging for Fiscal Years 2024/25 - 2027/28 at time of allocation. The need for advancing funds is due to SFPW's desire to maintain consistent Prop L annual funding levels as with Prop K. This level of funding is essential to support SFPW's construction of curb ramps, for which there are many outstanding requests.

Attachment 3
Round 2 5-Year Prioritization Programs Summary by Program

#	Program	Amount Requested in 5YPP	Amount of Prop L Funds Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
7	Tree Planting	\$5,530,000	\$2,722,653	59.2%	53.9%	In September 2023, SFPW was awarded \$12M in federal Inflation Reduction Act (IRA) funds from the US Department of Agriculture to plant and establish thousands of street trees in low-canopy disadvantaged communities over the next 5 years. With the award of this grant, Prop L leveraging for the Tree Planting program in this 5YPP period is anticipated to be 53.9%, just under the expected leveraging of 59.2% outlined in the Expenditure Plan. SFPW did not receive any General Fund support for the program in FY24. However, General Fund support is considered annually, so General Fund dollars may be programmed to Tree Planting in future fiscal years, and leveraging may exceed the Expenditure Plan expectations. The need for advancing funds is due to SFPW's desire to maintain the funding levels from Prop K. Maintaining this level of funding is essential to maintaining forward momentum towards implementing San Francisco's Urban Forest Plan. The funds will also leverage the federal IRA grant , mentioned above.
8	Vision Zero Ramps	\$2,440,000	\$1,683,061	70.9%	94.7% average leveraging for proposed projects	The anticipated leveraging for the proposed projects in this 5YPP exceeds the leveraging assumptions for the program. Given the small amount of Prop L funding in this program (\$10 million in 2020\$s) compared to potential costs for construction of the improvements, high leveraging is essential. We support the aggressive advancement of funds proposed. Given the small size of the program, it will have a very small impact on overall financing in the Prop L Strategic Plan. Further, Vision Zero Ramps projects are key to support the City's Vision Zero goal, making it important to move these projects forward now so the public can benefit from the safety improvements sooner rather than later. Additionally, the proposed projects are ready to move into the requested phase(s) on the timeline proposed, have good leveraging, and some need to comply with timely use of funds deadlines associated with state grants.

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (09.22.23)

SOURCES	(YOE\$)
Sales Tax Revenue	\$4,674.6 M
Investment Income	\$2.6 M
Long Term Bond Proceeds	\$866.9 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M
TOTAL	\$5,670.9 M

USES	(YOE\$)
Funds Available for Projects	\$3,084.1 M
Long Term Bond Principal	\$1,075.2 M
Financing Costs	\$684.9 M
Capital Reserve	\$401.9 M
Program Administration and Operating Costs	\$304.6 M
Loans - Yerba Buena Island Capital Projects	\$120.2 M
TOTAL	\$5,670.9 M

