



RESOLUTION ADOPTING TWO 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



**San Francisco
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BD111423

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WHEREAS, The Transportation Authority previously adopted four Prop L 5YPPs through approval of Resolution 24-02 and eight Prop L 5YPPs through approval of Resolution 42-13; 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 two enclosed 2023 Prop L 5YPPs for the following programs: Traffic Signs and Signals Maintenance, and Safer and Complete Streets; and

WHEREAS, The Traffic Signs and Signals Maintenance and Safer and Complete Streets 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 two 5YPPs recommended for approval (Attachment 2); and

WHEREAS, The proposed amendment to the Strategic Plan also includes delaying \$8 million in cash flow for the BART Core Capacity project by one fiscal year, since BART is able to draw down a state grant before Prop L funding, and delaying outyear cash flow for the Muni Maintenance program to reduce projected outyear pinch points for debt service by freeing up cash in those years; and

WHEREAS, The proposed Strategic Plan Baseline amendment would result in a decrease in financing costs of 2.3% (\$16 million) versus the current Baseline, as amended, for a total of \$668.9 million in finance costs estimated over the 30-year Expenditure Plan period, as shown in Attachment 3; and

WHEREAS, At its October 25, 2023, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline



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amendment 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 two 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

Enclosures: 2023 Prop L 5-Year Prioritization Programs (2)

1. Traffic Signs and Signals Maintenance
2. Safer and Complete Streets



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of October 2023, by the following votes:

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

Absent: Commissioner Dorsey (1)

DocuSigned by: <i>Rafael Mandelman</i> 3235B3A057A3450...	12/13/2023
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Rafael Mandelman	Date
Chair	

DocuSigned by: <i>Tilly Chang</i> FFD2528AB8BE49B...	12/18/2023
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ATTEST:

Tilly Chang	Date
Executive Director	

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

Approved 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 5A:
Amended 2023 Strategic Plan Baseline Programming**
Pending November 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	\$ 152,133,731	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	\$ 69,151,696	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	\$ 138,303,392	28.17%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 38,961,534	\$ -	\$ -	\$ -	\$ 498,872	\$ 738,771	\$ 1,051,070	\$ 946,501	\$ 2,574,390	\$ 2,565,805	\$ 3,133,992	\$ 2,968,630	\$ 2,775,207	\$ 3,146,075	\$ 2,792,533	\$ 2,552,277	\$ 2,308,135	\$ 2,075,091		
				Total	\$ 129,257,534	\$ -	\$ 35,296,000	\$ -	\$ 498,872	\$ 738,771	\$ 1,051,070	\$ 946,501	\$ 57,574,390	\$ 2,565,805	\$ 3,133,992	\$ 2,968,630	\$ 2,775,207	\$ 3,146,075	\$ 2,792,533	\$ 2,552,277	\$ 2,308,135	\$ 2,075,091		
III. Caltrain																								
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,910,176	27.93%	Programming	\$ 300,000,000	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 25,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 115,889,073	\$ -	\$ -	\$ -	\$ 145,600	\$ 672,132	\$ 2,394,487	\$ 3,700,769	\$ 4,104,816	\$ 5,285,878	\$ 8,059,522	\$ 8,640,092	\$ 8,058,325	\$ 9,111,058	\$ 9,200,870	\$ 8,475,794	\$ 7,734,805	\$ 7,027,617		
				Total	\$ 415,889,073	\$ -	\$ -	\$ 10,000,000	\$ 15,145,600	\$ 25,672,132	\$ 42,394,487	\$ 43,700,769	\$ 44,104,816	\$ 45,285,878	\$ 48,059,522	\$ 33,640,092	\$ 8,058,325	\$ 9,111,058	\$ 9,200,870	\$ 8,475,794	\$ 7,734,805	\$ 7,027,617		
TOTAL MAJOR CAPITAL PROJECTS																								
I. Transit Maintenance, Rehabilitation, and Replacement																								
206	Muni Maintenance	\$ 1,084,298,594	1.45%	Programming	\$ 788,000,000	\$ -	\$ 15,000,000	\$ 27,000,000	\$ 27,000,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000		
				Interest Costs	\$ 15,724,115	\$ -	\$ -	\$ 333,417	\$ 476,347	\$ 913,791	\$ 1,951,074	\$ 1,948,127	\$ 1,628,727	\$ 1,654,069	\$ 2,038,003	\$ 1,791,872	\$ 1,423,395	\$ 1,266,690	\$ 298,604	\$ -	\$ -	\$ -		
				Total	\$ 803,724,115	\$ -	\$ 15,000,000	\$ 27,333,417	\$ 27,476,347	\$ 30,913,791	\$ 31,951,074	\$ 33,948,127	\$ 36,628,727	\$ 37,038,003	\$ 33,791,872	\$ 31,423,395	\$ 31,266,690	\$ 20,298,604	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000			
207	BART Maintenance	\$ 48,406,187	22.44%	Programming	\$ 36,515,621	\$ -	\$ 12,525,000	\$ -	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464		
				Interest Costs	\$ 10,863,769	\$ -	\$ 99,636	\$ 411,747	\$ 259,465	\$ 279,279	\$ 399,719	\$ 433,818	\$ 375,097	\$ 398,926	\$ 521,508	\$ 530,162	\$ 533,581	\$ 653,610	\$ 629,134	\$ 626,306	\$ 620,201	\$ 614,467		
				Total	\$ 47,379,390	\$ -	\$ 12,624,636	\$ 411,747	\$ 259,465	\$ 279,279	\$ 399,719	\$ 433,818	\$ 375,097	\$ 398,926	\$ 521,508	\$ 530,162	\$ 533,581	\$ 653,610	\$ 629,134	\$ 626,306	\$ 620,201	\$ 614,467		
208	Caltrain Maintenance	\$ 138,303,392	11.91%	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			
				Interest Costs	\$ 16,478,578	\$ -	\$ -	\$ 88,486	\$ 121,786	\$ 232,058	\$ 502,147	\$ 667,037	\$ 588,017	\$ 634,251	\$ 837,013	\$ 855,035	\$ 861,207	\$ 1,051,744	\$ 1,005,750	\$ 991,380	\$ 968,947	\$ 944,534		
				Total	\$ 131,480,578	\$ -	\$ 5,002,000	\$ 5,088,486	\$ 5,121,786	\$ 5,232,058	\$ 5,502,147	\$ 5,667,037	\$ 5,588,017	\$ 5,634,251	\$ 5,837,013	\$ 5,855,035	\$ 5,861,207	\$ 6,051,744	\$ 6,005,750	\$ 5,991,380	\$ 5,968,947	\$ 5,944,534		
209	Ferry Maintenance	\$ 6,915,170	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	\$ 40,107,984	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	\$ 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	\$ 37,341,916	16.71%	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	\$ 6,241,477	\$ -	\$ -	\$ 64,630	\$ 80,737	\$ 124,220	\$ 168,081	\$ 216,238	\$ 214,979	\$ 235,871	\$ 308,431	\$ 313,628	\$ 315,728	\$ 386,843	\$ 372,443	\$ 370,852	\$ 367,317	\$ 363,998		
				Total	\$ 36,311,148	\$ -	\$ 2,086,000	\$ 4,708,630	\$ 80,737	\$ 1,924,220	\$ 168,081	\$ 1,462,519	\$ 1,481,200	\$ 1,522,353	\$ 1,614,818	\$ 1,641,606	\$ 1,664,954	\$ 1,757,656	\$ 1,765,189	\$ 1,785,882	\$ 1,804,987	\$ 1,824,671		
212	Mission Bay Ferry Landing	\$ 6,915,170	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	\$ 30,426,746	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																								
I. Paratransit																								
214	Paratransit	\$ 313,948,700	22.34%	Programming	\$ 234,048,020	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 19,838,205	\$ 20,436,531		
				Interest Costs	\$ 70,133,535	\$ -	\$ 199,644	\$ 513,052	\$ 561,788	\$ 902,671	\$ 1,787,043	\$ 2,134,447	\$ 2,016,976	\$ 2,331,598	\$ 3,297,150	\$ 3,607,487	\$ 3,890,799	\$ 5,088,205	\$ 5,208,848	\$ 5,497,273	\$ 5,451,994	\$ 5,018,531		
				Total	\$ 304,181,555	\$ -	\$ 13,312,644	\$ 14,019,052	\$ 14,472,788	\$ 15,231,671	\$ 16,545,043	\$ 17,335,688	\$ 17,674,254	\$ 18,458,595	\$ 19,907,957	\$ 20,716,618	\$ 21,513,203	\$ 23,239,281	\$ 23,904,457	\$ 24,753,750	\$ 25,451,994	\$ 25,018,531		
TOTAL PARATRANSIT																								
D. STREETS AND FREEWAYS																								
I. Maintenance, Rehabilitation, and Replacement																								
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 145,218,562	0.00%	Programming	\$ 144,966,345	\$ -	\$ 1,980,000	\$ 2,235,000	\$ 1,800,000	\$ 2,100,000	\$ 1,820,000	\$ 4,846,650	\$ 4,924,196	\$ 5,002,983	\$ 5,080,392	\$ 5,164,358	\$ 5,246,988	\$ 5,330,939	\$ 5,416,234	\$ 5,502,893	\$ 5,590,939	\$ 5,680,393		
				Interest Costs	\$ -																			

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending November 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	\$ 124,473,053	16.14%	Programming \$ 103,762,091 Interest Costs \$ 20,089,358 Total \$ 123,851,449	\$ - \$ - \$ -	\$ 11,204,000 \$ - \$ 11,204,000	\$ 7,875,000 \$ - \$ 7,875,000	\$ 2,804,000 \$ 101,450 \$ 2,905,450	\$ 2,804,000 \$ 355,838 \$ 3,159,838	\$ 2,804,000 \$ 674,154 \$ 3,478,154	\$ 2,804,000 \$ 805,562 \$ 4,959,833	\$ 4,154,271 \$ 698,505 \$ 4,919,245	\$ 4,220,739 \$ 743,126 \$ 5,031,397	\$ 4,288,271 \$ 994,909 \$ 5,326,416	\$ 4,354,622 \$ 994,909 \$ 5,414,824	\$ 4,426,593 \$ 994,909 \$ 5,492,327	\$ 4,497,418 \$ 994,909 \$ 5,788,452	\$ 4,569,376 \$ 1,219,076 \$ 5,816,249	\$ 4,642,486 \$ 1,173,763 \$ 5,855,579	\$ 4,716,765 \$ 1,168,814 \$ 5,949,968	\$ 4,792,233 \$ 1,157,735 \$ 5,949,968	\$ 4,868,909 \$ 1,147,334 \$ 6,016,243
II. Safer and Complete Streets																						
218	Safer and Complete Streets	\$ 210,221,156	14.59%	Programming \$ 179,114,586 Interest Costs \$ 30,673,469 Total \$ 209,788,056	\$ - \$ - \$ -	\$ 8,080,000 \$ - \$ 8,080,000	\$ 15,593,000 \$ - \$ 15,593,000	\$ 9,136,000 \$ 39,299 \$ 9,175,299	\$ 8,001,000 \$ 177,580 \$ 8,178,580	\$ 6,508,000 \$ 515,144 \$ 7,023,144	\$ 6,975,253 \$ 809,995 \$ 7,785,248	\$ 7,086,858 \$ 900,402 \$ 7,987,260	\$ 7,200,248 \$ 1,102,967 \$ 8,303,215	\$ 7,311,169 \$ 1,531,010 \$ 8,842,179	\$ 7,432,501 \$ 1,599,035 \$ 9,031,536	\$ 7,551,421 \$ 1,608,049 \$ 9,159,470	\$ 7,672,245 \$ 1,968,229 \$ 9,640,474	\$ 7,795,002 \$ 1,893,084 \$ 9,688,086	\$ 7,919,722 \$ 1,883,184 \$ 9,802,906	\$ 8,046,439 \$ 1,863,488 \$ 9,909,926	\$ 8,175,182 \$ 1,844,965 \$ 10,020,147	
219	Curb Ramps	\$ 40,107,984	6.53%	Programming \$ 36,586,133 Interest Costs \$ 2,620,052 Total \$ 39,206,185	\$ - \$ - \$ -	\$ 575,000 \$ - \$ 575,000	\$ 1,100,000 \$ - \$ 1,100,000	\$ 1,155,000 \$ 4,690 \$ 1,159,690	\$ 1,212,000 \$ 21,465 \$ 1,233,465	\$ 1,275,000 \$ 57,334 \$ 1,332,334	\$ 1,338,599 \$ 99,333 \$ 1,437,931	\$ 1,360,016 \$ 86,087 \$ 1,446,103	\$ 1,381,776 \$ 91,765 \$ 1,473,541	\$ 1,403,156 \$ 120,232 \$ 1,523,388	\$ 1,426,347 \$ 122,490 \$ 1,548,837	\$ 1,449,168 \$ 123,537 \$ 1,572,705	\$ 1,472,355 \$ 151,634 \$ 1,623,989	\$ 1,495,912 \$ 146,241 \$ 1,642,153	\$ 1,519,847 \$ 145,859 \$ 1,665,706	\$ 1,544,164 \$ 144,703 \$ 1,688,867	\$ 1,568,871 \$ 143,621 \$ 1,712,492	
220	Tree Planting	\$ 27,660,678	13.88%	Programming \$ 23,403,301 Interest Costs \$ 3,838,737 Total \$ 27,242,038	\$ - \$ - \$ -	\$ 1,000,000 \$ - \$ 1,000,000	\$ 1,050,000 \$ 15,560 \$ 1,065,560	\$ 1,100,000 \$ 25,854 \$ 1,125,854	\$ 1,160,000 \$ 48,542 \$ 1,208,542	\$ 1,220,000 \$ 105,119 \$ 1,325,119	\$ 923,171 \$ 152,729 \$ 1,075,900	\$ 937,942 \$ 132,129 \$ 1,070,071	\$ 952,949 \$ 140,599 \$ 1,093,548	\$ 967,694 \$ 183,901 \$ 1,151,595	\$ 983,687 \$ 187,049 \$ 1,170,736	\$ 999,426 \$ 188,349 \$ 1,187,775	\$ 1,015,417 \$ 230,830 \$ 1,246,247	\$ 1,031,664 \$ 222,291 \$ 1,253,954	\$ 1,048,170 \$ 221,393 \$ 1,269,563	\$ 1,064,941 \$ 219,332 \$ 1,284,273	\$ 1,081,980 \$ 217,398 \$ 1,299,377	
III. Freeway Safety and Operational Improvements																						
221	Vision Zero Ramps	\$ 11,064,271	16.87%	Programming \$ 8,644,347 Interest Costs \$ 1,866,296 Total \$ 10,510,643	\$ - \$ - \$ -	\$ 2,000,000 \$ - \$ 2,000,000	\$ - \$ 29,113 \$ 29,113	\$ 90,000 \$ 37,606 \$ 127,606	\$ 350,000 \$ 46,776 \$ 396,776	\$ - \$ 69,172 \$ 69,172	\$ 369,269 \$ 75,095 \$ 444,364	\$ 375,177 \$ 64,949 \$ 440,126	\$ 381,180 \$ 69,094 \$ 450,274	\$ 387,078 \$ 90,351 \$ 477,428	\$ 393,475 \$ 91,874 \$ 485,349	\$ 399,770 \$ 92,491 \$ 492,261	\$ 406,167 \$ 113,325 \$ 519,491	\$ 412,665 \$ 109,107 \$ 521,773	\$ 419,268 \$ 108,642 \$ 527,910	\$ 425,976 \$ 107,608 \$ 533,584	\$ 432,792 \$ 106,637 \$ 539,429	
222	Managed Lanes and Express Bus	\$ 13,830,339	0.00%	Programming \$ 13,806,301 Interest Costs \$ - Total \$ 13,806,301	\$ - \$ - \$ -	\$ 105,130 \$ - \$ 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 \$ - \$ 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	\$ 210,261 \$ - \$ 210,261
223	Transformative Freeway and Major Street Projects	\$ 27,660,678	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ - \$ - \$ -	\$ 210,261 \$ - \$ 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 \$ - \$ 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	\$ 420,521 \$ - \$ 420,521