Attachment 5A
Amended 2023 Strategic Plan Baseline Programming
Pending October 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		
A. MAJOR CAPITAL PROJECTS																							
I. Muni																							
201	Muni Reliability and Efficiency Improvements	\$ 152,069,082	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	\$ 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	\$ 69,122,310	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	\$ 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	
II. BART																							
203	BART Core Capacity	\$ 138,244,620	30.14%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 41,671,686	\$ -	\$ -	\$ -	\$ 676,395	\$ 761,919	\$ 1,034,749	\$ 939,231	\$ 2,601,468	\$ 2,492,987	\$ 3,070,152	\$ 2,899,239	\$ 3,224,423	\$ 2,909,813	\$ 2,695,915	\$ 2,503,246	\$ 2,678,593	\$ 2,354,946	
				Total	\$ 131,967,686	\$ -	\$ 35,296,000	\$ -	\$ 676,395	\$ 761,919	\$ 1,034,749	\$ 939,231	\$ 57,601,468	\$ 2,492,987	\$ 3,070,152	\$ 2,899,239	\$ 3,224,423	\$ 2,909,813	\$ 2,695,915	\$ 2,503,246	\$ 2,678,593	\$ 2,354,946	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,733,860	29.98%	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	\$ 124,320,376	\$ -	\$ -	\$ -	\$ 141,787	\$ 688,622	\$ 2,339,764	\$ 3,640,736	\$ 4,134,466	\$ 5,118,747	\$ 7,869,842	\$ 8,411,325	\$ 9,330,632	\$ 8,395,765	\$ 8,847,655	\$ 8,277,602	\$ 8,934,748	\$ 7,934,556	
				Total	\$ 424,320,376	\$ -	\$ -	\$ 10,000,000	\$ 15,141,787	\$ 25,688,622	\$ 42,339,764	\$ 43,640,736	\$ 44,134,466	\$ 45,118,747	\$ 47,869,842	\$ 33,411,325	\$ 9,330,632	\$ 8,395,765	\$ 8,847,655	\$ 8,277,602	\$ 8,934,748	\$ 7,934,556	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,169,872	21.44%	Programming	\$ 611,196,821	\$ -	\$ 36,978,086	\$ 13,364,172	\$ 18,364,172	\$ 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	\$ 165,992,062	\$ -	\$ -	\$ -	\$ 818,182	\$ 1,450,541	\$ 3,374,513	\$ 4,579,967	\$ 6,735,934	\$ 7,611,734	\$ 10,939,994	\$ 11,310,564	\$ 12,555,055	\$ 11,305,579	\$ 11,543,570	\$ 10,780,848	\$ 11,613,341	\$ 10,289,501	
				Total	\$ 777,188,883	\$ -	\$ 36,978,086	\$ 13,364,172	\$ 19,182,353	\$ 29,814,712	\$ 46,738,684	\$ 51,965,339	\$ 109,239,471	\$ 55,235,327	\$ 58,681,544	\$ 44,180,063	\$ 20,550,465	\$ 19,428,914	\$ 44,796,878	\$ 19,166,208	\$ 20,132,866	\$ 18,945,339	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,083,837,821	2.29%	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	\$ 35,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	
				Interest Costs	\$ 24,854,824	\$ -	\$ -	\$ 322,875	\$ 463,626	\$ 935,709	\$ 1,906,023	\$ 1,915,520	\$ 1,639,135	\$ 1,600,174	\$ 2,208,203	\$ 2,307,239	\$ 2,811,981	\$ 2,529,824	\$ 2,092,175	\$ 1,654,136	\$ 1,388,873	\$ 808,704	
				Total	\$ 808,854,824	\$ -	\$ 15,000,000	\$ 27,322,875	\$ 27,463,626	\$ 30,935,709	\$ 31,906,023	\$ 33,915,520	\$ 36,639,135	\$ 36,600,174	\$ 42,208,203	\$ 42,307,239	\$ 42,811,981	\$ 37,529,824	\$ 32,092,175	\$ 31,654,136	\$ 31,388,873	\$ 30,808,704	
207	BART Maintenance	\$ 48,385,617	24.08%	Programming	\$ 36,515,621	\$ -	\$ 12,525,000	\$ -	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464	
				Interest Costs	\$ 11,651,428	\$ -	\$ 95,605	\$ 398,585	\$ 252,269	\$ 285,500	\$ 389,784	\$ 425,820	\$ 376,865	\$ 385,311	\$ 507,801	\$ 514,611	\$ 616,173	\$ 600,531	\$ 603,196	\$ 609,962	\$ 714,623	\$ 691,856	
				Total	\$ 48,167,049	\$ -	\$ 12,620,605	\$ 398,585	\$ 252,269	\$ 285,500	\$ 389,784	\$ 2,041,370	\$ 2,018,263	\$ 2,052,971	\$ 2,201,265	\$ 2,236,064	\$ 2,365,169	\$ 2,377,511	\$ 2,408,607	\$ 2,444,260	\$ 2,578,269	\$ 2,585,321	
208	Caltrain Maintenance	\$ 138,244,620	12.94%	Programming	\$ 115,002,000	\$ -	\$ 5,002,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
				Interest Costs	\$ 17,892,831	\$ -	\$ -	\$ 85,688	\$ 118,531	\$ 237,621	\$ 490,547	\$ 656,030	\$ 591,966	\$ 613,834	\$ 816,665	\$ 831,648	\$ 996,542	\$ 968,312	\$ 966,248	\$ 967,445	\$ 1,118,641	\$ 1,065,605	
				Total	\$ 132,894,831	\$ -	\$ 5,002,000	\$ 5,085,688	\$ 5,118,531	\$ 5,237,621	\$ 5,490,547	\$ 5,656,030	\$ 5,591,966	\$ 5,613,834	\$ 5,816,665	\$ 5,831,648	\$ 5,996,542	\$ 5,968,312	\$ 5,966,248	\$ 5,967,445	\$ 6,118,641	\$ 6,065,605	
209	Ferry Maintenance	\$ 6,912,231	0.00%	Programming	\$ 6,903,064	\$ -	\$ -	\$ 473,000	\$ -	\$ -	\$ -	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 6,903,064	\$ -	\$ -	\$ 473,000	\$ -	\$ -	\$ -	\$ -	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495
II. Transit Enhancements																							
210	Transit Enhancements	\$ 40,090,940	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	\$ 37,326,047	18.18%	Programming	\$ 30,069,671	\$ -	\$ 2,086,000	\$ 4,644,000	\$ -	\$ 1,800,000	\$ -	\$ 1,246,281	\$ 1,266,222	\$ 1,286,481	\$ 1,306,387	\$ 1,327,978	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673	
				Interest Costs	\$ 6,786,075	\$ -	\$ -	\$ 62,586	\$ 78,575	\$ 127,171	\$ 164,155	\$ 212,617	\$ 216,410	\$ 228,270	\$ 300,916	\$ 305,028	\$ 365,317	\$ 356,127	\$ 357,790	\$ 361,884	\$ 424,070	\$ 410,646	
				Total	\$ 36,855,746	\$ -	\$ 2,086,000	\$ 4,706,586	\$ 78,575	\$ 1,927,171	\$ 164,155	\$ 1,458,899	\$ 1,482,632	\$ 1,514,751	\$ 1,607,302	\$ 1,633,006	\$ 1,714,542	\$ 1,726,940	\$ 1,750,535	\$ 1,776,913	\$ 1,861,740	\$ 1,871,319	
212	Mission Bay Ferry Landing	\$ 6,912,231	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	\$ 30,413,816	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	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,392,123,323	4.40%	Programming	\$ 1,049,																		