TOTAL STREETS AND FREEWAYS				Programming \$ 560,631,262 Interest Costs \$ 62,070,782 Total \$ 622,702,043	\$ - \$ - \$ -	\$ 26,131,391 \$ 53,312 \$ 26,131,391	\$ 29,034,782 \$ 226,993 \$ 29,088,095	\$ 17,760,782 \$ 686,992 \$ 17,987,775	\$ 17,484,782 \$ 686,992 \$ 18,171,774	\$ 15,063,782 \$ 1,506,075 \$ 16,569,857	\$ 20,868,983 \$ 2,059,005 \$ 22,927,988	\$ 21,202,886 \$ 1,982,714 \$ 23,185,601	\$ 21,542,132 \$ 2,254,682 \$ 23,796,814	\$ 21,874,960 \$ 3,037,460 \$ 24,912,420	\$ 22,236,995 \$ 3,131,298 \$ 25,368,293	\$ 22,592,786 \$ 3,150,992 \$ 25,743,778	\$ 22,954,270 \$ 3,859,207 \$ 26,813,477	\$ 23,321,538 \$ 3,714,136 \$ 27,035,674	\$ 23,694,682 \$ 3,696,905 \$ 27,391,587	\$ 24,073,797 \$ 3,660,353 \$ 27,734,150	\$ 24,458,977 \$ 3,626,011 \$ 28,084,988	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
I. Transportation Demand Management																						
224	Transportation Demand Management	\$ 24,894,611	0.00%	Programming \$ 24,851,342 Interest Costs \$ - Total \$ 24,851,342	\$ - \$ - \$ -	\$ 189,235 \$ - \$ 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 \$ - \$ 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	\$ 56,704,391	10.35%	Programming \$ 50,344,018 Interest Costs \$ 5,871,290 Total \$ 56,215,307	\$ - \$ - \$ -	\$ 4,050,000 \$ 19,441 \$ 4,069,441	\$ 2,200,000 \$ 130,888 \$ 2,330,888	\$ 2,050,000 \$ 118,346 \$ 2,168,346	\$ 200,000 \$ 143,532 \$ 343,532	\$ 200,000 \$ 193,965 \$ 393,965	\$ 1,892,501 \$ 210,784 \$ 2,103,285	\$ 1,922,781 \$ 182,481 \$ 2,105,262	\$ 1,953,546 \$ 194,312 \$ 2,147,857	\$ 1,983,772 \$ 254,328 \$ 2,238,100	\$ 2,016,559 \$ 258,849 \$ 2,275,408	\$ 2,048,824 \$ 260,813 \$ 2,309,637	\$ 2,081,605 \$ 319,833 \$ 2,401,438	\$ 2,114,910 \$ 308,183 \$ 2,423,093	\$ 2,148,749 \$ 307,113 \$ 2,455,862	\$ 2,183,129 \$ 304,423 \$ 2,487,551	\$ 2,218,058 \$ 301,901 \$ 2,519,960	
226	Equity Priority Transportation Program	\$ 58,087,425	0.00%	Programming \$ 57,986,466 Interest Costs \$ - Total \$ 57,986,466	\$ - \$ - \$ -	\$ 441,548 \$ - \$ 441,548	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	
227	Development-Oriented Transportation	\$ 27,660,678	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ - \$ - \$ -	\$ 210,261 \$ - \$ 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 \$ - \$ 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	\$ 13,830,339	0.00%	Programming \$ 13,806,301 Interest Costs \$ - Total \$ 13,806,301	\$ - \$ - \$ -	\$ 105,130 \$ - \$ 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 \$ - \$ 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				Programming \$ 174,600,730 Interest Costs \$ 5,871,290 Total \$ 180,472,020	\$ - \$ - \$ -	\$ 4,996,173 \$ 19,441 \$ 5,015,614	\$ 4,092,347 \$ 130,888 \$ 4,223,234	\$ 3,942,347 \$ 118,346 \$ 4,060,693	\$ 2,092,347 \$ 143,532 \$ 2,235,879	\$ 2,092,347 \$ 193,965 \$ 2,286,312	\$ 6,046,773 \$ 210,784 \$ 6,257,556	\$ 6,143,521 \$ 182,481 \$ 6,326,002	\$ 6,241,817 \$ 194,312 \$ 6,436,128	\$ 6,338,394 \$ 254,328 \$ 6,592,722	\$ 6,443,152 \$ 258,849 \$ 6,702,001	\$ 6,546,242 \$ 260,813 \$ 6,805,055	\$ 6,650,981 \$ 319,833 \$ 6,970,814	\$ 6,757,396 \$ 308,183 \$ 7,065,579	\$ 6,865,514 \$ 307,113 \$ 7,172,627	\$ 6,975,362 \$ 304,423 \$ 7,279,785	\$ 7,086,967 \$ 301,901 \$ 7,388,869	
TOTAL PROP L STRATEGIC PLAN				Programming \$ 2,634,282,477 Interest Costs \$ 342,234,152 Total \$ 2,976,516,629	\$ - \$ - \$ -	\$ 116,420,380 \$ 318,721 \$ 116,739,101	\$ 98,291,760 \$ 1,595,533 \$ 99,887,293	\$ 87,155,760 \$ 2,489,933 \$ 89,645,693	\$ 100,247,760 \$ 4,693,447 \$ 104,941,207	\$ 111,455,760 \$ 9,953,662 \$ 121,409,422	\$ 132,179,873 \$ 12,316,725 \$ 144,496,598	\$ 191,275,566 \$ 13,668,197 \$ 204,943,763	\$ 137,395,175 \$ 15,555,392 \$ 152,950,567	\$ 138,517,027 \$ 21,487,407 \$ 160,004,434	\$ 121,708,452 \$ 22,097,054 \$ 143,805,507	\$ 95,903,312 \$ 21,270,048 \$ 117,173,360	\$ 97,124,477 \$ 24,883,265 \$ 122,007,742	\$ 113,372,582 \$ 23,530,503 \$ 136,903,085	\$ 84,648,280 \$ 22,517,900 \$ 107,166,180	\$ 81,118,070 \$ 21,416,176 \$ 102,534,246	\$ 74,855,957 \$ 19,972,151 \$ 94,828,108	
Prop. K Related Programming (since 7/1/22)				Programming \$ 66,942,431 Interest Costs \$ 332,078,832 Total \$ 399,021,263	\$ 67,104,722 \$ 7,214,050 \$ 74,318,772	\$ (162,290) \$ 7,078,301 \$ 6,916,011	\$ - \$ 8,139,766 \$ 8,139,766	\$ - \$ 6,863,567 \$ 6,863,567	\$ - \$ 8,393,153 \$ 8,393,153	\$ - \$ 11,989,518 \$ 11,989,518	\$ - \$ 10,954,566 \$ 10,954,566	\$ - \$ 9,463,353 \$ 9,463,353	\$ - \$ 10,055,758 \$ 10,055,758	\$ - \$ 13,134,335 \$ 13,134,335	\$ - \$ 13,341,196 \$ 13,341,196	\$ - \$ 13,416,402 \$ 13,416,402	\$ - \$ 16,421,485 \$ 16,421,485	\$ - \$ 15,794,534 \$ 15,794,534	\$ - \$ 15,711,931 \$ 15,711,931	\$ - \$ 15,547,603 \$ 15,547,603	\$ - \$ 15,393,052 \$ 15,393,052	

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
 Pending November 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,841,974	\$ 1,608,638	\$ 1,376,953	\$ 1,148,754	\$ 929,972	\$ 727,297	\$ 540,736	\$ 369,125	\$ 213,928	\$ 76,806	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,841,974	\$ 1,608,638	\$ 1,376,953	\$ 1,148,754	\$ 929,972	\$ 727,297	\$ 540,736	\$ 369,125	\$ 213,928	\$ 76,806	\$ -	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,316,384	\$ 5,599,523	\$ 4,882,004	\$ 4,168,346	\$ 3,477,739	\$ 2,833,564	\$ 2,235,093	\$ 1,675,115	\$ 1,152,162	\$ 668,809	\$ 265,265	\$ 3,304	\$ -	\$ -	
		\$ 6,316,384	\$ 5,599,523	\$ 4,882,004	\$ 4,168,346	\$ 3,477,739	\$ 2,833,564	\$ 2,235,093	\$ 1,675,115	\$ 1,152,162	\$ 668,809	\$ 265,265	\$ 3,304	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 8,158,358	\$ 7,208,161	\$ 6,258,958	\$ 5,317,100	\$ 4,407,711	\$ 3,560,861	\$ 2,775,829	\$ 2,044,240	\$ 1,366,090	\$ 745,615	\$ 265,265	\$ 3,304	\$ -	\$ -	
		\$ 16,952,688	\$ 16,143,200	\$ 15,336,957	\$ 14,540,344	\$ 13,780,489	\$ 13,087,552	\$ 12,459,349	\$ 11,887,551	\$ 11,372,206	\$ 11,512,407	\$ 11,399,895	\$ 11,344,575	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ -	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 605,784	\$ 593,265	\$ 539,172	\$ 457,087	\$ 377,903	\$ 304,212	\$ 235,960	\$ 172,456	\$ 113,766	\$ 60,288	\$ 17,219	\$ -	\$ -	\$ -	
		\$ 2,529,544	\$ 2,547,805	\$ 1,389,172	\$ 457,087	\$ 377,903	\$ 304,212	\$ 235,960	\$ 172,456	\$ 113,766	\$ 60,288	\$ 17,219	\$ -	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 913,347	\$ 874,583	\$ 828,177	\$ 773,825	\$ 713,901	\$ 652,570	\$ 589,609	\$ 414,398	\$ 254,627	\$ 111,764	\$ 2,385	\$ -	\$ -	\$ -	
		\$ 5,913,347	\$ 5,874,583	\$ 5,828,177	\$ 5,773,825	\$ 5,713,901	\$ 5,652,570	\$ 5,589,609	\$ 414,398	\$ 254,627	\$ 111,764	\$ 2,385	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 358,929	\$ 351,583	\$ 341,667	\$ 328,725	\$ 285,701	\$ 229,160	\$ 176,837	\$ 128,230	\$ 83,441	\$ 42,796	\$ 10,410	\$ -	\$ -	\$ -	
		\$ 1,842,972	\$ 1,859,371	\$ 1,873,579	\$ 1,885,147	\$ 885,701	\$ 229,160	\$ 176,837	\$ 128,230	\$ 83,441	\$ 42,796	\$ 10,410	\$ -	\$ -	\$ -	\$ -
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		\$ 34,760,642	\$ 34,868,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,245,078	\$ 42,323,860	\$ -	\$ -	
		\$ 1,878,061	\$ 1,819,431	\$ 1,709,015	\$ 1,559,637	\$ 1,377,505	\$ 1,185,942	\$ 1,002,406	\$ 715,084	\$ 451,833	\$ 214,848	\$ 30,014	\$ -	\$ -	\$ -	
		\$ 36,638,702	\$ 36,688,242	\$ 35,551,915	\$ 34,632,421	\$ 36,550,877	\$ 35,817,993	\$ 35,694,248	\$ 34,467,847	\$ 42,266,665	\$ 42,319,688	\$ 42,275,092	\$ 42,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,823	\$ 160,546	\$ 156,090	\$ 150,246	\$ 143,307	\$ 135,964	\$ 128,053	\$ 93,582	\$ 61,726	\$ 32,699	\$ 9,325	\$ -	\$ -	\$ -	
		\$ 1,208,150	\$ 1,221,582	\$ 1,234,103	\$ 1,245,506	\$ 1,256,324	\$ 1,267,259	\$ 1,277,971	\$ 93,582	\$ 61,726	\$ 32,699	\$ 9,325	\$ -	\$ -	\$ -	\$ -