Attachment 5A.
Amended 2023 Strategic Plan Baseline Programming
Pending October 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	\$ 124,420,158	0.00%	Programming	\$ 124,256,712	\$ -	\$ 946,173	\$ 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	\$ 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	
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,131,822	0.00%	Programming	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 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	\$ 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	\$ 40,090,940	7.15%	Programming	\$ 36,586,133	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,155,000	\$ 1,212,000	\$ 1,275,000	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
				Interest Costs	\$ 2,866,594	\$ -	\$ -	\$ -	\$ 4,567	\$ 21,992	\$ 56,028	\$ 97,731	\$ 86,696	\$ 88,841	\$ 117,347	\$ 119,177	\$ 142,997	\$ 139,648	\$ 140,542	\$ 142,388	\$ 167,127	\$ 162,091	
				Total	\$ 39,452,727	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,567	\$ 1,233,992	\$ 1,331,028	\$ 1,436,329	\$ 1,446,712	\$ 1,470,617	\$ 1,520,503	\$ 1,545,524	\$ 1,592,165	\$ 1,612,002	\$ 1,636,454	\$ 1,662,235	\$ 1,711,291	\$ 1,730,962	
220	Tree Planting	\$ 27,648,924	15.14%	Programming	\$ 23,403,301	\$ -	\$ 1,000,000	\$ 1,050,000	\$ 1,100,000	\$ 1,160,000	\$ 1,220,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ 4,187,285	\$ -	\$ -	\$ 15,068	\$ 25,165	\$ 49,708	\$ 102,694	\$ 150,222	\$ 133,025	\$ 136,080	\$ 179,436	\$ 181,936	\$ 217,951	\$ 212,521	\$ 213,564	\$ 216,058	\$ 253,243	\$ 245,280	
				Total	\$ 27,590,586	\$ -	\$ 1,000,000	\$ 1,065,068	\$ 1,125,165	\$ 1,209,708	\$ 1,322,694	\$ 1,073,394	\$ 1,070,967	\$ 1,089,029	\$ 1,147,129	\$ 1,165,623	\$ 1,217,377	\$ 1,227,938	\$ 1,245,227	\$ 1,264,228	\$ 1,318,183	\$ 1,327,260	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,059,570	18.26%	Programming	\$ 8,644,347	\$ -	\$ 2,000,000	\$ -	\$ 90,000	\$ 350,000	\$ -	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
				Interest Costs	\$ 2,019,459	\$ -	\$ -	\$ 28,193	\$ 36,600	\$ 47,878	\$ 67,545	\$ 73,811	\$ 65,344	\$ 66,827	\$ 88,095	\$ 89,300	\$ 106,952	\$ 104,263	\$ 104,750	\$ 105,950	\$ 124,158	\$ 120,229	
				Total	\$ 10,663,806	\$ -	\$ 2,000,000	\$ 28,193	\$ 126,600	\$ 397,878	\$ 67,545	\$ 443,079	\$ 440,520	\$ 448,006	\$ 475,173	\$ 482,775	\$ 506,722	\$ 510,429	\$ 517,416	\$ 525,218	\$ 550,135	\$ 553,021	
222	Managed Lanes and Express Bus	\$ 13,824,462	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	\$ 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	\$ 27,648,924	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	\$ 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	
TOTAL STREETS AND FREEWAYS		\$ 626,248,129	1.97%	Programming	\$ 610,649,238	\$ -	\$ 9,391,546	\$ 10,655,092	\$ 10,909,092	\$ 11,768,092	\$ 10,840,092	\$ 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	\$ 12,329,609	\$ -	\$ -	\$ 51,627	\$ 83,946	\$ 157,256	\$ 309,459	\$ 436,147	\$ 386,390	\$ 395,435	\$ 521,649	\$ 529,136	\$ 634,137	\$ 618,578	\$ 621,848	\$ 629,340	\$ 737,914	\$ 714,958	
				Total	\$ 622,978,848	\$ -	\$ 9,391,546	\$ 10,706,718	\$ 10,993,038	\$ 11,925,348	\$ 11,149,551	\$ 21,305,130	\$ 21,589,276	\$ 21,937,567	\$ 22,396,609	\$ 22,766,131	\$ 23,226,923	\$ 23,572,847	\$ 23,943,386	\$ 24,324,022	\$ 24,811,711	\$ 25,173,935	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,884,032	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	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
II. Transportation, Land Use, and Community Coordination																							
225	Neighborhood Transportation Program	\$ 56,680,294	11.23%	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	\$ 6,365,614	\$ -	\$ 18,654	\$ 126,721	\$ 115,131	\$ 146,850	\$ 189,301	\$ 207,069	\$ 183,493	\$ 187,836	\$ 247,851	\$ 251,468	\$ 301,439	\$ 294,108	\$ 295,727	\$ 299,353	\$ 351,069	\$ 340,215	
				Total	\$ 56,709,631	\$ -	\$ 4,068,654	\$ 2,326,721	\$ 2,165,131	\$ 346,850	\$ 389,301	\$ 2,099,571	\$ 2,106,275	\$ 2,141,382	\$ 2,231,623	\$ 2,268,027	\$ 2,350,263	\$ 2,375,713	\$ 2,410,637	\$ 2,448,102	\$ 2,534,198	\$ 2,558,273	
226	Equity Priority Transportation Program	\$ 58,062,740	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	\$ 27,648,924	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	\$ 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	\$ 13,824,462	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	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,100,452	3.51%	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	\$ 6,365,614	\$ -	\$ 18,654	\$ 126,721	\$ 115,131	\$ 146,850	\$ 189,301	\$ 207,069	\$ 183,493	\$ 187,836	\$ 247,851	\$ 251,468	\$ 301,439	\$ 294,108	\$ 295,727	\$ 299,353	\$ 351,069	\$ 340,215	
				Total	\$ 180,966,343	\$ -	\$ 5,014,828	\$ 4,219,068	\$ 4,057,478	\$ 2,239,197	\$ 2,281,647	\$ 6,253,842	\$ 6,327,014	\$ 6,429,653	\$ 6,586,245	\$ 6,694,620	\$ 6,847,681	\$ 6,945,089	\$ 7,053,123	\$ 7,164,667	\$ 7,326,431	\$ 7,427,182	
TOTAL PROP L STRATEGIC PLAN		\$ 3,287,457,063	9.88%	Programming	\$ 2,680,300,454	\$ -	\$ 99,680,535	\$ 79,912,070	\$ 80,304,0														

Attachment 5A
Amended 2023 Strategic Plan Baseline Programming
Pending October 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	
A. MAJOR CAPITAL PROJECTS																
I. Muni																
201	Muni Reliability and Efficiency Improvements	\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 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	\$ -	\$ -	\$ -
II. BART																
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	\$ -
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	\$ -
TOTAL MAJOR CAPITAL PROJECTS		\$ 8,794,331	\$ 8,935,039	\$ 9,077,999	\$ 9,223,244	\$ 9,372,778	\$ 9,526,691	\$ 9,683,519	\$ 9,843,311	\$ 10,006,116	\$ 10,766,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 9,466,011	\$ 8,544,368	\$ 7,543,409	\$ 6,539,186	\$ 5,478,304	\$ 4,440,695	\$ 3,456,062	\$ 2,539,521	\$ 1,707,376	\$ 964,254	\$ 374,049	\$ 29,503	\$ -	\$ -	
		\$ 18,260,342	\$ 17,479,407	\$ 16,621,408	\$ 15,762,430	\$ 14,851,082	\$ 13,967,386	\$ 13,139,581	\$ 12,382,832	\$ 11,713,493	\$ 11,731,046	\$ 11,508,679	\$ 11,370,775	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	
		\$ 270,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,270,626	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 699,507	\$ 698,731	\$ 644,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -	\$ -	\$ -
		\$ 2,623,266	\$ 2,653,271	\$ 1,494,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,056,890	\$ 1,032,531	\$ 991,983	\$ 942,748	\$ 874,721	\$ 796,494	\$ 710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -	\$ -	\$ -
		\$ 6,056,890	\$ 6,032,531	\$ 5,991,983	\$ 5,942,748	\$ 5,874,721	\$ 5,796,494	\$ 5,710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -	\$ -	\$ -
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	\$ -
II. Transit Enhancements																
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 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	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 415,272	\$ 414,894	\$ 408,869	\$ 399,832	\$ 350,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -	\$ -	\$ -
		\$ 1,899,315	\$ 1,922,682	\$ 1,940,782	\$ 1,956,254	\$ 950,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 41,760,642	\$ 41,868,811	\$ 40,842,900	\$ 40,072,784	\$ 29,173,372	\$ 28,632,051	\$ 31,691,842	\$ 28,752,762	\$ 28,814,832	\$ 29,104,839	\$ 24,245,078	\$ 4,323,860	\$ -	\$ -	
		\$ 2,442,294	\$ 2,146,157	\$ 2,045,518	\$ 1,899,729	\$ 1,689,793	\$ 1,452,693	\$ 1,216,548	\$ 862,550	\$ 546,349	\$ 270,506	\$ 63,446	\$ -	\$ -	\$ -	
		\$ 44,202,935	\$ 44,014,968	\$ 42,888,417	\$ 41,972,513	\$ 30,863,165	\$ 30,084,744	\$ 32,908,390	\$ 29,615,312	\$ 29,361,181	\$ 29,375,345	\$ 24,308,523	\$ 4,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS																
I. Maintenance, Rehabilitation, and Repla																
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 189,559	\$ 189,475	\$ 186,808	\$ 182,760	\$ 175,140	\$ 165,301	\$ 153,461	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -	\$ -	\$ -
		\$ 1,233,885	\$ 1,250,511	\$ 1,264,808	\$ 1,278,021	\$ 1,288,157	\$ 1,296,596	\$ 1,303,379	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -	\$ -	\$ -

Attachment 5A
Amended 2023 Strategic Plan Baseline Programming
Pending October 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	\$ -	\$ -
II. Safer and Complete Streets															
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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 164,167	\$ 164,261	\$ 162,109	\$ 158,749	\$ 152,277	\$ 143,869	\$ 133,707	\$ 121,470	\$ 106,526	\$ 55,637	\$ 16,649	\$ -	\$ -	\$ -
		\$ 1,758,139	\$ 1,783,737	\$ 1,807,496	\$ 1,830,462	\$ 1,851,093	\$ 1,870,582	\$ 1,888,845	\$ 1,905,570	\$ 1,920,135	\$ 55,637	\$ 16,649	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 248,096	\$ 247,921	\$ 244,371	\$ 239,016	\$ 228,992	\$ 216,072	\$ 167,275	\$ 121,967	\$ 80,988	\$ 44,591	\$ 16,045	\$ -	\$ -	\$ -
		\$ 1,347,387	\$ 1,364,801	\$ 1,379,121	\$ 1,391,922	\$ 1,400,590	\$ 1,406,908	\$ 167,275	\$ 121,967	\$ 80,988	\$ 44,591	\$ 16,045	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr															
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 121,585	\$ 121,476	\$ 119,713	\$ 117,068	\$ 96,439	\$ 76,441	\$ 57,651	\$ 40,397	\$ 25,058	\$ 11,769	\$ 1,967	\$ -	\$ -	\$ -
		\$ 561,302	\$ 568,228	\$ 573,613	\$ 578,230	\$ 96,439	\$ 76,441	\$ 57,651	\$ 40,397	\$ 25,058	\$ 11,769	\$ 1,967	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -
TOTAL STREETS AND FREEWAYS		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,014,820	\$ 26,440,743	\$ 25,664,353	\$ 24,917,798	\$ 25,328,826	\$ 25,302,197	\$ 26,154,486	\$ 26,627,882	\$ -	\$ -
		\$ 723,406	\$ 723,133	\$ 713,001	\$ 697,593	\$ 652,848	\$ 601,684	\$ 512,095	\$ 394,765	\$ 285,193	\$ 150,786	\$ 47,285	\$ -	\$ -	\$ -
		\$ 25,573,677	\$ 25,970,997	\$ 26,364,830	\$ 26,759,845	\$ 26,667,668	\$ 27,042,426	\$ 26,176,448	\$ 25,312,563	\$ 25,614,019	\$ 25,452,984	\$ 26,201,771	\$ 26,627,882	\$ -	\$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAC															
I. Transportation Demand Management															
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -
II. Transportation, Land Use, and Commu															
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 344,301	\$ 344,234	\$ 339,473	\$ 332,196	\$ 318,421	\$ 300,609	\$ 279,151	\$ 253,386	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -
		\$ 2,597,848	\$ 2,633,838	\$ 2,665,710	\$ 2,695,652	\$ 2,720,195	\$ 2,741,824	\$ 2,760,553	\$ 2,775,735	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -
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	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -
		\$ 344,301	\$ 344,234	\$ 339,473	\$ 332,196	\$ 318,421	\$ 300,609	\$ 279,151	\$ 253,386	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -
		\$ 7,544,659	\$ 7,659,798	\$ 7,772,085	\$ 7,883,726	\$ 7,992,383	\$ 8,100,587	\$ 8,207,533	\$ 8,312,597	\$ 5,797,399	\$ 6,150,156	\$ 6,297,901	\$ 6,379,556	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 82,605,600	\$ 83,367,279	\$ 83,005,340	\$ 82,909,810	\$ 72,234,933	\$ 72,399,463	\$ 74,968,096	\$ 71,573,082	\$ 69,778,214	\$ 71,230,149	\$ 67,797,424	\$ 48,672,479	\$ -	\$ -
		\$ 18,267,607	\$ 17,889,489	\$ 17,614,874	\$ 17,211,355	\$ 16,472,492	\$ 15,526,192	\$ 14,393,620	\$ 13,041,829	\$ 11,405,829	\$ 9,431,693	\$ 6,919,048	\$ 1,787,278	\$ -	\$ -
		\$ 100,873,208	\$ 99,893,875	\$ 97,848,632	\$ 96,012,320	\$ 83,409,366	\$ 81,645,611	\$ 82,328,720	\$ 77,005,997	\$ 73,403,879	\$ 73,214,449	\$ 68,498,120	\$ 48,702,072	\$ -	\$ -
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 17,921,239	\$ 17,889,489	\$ 17,614,874	\$ 17,211,355	\$ 16,472,492	\$ 15,526,192	\$ 14,393,620	\$ 13,041,829	\$ 11,405,829	\$ 9,431,693	\$ 6,919,048	\$ 1,787,278	\$ -	\$ -
		\$ 17,921,239	\$ 17,889,489	\$ 17,614,874	\$ 17,211,355	\$ 16,472,492	\$ 15,526,192	\$ 14,393,620	\$ 13,041,829	\$ 11,405,829	\$ 9,431,693	\$ 6,919,048	\$ 1,787,278	\$ -	\$ -