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
 Pending November 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	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,131,414	\$ 1,108,313	\$ 1,077,107	\$ 1,036,357	\$ 988,084	\$ 828,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
		\$ 6,078,225	\$ 6,134,273	\$ 6,183,481	\$ 6,224,432	\$ 6,260,272	\$ 2,028,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
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	\$ 5,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,817,648	\$ 1,778,891	\$ 1,727,237	\$ 1,660,412	\$ 1,581,646	\$ 1,414,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
		\$ 10,123,584	\$ 10,217,713	\$ 10,301,080	\$ 10,371,436	\$ 10,432,566	\$ 7,164,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 141,839	\$ 139,144	\$ 135,418	\$ 130,477	\$ 124,575	\$ 118,317	\$ 111,552	\$ 103,586	\$ 93,339	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,811	\$ 1,758,620	\$ 1,780,806	\$ 1,802,190	\$ 1,823,391	\$ 1,845,030	\$ 1,866,690	\$ 1,887,686	\$ 1,906,948	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 214,416	\$ 210,072	\$ 204,189	\$ 196,494	\$ 187,370	\$ 177,722	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,707	\$ 1,326,952	\$ 1,338,938	\$ 1,349,399	\$ 1,358,968	\$ 1,368,558	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 105,153	\$ 103,002	\$ 100,098	\$ 96,307	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
		\$ 544,869	\$ 549,754	\$ 553,997	\$ 557,469	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
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	\$ 19,036,989	\$ 11,075,525	\$ 10,089,394	\$ 10,256,269	\$ 9,084,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -	
		\$ 3,574,293	\$ 3,499,968	\$ 3,400,138	\$ 3,270,292	\$ 3,103,578	\$ 2,737,327	\$ 2,188,024	\$ 1,646,260	\$ 1,139,411	\$ 638,606	\$ 226,751	\$ -	\$ -	\$ -	
		\$ 28,424,564	\$ 28,747,833	\$ 29,051,967	\$ 29,332,544	\$ 29,118,398	\$ 21,774,316	\$ 13,263,549	\$ 11,735,654	\$ 11,395,680	\$ 9,723,086	\$ 9,621,595	\$ 9,569,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA																
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	
		\$ 2,551,465	\$ 2,581,636	\$ 2,610,234	\$ 2,636,885	\$ 2,662,640	\$ 2,688,778	\$ 2,714,621	\$ 2,738,744	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	\$ -
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	\$ 8,192,111	\$ 8,326,411	\$ 8,462,330	\$ 8,599,465	\$ -	\$ -	
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	
		\$ 7,498,276	\$ 7,607,595	\$ 7,716,608	\$ 7,824,960	\$ 7,934,827	\$ 8,047,541	\$ 8,161,601	\$ 8,275,607	\$ 8,411,603	\$ 8,548,135	\$ 8,691,091	\$ 8,838,225	\$ -	\$ -	
TOTAL PROP L STRATEGIC PLAN		\$ 75,605,600	\$ 76,367,279	\$ 76,005,340	\$ 75,909,810	\$ 78,234,933	\$ 70,995,710	\$ 63,379,268	\$ 61,744,678	\$ 67,705,658	\$ 68,012,432	\$ 69,037,782	\$ 69,613,795	\$ -	\$ -	
		\$ 18,393,422	\$ 16,768,240	\$ 15,066,205	\$ 13,305,387	\$ 11,524,796	\$ 9,632,878	\$ 7,662,277	\$ 5,677,888	\$ 3,785,110	\$ 2,023,470	\$ 625,061	\$ 3,304	\$ -	\$ -	
		\$ 93,999,022	\$ 93,135,519	\$ 91,071,546	\$ 89,215,197	\$ 89,759,729	\$ 80,628,587	\$ 71,041,545	\$ 67,422,566	\$ 71,490,768	\$ 70,035,901	\$ 69,662,843	\$ 69,617,099	\$ -	\$ -	
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	
		\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending November 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	\$ 152,133,731	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	\$ 69,151,696	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	\$ 138,303,392	28.17%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 38,961,534	\$ -	\$ -	\$ -	\$ 498,872	\$ 738,771	\$ 1,051,070	\$ 946,501	\$ 2,574,390	\$ 2,565,805	\$ 3,133,992	\$ 2,968,630	\$ 2,775,207	\$ 3,146,075	\$ 2,792,533	\$ 2,552,277	\$ 2,308,135	\$ 2,075,091		
				Total	\$ 129,257,534	\$ -	\$ -	\$ -	\$ 27,626,872	\$ 8,906,771	\$ 1,051,070	\$ 946,501	\$ 57,574,390	\$ 2,565,805	\$ 3,133,992	\$ 2,968,630	\$ 2,775,207	\$ 3,146,075	\$ 2,792,533	\$ 2,552,277	\$ 2,308,135	\$ 2,075,091		
III. Caltrain																								
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,910,176	27.93%	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	\$ 115,889,073	\$ -	\$ -	\$ -	\$ 145,600	\$ 672,132	\$ 2,394,487	\$ 3,700,769	\$ 4,104,816	\$ 5,285,878	\$ 8,059,522	\$ 8,640,092	\$ 8,058,325	\$ 9,111,058	\$ 9,200,870	\$ 8,475,794	\$ 7,734,805	\$ 7,027,617		
				Total	\$ 415,889,073	\$ -	\$ -	\$ 10,000,000	\$ 15,145,600	\$ 25,672,132	\$ 42,394,487	\$ 43,700,769	\$ 44,104,816	\$ 45,285,878	\$ 48,059,522	\$ 33,640,092	\$ 8,058,325	\$ 9,111,058	\$ 34,200,870	\$ 8,475,794	\$ 7,734,805	\$ 7,027,617		
TOTAL MAJOR CAPITAL PROJECTS					\$ 774,498,996	\$ -	\$ 1,682,086	\$ 13,364,172	\$ 45,492,172	\$ 36,532,172	\$ 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		
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																								
I. Transit Maintenance, Rehabilitation, and Replacement																								
206	Muni Maintenance	\$ 1,084,298,594	1.45%	Programming	\$ 788,000,000	\$ -	\$ -	\$ 42,000,000	\$ 27,000,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000		
				Interest Costs	\$ 15,724,115	\$ -	\$ -	\$ 333,417	\$ 476,347	\$ 913,791	\$ 1,951,074	\$ 1,948,127	\$ 1,628,727	\$ 1,654,069	\$ 2,038,003	\$ 1,791,872	\$ 1,423,395	\$ 1,266,690	\$ 298,604	\$ -	\$ -	\$ -		
				Total	\$ 803,724,115	\$ -	\$ -	\$ 423,337	\$ 27,476,347	\$ 30,913,791	\$ 31,951,074	\$ 33,948,127	\$ 36,628,727	\$ 36,654,069	\$ 37,038,003	\$ 33,791,872	\$ 31,423,395	\$ 31,266,690	\$ 20,298,604	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000		
207	BART Maintenance	\$ 48,406,187	22.44%	Programming	\$ 36,515,621	\$ -	\$ 3,262,238	\$ 9,262,762	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464		
				Interest Costs	\$ 10,863,769	\$ -	\$ 99,636	\$ 411,747	\$ 259,465	\$ 279,279	\$ 399,719	\$ 433,818	\$ 375,097	\$ 398,926	\$ 521,508	\$ 530,162	\$ 533,581	\$ 653,610	\$ 629,134	\$ 626,306	\$ 620,201	\$ 614,467		
				Total	\$ 47,379,390	\$ -	\$ 3,361,874	\$ 9,674,509	\$ 259,465	\$ 279,279	\$ 399,719	\$ 2,049,368	\$ 2,016,496	\$ 2,066,587	\$ 2,214,972	\$ 2,251,615	\$ 2,282,577	\$ 2,430,589	\$ 2,434,545	\$ 2,460,604	\$ 2,483,848	\$ 2,507,931		
208	Caltrain Maintenance	\$ 138,303,392	11.91%	Programming	\$ 115,002,000	\$ -	\$ 1,776,000	\$ 4,826,000	\$ 4,700,000	\$ 5,500,000	\$ 5,700,000	\$ 7,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000		
				Interest Costs	\$ 16,478,578	\$ -	\$ -	\$ 88,486	\$ 121,786	\$ 232,058	\$ 502,147	\$ 667,037	\$ 588,017	\$ 634,251	\$ 837,013	\$ 855,035	\$ 861,207	\$ 1,051,744	\$ 1,005,750	\$ 991,380	\$ 968,947	\$ 944,534		
				Total	\$ 131,480,578	\$ -	\$ 1,776,000	\$ 4,914,486	\$ 4,921,786	\$ 5,732,058	\$ 6,202,147	\$ 8,167,037	\$ 5,588,017	\$ 5,634,251	\$ 5,837,013	\$ 5,855,035	\$ 5,861,207	\$ 6,051,744	\$ 6,005,750	\$ 5,991,380	\$ 5,968,947	\$ 5,944,534		
209	Ferry Maintenance	\$ 6,915,170	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	\$ 40,107,984	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	\$ 37,341,916	16.71%	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	\$ 6,241,477	\$ -	\$ -	\$ 64,630	\$ 80,737	\$ 124,220	\$ 168,081	\$ 216,238	\$ 214,979	\$ 235,871	\$ 308,431	\$ 313,628	\$ 315,728	\$ 386,843	\$ 372,443	\$ 370,852	\$ 367,317	\$ 363,998		
				Total	\$ 36,311,148	\$ -	\$ -	\$ 2,950,630	\$ 2,202,737	\$ 1,846,220	\$ 168,081	\$ 2,262,519	\$ 2,281,200	\$ 1,722,358	\$ 1,614,818	\$ 1,641,606	\$ 1,664,954	\$ 1,757,656	\$ 1,765,189	\$ 1,785,882	\$ 1,804,987	\$ 1,824,671		
212	Mission Bay Ferry Landing	\$ 6,915,170	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	\$ 30,426,746	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					\$ 1,392,715,158	\$ -	\$ 5,626,968	\$ 60,309,222	\$ 35,104,460	\$ 38,504,460	\$ 36,983,460	\$ 45,977,504	\$ 46,568,344	\$ 46,060,637	\$ 45,951,317	\$ 43,049,677	\$ 41,146,471	\$ 41,244,814	\$ 31,344,731	\$ 26,446,246	\$ 31,549,386	\$ 34,654,175		
C. PARATRANSIT																								
214	Paratransit	\$ 313,948,700	22.34%	Programming	\$ 234,048,020	\$ -	\$ 9,835,000	\$ 13,408,000	\$ 13,809,000	\$ 14,225,000	\$ 14,651,000	\$ 15,089,931	\$ 15,543,269	\$ 16,009,567	\$ 16,489,854	\$ 16,984,550	\$ 17,494,086	\$ 18,018,909	\$ 18,559,476	\$ 19,116,260	\$ 19,693,119	\$ 20,293,939		
				Interest Costs	\$ 70,133,535	\$ -	\$ 199,644	\$ 513,052	\$ 561,788	\$ 902,671	\$ 1,787,043	\$ 2,134,447	\$ 2,016,976	\$ 2,331,598	\$ 3,297,150	\$ 3,607,487	\$ 3,890,799	\$ 5,088,205	\$ 5,208,848	\$ 5,497,273	\$ 5,451,994	\$ 5,018,531		
				Total	\$ 304,181,555	\$ -	\$ 10,034,644	\$ 13,921,052	\$ 14,370,788	\$ 15,127,671	\$ 16,438,043	\$ 17,224,377	\$ 17,560,245	\$ 18,341,165	\$ 19									