Attachment 5b
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending October 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		
A. MAJOR CAPITAL PROJECTS																							
I. Muni																							
201	Muni Reliability and Efficiency Improvements	\$ 152,069,082	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	\$ 69,122,310	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
II. BART																							
203	BART Core Capacity	\$ 138,244,620	30.14%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 41,671,686	\$ -	\$ -	\$ -	\$ 676,395	\$ 761,919	\$ 1,034,749	\$ 939,231	\$ 2,601,468	\$ 2,492,987	\$ 3,070,152	\$ 2,899,239	\$ 3,224,423	\$ 2,909,813	\$ 2,695,915	\$ 2,503,246	\$ 2,678,593	\$ 2,354,946	
				Total	\$ 131,967,686	\$ -	\$ -	\$ -	\$ 35,972,395	\$ 761,919	\$ 1,034,749	\$ 939,231	\$ 57,601,468	\$ 2,492,987	\$ 3,070,152	\$ 2,899,239	\$ 3,224,423	\$ 2,909,813	\$ 2,695,915	\$ 2,503,246	\$ 2,678,593	\$ 2,354,946	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,733,860	29.98%	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	\$ 124,320,376	\$ -	\$ -	\$ -	\$ 141,787	\$ 688,622	\$ 2,339,764	\$ 3,640,736	\$ 4,134,466	\$ 5,118,747	\$ 7,869,842	\$ 8,411,325	\$ 9,330,632	\$ 8,395,765	\$ 8,847,655	\$ 8,277,602	\$ 8,934,748	\$ 7,934,556	
				Total	\$ 424,320,376	\$ -	\$ -	\$ 10,000,000	\$ 15,141,787	\$ 25,688,622	\$ 42,339,764	\$ 43,640,736	\$ 44,134,466	\$ 45,118,747	\$ 47,869,842	\$ 33,411,325	\$ 9,330,632	\$ 8,395,765	\$ 33,847,655	\$ 8,277,602	\$ 8,934,748	\$ 7,934,556	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,169,872	21.44%	Programming	\$ 611,196,821	\$ -	\$ 1,682,086	\$ 13,364,172	\$ 53,660,172	\$ 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	\$ 165,992,062	\$ -	\$ -	\$ -	\$ 818,182	\$ 1,450,541	\$ 3,374,513	\$ 4,579,967	\$ 6,735,934	\$ 7,611,734	\$ 10,939,994	\$ 11,310,564	\$ 12,555,055	\$ 11,305,579	\$ 11,543,570	\$ 10,780,848	\$ 11,613,341	\$ 10,289,501	
				Total	\$ 777,188,883	\$ -	\$ 1,682,086	\$ 13,364,172	\$ 54,478,353	\$ 29,814,712	\$ 46,738,684	\$ 51,965,339	\$109,239,471	\$ 55,235,327	\$ 58,681,544	\$ 44,180,063	\$ 20,550,465	\$ 19,428,914	\$ 44,796,878	\$ 19,166,208	\$ 20,132,866	\$ 18,945,339	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,083,837,821	2.29%	Programming	\$ 784,000,000	\$ -	\$ -	\$ 42,000,000	\$ 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	\$ 35,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	
				Interest Costs	\$ 24,854,824	\$ -	\$ -	\$ 322,875	\$ 463,626	\$ 935,709	\$ 1,906,023	\$ 1,915,520	\$ 1,639,135	\$ 1,600,174	\$ 2,208,203	\$ 2,307,239	\$ 2,811,981	\$ 2,529,824	\$ 2,092,175	\$ 1,654,136	\$ 1,388,873	\$ 808,704	
				Total	\$ 808,854,824	\$ -	\$ -	\$ 42,322,875	\$ 27,463,626	\$ 30,935,709	\$ 31,906,023	\$ 33,915,520	\$ 36,639,135	\$ 36,600,174	\$ 42,208,203	\$ 42,307,239	\$ 42,811,981	\$ 37,529,824	\$ 32,092,175	\$ 31,654,136	\$ 31,388,873	\$ 30,808,704	
207	BART Maintenance	\$ 48,385,617	24.08%	Programming	\$ 36,515,621	\$ -	\$ 3,262,238	\$ 9,262,762	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464	
				Interest Costs	\$ 11,651,428	\$ -	\$ 95,605	\$ 398,585	\$ 252,269	\$ 285,500	\$ 389,784	\$ 425,820	\$ 376,865	\$ 385,311	\$ 507,801	\$ 514,611	\$ 616,173	\$ 600,531	\$ 603,196	\$ 609,962	\$ 714,623	\$ 691,856	
				Total	\$ 48,167,049	\$ -	\$ 3,357,843	\$ 9,661,347	\$ 252,269	\$ 285,500	\$ 389,784	\$ 2,041,370	\$ 2,018,263	\$ 2,052,971	\$ 2,201,265	\$ 2,236,064	\$ 2,365,169	\$ 2,377,511	\$ 2,408,607	\$ 2,444,260	\$ 2,578,269	\$ 2,585,321	
208	Caltrain Maintenance	\$ 138,244,620	12.94%	Programming	\$ 115,002,000	\$ -	\$ 1,776,000	\$ 4,826,000	\$ 4,700,000	\$ 5,500,000	\$ 5,700,000	\$ 7,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
				Interest Costs	\$ 17,892,831	\$ -	\$ -	\$ 85,688	\$ 118,531	\$ 237,621	\$ 490,547	\$ 656,030	\$ 591,966	\$ 613,834	\$ 816,665	\$ 831,648	\$ 996,542	\$ 968,312	\$ 966,248	\$ 967,445	\$ 1,118,641	\$ 1,065,605	
				Total	\$ 132,894,831	\$ -	\$ 1,776,000	\$ 4,911,688	\$ 4,818,531	\$ 5,737,621	\$ 6,190,547	\$ 8,156,030	\$ 5,591,966	\$ 5,613,834	\$ 5,816,665	\$ 5,831,648	\$ 5,996,542	\$ 5,968,312	\$ 5,966,248	\$ 5,967,445	\$ 6,118,641	\$ 6,065,605	
209	Ferry Maintenance	\$ 6,912,231	0.00%	Programming	\$ 6,903,064	\$ -	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 6,903,064	\$ -	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
II. Transit Enhancements																							
210	Transit Enhancements	\$ 40,090,940	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	\$ 37,326,047	18.18%	Programming	\$ 30,069,671	\$ -	\$ -	\$ 2,886,000	\$ 2,122,000	\$ 1,722,000	\$ -	\$ 2,046,281	\$ 2,066,222	\$ 1,486,481	\$ 1,306,387	\$ 1,327,978	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673	
				Interest Costs	\$ 6,786,075	\$ -	\$ -	\$ 62,586	\$ 78,575	\$ 127,171	\$ 164,155	\$ 212,617	\$ 216,410	\$ 228,270	\$ 300,916	\$ 305,028	\$ 365,317	\$ 356,127	\$ 357,790	\$ 361,884	\$ 424,070	\$ 410,646	
				Total	\$ 36,855,746	\$ -	\$ -	\$ 2,948,586	\$ 2,200,575	\$ 1,849,171	\$ 164,155	\$ 2,258,899	\$ 2,282,632	\$ 1,714,751	\$ 1,607,302	\$ 1,633,006	\$ 1,714,542	\$ 1,726,940	\$ 1,750,535	\$ 1,776,913	\$ 1,861,740	\$ 1,871,319	
212	Mission Bay Ferry Landing	\$ 6,912,231	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	\$ 30,413,816	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	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,392,123,323	4.40%	Programming	\$ 1,049,805,644	\$ -	\$ 5,626,968	\$ 60,309,222	\$ 35,104,460	\$ 38,504,460	\$ 36,983,460	\$ 45,977,504	\$ 46,568,344	\$ 46,060,637	\$ 50,951,317	\$ 51,049,677	\$ 51,146,471	\$ 46,244,814	\$ 41,344,731	\$ 41,446,246	\$ 41,54		