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending November 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	\$ 124,473,053	16.14%	Programming	\$ 103,762,091	\$ -	\$ 550,000	\$ 2,150,000	\$ 10,747,000	\$ 5,036,000	\$ 5,901,271	\$ 4,270,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909			
				Interest Costs	\$ 20,089,358	\$ -	\$ -	\$ -	\$ 101,450	\$ 355,838	\$ 674,154	\$ 805,562	\$ 698,505	\$ 743,126	\$ 971,794	\$ 988,231	\$ 994,909	\$ 1,219,076	\$ 1,173,763	\$ 1,168,814	\$ 1,157,735	\$ 1,147,334		
				Total	\$ 123,851,449	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,312,450	\$ 11,102,838	\$ 5,710,154	\$ 6,706,833	\$ 4,969,245	\$ 5,031,397	\$ 5,326,416	\$ 5,414,824	\$ 5,492,327	\$ 5,788,452	\$ 5,816,249	\$ 5,885,579	\$ 5,949,968	\$ 6,016,243		
II. Safer and Complete Streets																								
218	Safer and Complete Streets	\$ 210,221,156	14.59%	Programming	\$ 179,114,586	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,805,000	\$ 8,099,000	\$ 9,189,000	\$ 12,947,253	\$ 12,836,858	\$ 11,280,248	\$ 9,311,169	\$ 8,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182		
				Interest Costs	\$ 30,673,469	\$ -	\$ -	\$ -	\$ 39,299	\$ 177,580	\$ 515,144	\$ 809,995	\$ 57,334	\$ 99,333	\$ 900,402	\$ 1,102,967	\$ 1,531,010	\$ 1,599,035	\$ 1,608,049	\$ 1,968,229	\$ 1,893,084	\$ 1,883,184	\$ 1,863,488	\$ 1,844,965
				Total	\$ 209,788,056	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,299	\$ 8,274,580	\$ 9,704,144	\$ 13,757,248	\$ 9,704,144	\$ 13,757,248	\$ 13,737,260	\$ 12,383,215	\$ 10,842,179	\$ 10,031,536	\$ 9,159,470	\$ 9,640,474	\$ 9,688,086	\$ 9,802,906	\$ 9,909,926	\$ 10,020,147
219	Curb Ramps	\$ 40,107,984	6.53%	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	\$ 2,620,052	\$ -	\$ -	\$ -	\$ 4,690	\$ 21,465	\$ 57,334	\$ 99,333	\$ 86,087	\$ 91,765	\$ 120,232	\$ 122,490	\$ 123,537	\$ 151,634	\$ 146,241	\$ 145,859	\$ 144,703	\$ 143,621		
				Total	\$ 39,206,185	\$ -	\$ -	\$ 925,000	\$ 1,104,690	\$ 1,226,465	\$ 1,269,334	\$ 2,312,931	\$ 1,446,103	\$ 1,473,541	\$ 1,523,388	\$ 1,548,837	\$ 1,572,705	\$ 1,623,988	\$ 1,642,153	\$ 1,665,706	\$ 1,688,867	\$ 1,712,492		
220	Tree Planting	\$ 27,660,678	13.88%	Programming	\$ 23,403,301	\$ -	\$ 250,000	\$ 1,012,500	\$ 1,062,500	\$ 1,115,000	\$ 1,175,000	\$ 1,838,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
				Interest Costs	\$ 3,838,737	\$ -	\$ -	\$ 15,560	\$ 25,854	\$ 48,542	\$ 105,119	\$ 152,729	\$ 132,129	\$ 140,599	\$ 183,901	\$ 187,049	\$ 188,349	\$ 230,830	\$ 222,291	\$ 221,393	\$ 219,332	\$ 217,398		
				Total	\$ 27,242,038	\$ -	\$ 250,000	\$ 1,028,060	\$ 1,088,354	\$ 1,163,542	\$ 1,280,119	\$ 1,990,900	\$ 1,070,071	\$ 1,093,548	\$ 1,151,595	\$ 1,170,736	\$ 1,187,775	\$ 1,246,247	\$ 1,253,954	\$ 1,269,563	\$ 1,284,273	\$ 1,299,377		
III. Freeway Safety and Operational Improvements																								
221	Vision Zero Ramps	\$ 11,064,271	16.87%	Programming	\$ 8,644,347	\$ -	\$ 100,000	\$ 1,025,000	\$ 920,000	\$ 295,000	\$ 100,000	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792		
				Interest Costs	\$ 1,866,296	\$ -	\$ -	\$ 29,113	\$ 37,606	\$ 46,776	\$ 69,172	\$ 75,095	\$ 64,949	\$ 69,094	\$ 90,351	\$ 91,874	\$ 92,491	\$ 113,325	\$ 109,107	\$ 108,642	\$ 107,608	\$ 106,637		
				Total	\$ 10,510,643	\$ -	\$ 100,000	\$ 1,054,113	\$ 957,606	\$ 341,776	\$ 169,172	\$ 444,364	\$ 440,126	\$ 450,274	\$ 477,428	\$ 485,349	\$ 492,261	\$ 519,491	\$ 521,773	\$ 527,910	\$ 533,584	\$ 539,429		
222	Managed Lanes and Express Bus	\$ 13,830,339	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	\$ 27,660,678	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		\$ 626,514,366	9.91%	Programming	\$ 560,631,262	\$ -	\$ 1,920,391	\$ 13,334,282	\$ 20,216,282	\$ 25,081,782	\$ 20,149,782	\$ 32,061,983	\$ 27,702,886	\$ 25,622,132	\$ 23,874,960	\$ 23,236,995	\$ 22,952,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977		
				Interest Costs	\$ 62,070,782	\$ -	\$ -	\$ 53,313	\$ 226,993	\$ 686,992	\$ 1,506,075	\$ 2,059,005	\$ 1,982,714	\$ 2,254,682	\$ 3,037,460	\$ 3,131,298	\$ 3,150,992	\$ 3,859,207	\$ 3,714,136	\$ 3,696,905	\$ 3,660,353	\$ 3,626,011		
				Total	\$ 622,702,043	\$ -	\$ 1,920,391	\$ 13,387,595	\$ 20,443,275	\$ 25,768,774	\$ 21,655,857	\$ 34,120,988	\$ 29,685,601	\$ 27,876,814	\$ 26,912,420	\$ 26,368,293	\$ 25,743,778	\$ 26,813,477	\$ 27,035,674	\$ 27,391,587	\$ 27,734,150	\$ 28,084,988		
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																								
I. Transportation Demand Management																								
224	Transportation Demand Management	\$ 24,894,611	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	\$ 56,704,391	10.35%	Programming	\$ 50,344,018	\$ -	\$ 1,355,000	\$ 3,895,000	\$ 2,125,000	\$ 1,125,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058		
				Interest Costs	\$ 5,871,290	\$ -	\$ 19,441	\$ 130,888	\$ 118,346	\$ 143,532	\$ 193,965	\$ 210,784	\$ 182,481	\$ 194,312	\$ 254,328	\$ 258,849	\$ 260,813	\$ 319,833	\$ 308,183	\$ 307,113	\$ 304,423	\$ 301,901		
				Total	\$ 56,215,307	\$ -	\$ 1,374,441	\$ 4,025,888	\$ 2,243,346	\$ 1,268,532	\$ 393,965	\$ 2,103,285	\$ 2,105,262	\$ 2,147,857	\$ 2,238,100	\$ 2,275,408	\$ 2,309,637	\$ 2,401,438	\$ 2,423,093	\$ 2,455,862	\$ 2,487,551	\$ 2,519,960		
226	Equity Priority Transportation Program	\$ 58,087,425	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	\$ 27,660,678	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	\$ 13,830,339	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		\$ 181,177,444	3.24%	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	\$ 5,871,290	\$ -	\$ 19,441	\$ 130,888	\$ 118,346	\$ 143,532	\$ 193,965	\$ 210,784	\$ 182,481	\$ 194,312	\$ 254,328	\$ 258,849	\$ 260,813	\$ 319,833	\$ 308,183	\$ 307,113	\$ 304,423	\$ 301,901		
				Total	\$ 180,472,020	\$ -	\$ 2,320,614	\$ 5,918,234	\$ 4,135,693	\$ 3,160,879	\$ 2,286,312	\$ 6,257,556	\$ 6,326,002	\$ 6,436,128	\$ 6,592,722	\$ 6,702,001	\$ 6,807,055	\$ 6,970,814	\$ 7,065,579	\$ 7,172,627	\$ 7,279,785	\$ 7,388,869		
TOTAL PROP L STRATEGIC PLAN		\$ 3,288,854,664	10.41%	Programming	\$ 2,634,282,477	\$ -	\$ 21,365,618	\$ 106,20																