Attachment 5b
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending October 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	\$ 124,420,158	0.00%	Programming	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	
				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	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,131,822	0.00%	Programming	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	
				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	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963
219	Curb Ramps	\$ 40,090,940	7.15%	Programming	\$ 36,586,133	\$ -	\$ -	\$ 925,000	\$ 1,100,000	\$ 1,205,000	\$ 1,212,000	\$ 2,213,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
				Interest Costs	\$ 2,866,594	\$ -	\$ -	\$ -	\$ 4,567	\$ 21,992	\$ 56,028	\$ 97,731	\$ 86,696	\$ 88,841	\$ 117,347	\$ 119,177	\$ 142,997	\$ 139,648	\$ 140,542	\$ 142,388	\$ 167,127	\$ 162,091	
				Total	\$ 39,452,727	\$ -	\$ -	\$ 925,000	\$ 1,104,567	\$ 1,226,992	\$ 1,268,028	\$ 2,311,329	\$ 1,446,712	\$ 1,470,617	\$ 1,520,503	\$ 1,545,524	\$ 1,592,165	\$ 1,612,002	\$ 1,636,454	\$ 1,662,235	\$ 1,711,291	\$ 1,730,962	
220	Tree Planting	\$ 27,648,924	15.14%	Programming	\$ 23,403,301	\$ -	\$ 250,000	\$ 1,012,500	\$ 1,062,500	\$ 1,115,000	\$ 1,175,000	\$ 1,838,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ 4,187,285	\$ -	\$ -	\$ 15,068	\$ 25,165	\$ 49,708	\$ 102,694	\$ 150,222	\$ 133,025	\$ 136,080	\$ 179,436	\$ 181,936	\$ 217,951	\$ 212,521	\$ 213,564	\$ 216,058	\$ 253,243	\$ 245,280	
				Total	\$ 27,590,586	\$ -	\$ 250,000	\$ 1,027,568	\$ 1,087,665	\$ 1,164,708	\$ 1,277,694	\$ 1,988,394	\$ 1,070,967	\$ 1,089,029	\$ 1,147,129	\$ 1,165,623	\$ 1,217,377	\$ 1,227,938	\$ 1,245,227	\$ 1,264,228	\$ 1,318,183	\$ 1,327,260	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,059,570	18.26%	Programming	\$ 8,644,347	\$ -	\$ 100,000	\$ 1,025,000	\$ 920,000	\$ 295,000	\$ 100,000	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
				Interest Costs	\$ 2,019,459	\$ -	\$ -	\$ 28,193	\$ 36,600	\$ 47,878	\$ 67,545	\$ 73,811	\$ 65,344	\$ 66,827	\$ 88,095	\$ 89,300	\$ 106,952	\$ 104,263	\$ 104,750	\$ 105,950	\$ 124,158	\$ 120,229	
				Total	\$ 10,663,806	\$ -	\$ 100,000	\$ 1,053,193	\$ 956,600	\$ 342,878	\$ 167,545	\$ 443,079	\$ 440,520	\$ 448,006	\$ 475,173	\$ 482,775	\$ 506,722	\$ 510,429	\$ 517,416	\$ 525,218	\$ 550,135	\$ 553,021	
222	Managed Lanes and Express Bus	\$ 13,824,462	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	
223	Transformative Freeway and Major Street Projects	\$ 27,648,924	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	
TOTAL STREETS AND FREEWAYS		\$ 626,248,129	1.97%	Programming	\$ 610,649,238	\$ -	\$ 3,764,546	\$ 11,999,592	\$ 11,288,592	\$ 11,324,092	\$ 11,013,092	\$ 24,342,983	\$ 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	\$ 12,329,609	\$ -	\$ -	\$ 51,627	\$ 83,946	\$ 157,256	\$ 309,459	\$ 436,147	\$ 386,390	\$ 395,435	\$ 521,649	\$ 529,136	\$ 634,137	\$ 618,578	\$ 621,848	\$ 629,340	\$ 737,914	\$ 714,958	
				Total	\$ 622,978,848	\$ -	\$ 3,764,546	\$ 12,051,218	\$ 11,372,538	\$ 11,481,348	\$ 11,322,551	\$ 24,779,130	\$ 22,289,276	\$ 21,937,567	\$ 22,396,609	\$ 22,766,131	\$ 23,226,923	\$ 23,572,847	\$ 23,943,386	\$ 24,324,022	\$ 24,811,711	\$ 25,173,935	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,884,032	0.00%	Programming	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	
II. Transportation, Land Use, and Community Coordination																							
225	Neighborhood Transportation Program	\$ 56,680,294	11.23%	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	\$ 6,365,614	\$ -	\$ 18,654	\$ 126,721	\$ 115,131	\$ 146,850	\$ 189,301	\$ 207,069	\$ 183,493	\$ 187,836	\$ 247,851	\$ 251,468	\$ 301,439	\$ 294,108	\$ 295,727	\$ 299,353	\$ 351,069	\$ 340,215	
				Total	\$ 56,709,631	\$ -	\$ 1,373,654	\$ 4,021,721	\$ 2,240,131	\$ 1,271,850	\$ 389,301	\$ 2,099,571	\$ 2,106,275	\$ 2,141,382	\$ 2,231,623	\$ 2,268,027	\$ 2,350,263	\$ 2,375,713	\$ 2,410,637	\$ 2,448,102	\$ 2,534,198	\$ 2,558,273	
226	Equity Priority Transportation Program	\$ 58,062,740	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	\$ 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	\$ 27,648,924	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	
228	Citywide / Modal Planning	\$ 13,824,462	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,100,452	3.51%	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	\$ 6,365,614	\$ -	\$ 18,654	\$ 126,721	\$ 115,131	\$ 146,850	\$ 189,301	\$ 207,069	\$ 183,493	\$ 187,836	\$ 247,851	\$ 251,468	\$ 301,439	\$ 294,108	\$ 295,727	\$ 299,353	\$ 351,069	\$ 340,215	
				Total	\$ 180,966,343	\$ -	\$ 2,319,828	\$ 5,914,068	\$ 4,132,478	\$ 3,164,197	\$ 2,281,647	\$ 6,253,842	\$ 6,327,014	\$ 6,429,653	\$ 6,586,245	\$ 6,694,620	\$ 6,847,681	\$ 6,945,089	\$ 7,053,123	\$ 7,164,867	\$ 7,326,431	\$ 7,427,182	
TOTAL PROP L STRATEGIC PLAN		\$ 3,287,457,063	9.88%	Programming	\$ 2,680,300,454	\$ -	\$ 23,209,773	\$104,868,332	\$117,879,570	\$ 95,435,070	\$108,104,070	\$142,642,873	\$192,775,566	\$137,595,175	\$143,517,027	\$129,708,452	\$105,903,312	\$102,124,477	\$123,372,582	\$ 99,648,280	\$ 91,118,070	\$ 81,855,957	
				Interest Costs	\$ 324,904,899	\$ -																	

Attachment 5B
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending October 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	
A. MAJOR CAPITAL PROJECTS																
I. Muni																
201	Muni Reliability and Efficiency Improvements	\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 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	\$ -	\$ -	\$ -
II. BART																
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	\$ -
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	\$ -
TOTAL MAJOR CAPITAL PROJECTS		\$ 8,794,331	\$ 8,935,039	\$ 9,077,999	\$ 9,223,244	\$ 9,372,778	\$ 9,526,691	\$ 9,683,519	\$ 9,843,311	\$ 10,006,116	\$ 10,766,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 9,466,011	\$ 8,544,368	\$ 7,543,409	\$ 6,539,186	\$ 5,478,304	\$ 4,440,695	\$ 3,456,062	\$ 2,539,521	\$ 1,707,376	\$ 964,254	\$ 374,049	\$ 29,503	\$ -	\$ -	
		\$ 18,260,342	\$ 17,479,407	\$ 16,621,408	\$ 15,762,430	\$ 14,851,082	\$ 13,967,386	\$ 13,139,581	\$ 12,382,832	\$ 11,713,493	\$ 11,731,046	\$ 11,508,679	\$ 11,370,775	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	
		\$ 270,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,270,626	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 699,507	\$ 698,731	\$ 644,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -	\$ -	\$ -
		\$ 2,623,266	\$ 2,653,271	\$ 1,494,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,056,890	\$ 1,032,531	\$ 991,983	\$ 942,748	\$ 874,721	\$ 796,494	\$ 710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -	\$ -	\$ -
		\$ 6,056,890	\$ 6,032,531	\$ 5,991,983	\$ 5,942,748	\$ 5,874,721	\$ 5,796,494	\$ 5,710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -	\$ -	\$ -
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	\$ -
II. Transit Enhancements																
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 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	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 415,272	\$ 414,894	\$ 408,869	\$ 399,832	\$ 350,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -	\$ -	\$ -
		\$ 1,899,315	\$ 1,922,682	\$ 1,940,782	\$ 1,956,254	\$ 950,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 41,760,642	\$ 41,868,811	\$ 40,842,900	\$ 40,072,784	\$ 29,173,372	\$ 28,632,051	\$ 31,691,842	\$ 28,752,762	\$ 28,814,832	\$ 29,104,839	\$ 24,245,078	\$ 4,323,860	\$ -	\$ -	
		\$ 2,442,294	\$ 2,146,157	\$ 2,045,518	\$ 1,899,729	\$ 1,689,793	\$ 1,452,693	\$ 1,216,548	\$ 862,550	\$ 546,349	\$ 270,506	\$ 63,446	\$ -	\$ -	\$ -	
		\$ 44,202,935	\$ 44,014,968	\$ 42,888,417	\$ 41,972,513	\$ 30,863,165	\$ 30,084,744	\$ 32,908,390	\$ 29,615,312	\$ 29,361,181	\$ 29,375,345	\$ 24,308,523	\$ 4,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS																
I. Maintenance, Rehabilitation, and Repl																
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 189,559	\$ 189,475	\$ 186,808	\$ 182,760	\$ 175,140	\$ 165,301	\$ 153,461	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -	\$ -	\$ -
		\$ 1,233,885	\$ 1,250,511	\$ 1,264,821	\$ 1,278,021	\$ 1,288,157	\$ 1,296,596	\$ 1,303,379	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -	\$ -	\$ -

Amended 2023 Strategic Plan Baseline Cashflow¹

TOTAL STREETS AND FREEWAYS	\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,014,820	\$ 26,440,743	\$ 25,664,353	\$ 24,917,798	\$ 25,328,826	\$ 25,302,197	\$ 26,154,486	\$ 26,627,882	\$ -	\$ -
	\$ 723,406	\$ 723,133	\$ 713,001	\$ 697,593	\$ 652,848	\$ 601,684	\$ 512,095	\$ 394,765	\$ 285,193	\$ 150,786	\$ 47,285	\$ -	\$ -	\$ -
	\$ 25,573,677	\$ 25,970,997	\$ 26,364,830	\$ 26,759,845	\$ 26,667,668	\$ 27,042,426	\$ 26,776,448	\$ 25,312,563	\$ 25,614,019	\$ 25,452,984	\$ 26,201,771	\$ 26,627,882	\$ -	\$ -

I. Transportation Demand Management

224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -	\$ -
II. Transportation, Land Use, and Community Development																	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 344,301	\$ 344,234	\$ 339,473	\$ 332,196	\$ 318,421	\$ 300,609	\$ 279,151	\$ 253,386	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -	\$ -	\$ -
		\$ 2,597,848	\$ 2,633,838	\$ 2,665,710	\$ 2,695,652	\$ 2,720,195	\$ 2,741,824	\$ 2,760,553	\$ 2,775,735	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,192,441	\$ 8,326,320	\$ 8,462,230	\$ 8,599,465	\$ -	\$ -	\$ -	
		\$ 344,301	\$ 344,234	\$ 339,473	\$ 332,196	\$ 318,421	\$ 300,609	\$ 279,151	\$ 253,386	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -	\$ -	\$ -
		\$ 7,546,659	\$ 7,659,798	\$ 7,772,085	\$ 7,883,726	\$ 7,992,383	\$ 8,100,587	\$ 8,207,533	\$ 8,312,597	\$ 8,417,399	\$ 8,522,155	\$ 8,627,901	\$ 8,733,656	\$ -	\$ -	\$ -	

[illegible]

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.



RESOLUTION ADOPTING EIGHT 2023 PROP L 5-YEAR PRIORITIZATION
PROGRAMS AND AMENDING THE PROP L STRATEGIC PLAN BASELINE

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

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

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

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

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

WHEREAS, Through approval of Resolution 23-56, the Transportation Authority adopted the 2023 Prop L Strategic Plan Baseline which sets the amount of pay-go funding available for 23 of the 28 programs, by fiscal year, through the end of the Expenditure Plan (2053), and for the 5 remaining programs, including BART Core Capacity and Caltrain Maintenance, Rehabilitation, and Replacement, approves an accelerated cash flow schedule to support project delivery; and



WHEREAS, The Transportation Authority previously adopted four Prop L 5YPPs through approval of Resolution 24-02; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the eight enclosed 2023 Prop L 5YPPs for the following programs: BART Core Capacity; BART Maintenance, Rehabilitation, and Replacement; Caltrain Maintenance, Rehabilitation, and Replacement; Ferry Transit Maintenance, Rehabilitation, and Replacement; Bayview Caltrain Station; Curb Ramps; Tree Planting; and Vision Zero Ramps; and

WHEREAS, The BART Maintenance, Rehabilitation, and Replacement; Bayview Caltrain Station; Curb Ramps; Tree Planting; and Vision Zero Ramps 5YPPs require advancement of funds beyond the pay-as-you-go annual funding levels to provide sufficient funding to support project delivery in the first five years of Prop L as described in the enclosed draft 5YPPs; and

WHEREAS, Staff has prepared a proposed amendment to the Strategic Plan Baseline to reflect recommended programming and cash flow schedules for the proposed projects in the eight 5YPPs recommended for approval (Attachment 2); and

WHEREAS, Advancing funds as requested by project sponsors and recommended by staff for the aforementioned 5YPPs results in an increase of 4.7% (\$30.9 million) over the amended Baseline, for a total of \$684.9 million in finance costs estimated in the Strategic Plan Baseline, as shown in Attachment 3; and

WHEREAS, At its September 27, 2023, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and amendment of the Strategic Plan Baselines and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it



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

RESOLVED, That the Transportation Authority hereby adopts the eight enclosed 2023 Prop L 5YPPs.

Attachments:

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

Enclosure - 2023 Prop L 5-Year Prioritization Programs (8)

1. BART Core Capacity
2. BART Maintenance, Rehabilitation, and Replacement
3. Caltrain Maintenance, Rehabilitation, and Replacement
4. Ferry Transit Maintenance, Rehabilitation, and Replacement
5. Bayview Caltrain Station
6. Curb Ramps
7. Tree Planting
8. Vision Zero Ramps