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending November 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,841,974	\$ 1,608,638	\$ 1,376,953	\$ 1,148,754	\$ 929,972	\$ 727,297	\$ 540,736	\$ 369,125	\$ 213,928	\$ 76,806	\$ -	\$ -	\$ -	\$ -	
		\$ 1,841,974	\$ 1,608,638	\$ 1,376,953	\$ 1,148,754	\$ 929,972	\$ 727,297	\$ 540,736	\$ 369,125	\$ 213,928	\$ 76,806	\$ -	\$ -	\$ -	\$ -	
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,316,384	\$ 5,599,523	\$ 4,882,004	\$ 4,168,346	\$ 3,477,739	\$ 2,833,564	\$ 2,235,093	\$ 1,675,115	\$ 1,152,162	\$ 668,809	\$ 265,265	\$ 3,304	\$ -	\$ -	
		\$ 6,316,384	\$ 5,599,523	\$ 4,882,004	\$ 4,168,346	\$ 3,477,739	\$ 2,833,564	\$ 2,235,093	\$ 1,675,115	\$ 1,152,162	\$ 668,809	\$ 265,265	\$ 3,304	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 8,158,358	\$ 7,208,161	\$ 6,258,958	\$ 5,317,100	\$ 4,407,711	\$ 3,560,861	\$ 2,775,829	\$ 2,044,240	\$ 1,366,090	\$ 745,615	\$ 265,265	\$ 3,304	\$ -	\$ -	
		\$ 16,952,688	\$ 16,143,200	\$ 15,336,957	\$ 14,540,344	\$ 13,780,489	\$ 13,087,552	\$ 12,459,349	\$ 11,887,551	\$ 11,372,206	\$ 11,512,407	\$ 11,399,895	\$ 11,344,575	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 605,784	\$ 593,265	\$ 539,172	\$ 457,087	\$ 377,903	\$ 304,212	\$ 235,960	\$ 172,456	\$ 113,766	\$ 60,288	\$ 17,219	\$ -	\$ -	\$ -	
		\$ 2,529,544	\$ 2,547,805	\$ 1,389,172	\$ 457,087	\$ 377,903	\$ 304,212	\$ 235,960	\$ 172,456	\$ 113,766	\$ 60,288	\$ 17,219	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 913,347	\$ 874,583	\$ 828,177	\$ 773,825	\$ 713,901	\$ 652,570	\$ 589,609	\$ 414,398	\$ 254,627	\$ 111,764	\$ 2,385	\$ -	\$ -	\$ -	
		\$ 5,913,347	\$ 5,874,583	\$ 5,828,177	\$ 5,773,825	\$ 5,713,901	\$ 5,652,570	\$ 5,589,609	\$ 414,398	\$ 254,627	\$ 111,764	\$ 2,385	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 358,929	\$ 351,583	\$ 341,667	\$ 328,725	\$ 285,701	\$ 229,160	\$ 176,837	\$ 128,230	\$ 83,441	\$ 42,796	\$ 10,410	\$ -	\$ -	\$ -	
		\$ 1,842,972	\$ 1,859,371	\$ 1,873,579	\$ 1,885,147	\$ 885,701	\$ 229,160	\$ 176,837	\$ 128,230	\$ 83,441	\$ 42,796	\$ 10,410	\$ -	\$ -	\$ -	
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		\$ 34,760,642	\$ 34,868,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,245,078	\$ 42,323,860	\$ -	\$ -	
		\$ 1,878,061	\$ 1,819,431	\$ 1,709,015	\$ 1,559,637	\$ 1,377,505	\$ 1,185,942	\$ 1,002,406	\$ 715,084	\$ 451,833	\$ 214,848	\$ 30,014	\$ -	\$ -	\$ -	
		\$ 36,638,702	\$ 36,688,242	\$ 35,551,915	\$ 34,632,421	\$ 36,550,877	\$ 35,817,993	\$ 35,694,248	\$ 34,467,847	\$ 42,266,665	\$ 42,319,688	\$ 42,275,092	\$ 42,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -	\$ -	
TOTAL PARATRANSIT		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -		
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,823	\$ 160,546	\$ 154,090	\$ 143,307	\$ 135,964	\$ 128,053	\$ 93,582	\$ 61,726	\$ 32,699	\$ 9,325	\$ -	\$ -	\$ -		
		\$ 1,208,150	\$ 1,221,582	\$ 1,234,103	\$ 1,245,506	\$ 1,256,324	\$ 1,267,259	\$ 1,277,971	\$ 93,582	\$ 61,726	\$ 32,699	\$ 9,325	\$ -	\$ -		

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending November 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	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,131,414	\$ 1,108,313	\$ 1,077,107	\$ 1,036,357	\$ 988,084	\$ 828,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
		\$ 6,078,225	\$ 6,134,273	\$ 6,183,481	\$ 6,224,432	\$ 6,260,272	\$ 2,028,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
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	\$ 5,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,817,648	\$ 1,778,891	\$ 1,727,237	\$ 1,660,412	\$ 1,581,646	\$ 1,414,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
		\$ 10,123,584	\$ 10,217,713	\$ 10,301,080	\$ 10,371,436	\$ 10,432,566	\$ 7,164,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,839	\$ 139,144	\$ 135,418	\$ 130,477	\$ 124,575	\$ 118,317	\$ 111,552	\$ 103,586	\$ 93,339	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,811	\$ 1,758,620	\$ 1,780,806	\$ 1,802,190	\$ 1,823,391	\$ 1,845,030	\$ 1,866,690	\$ 1,887,686	\$ 1,906,948	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 214,416	\$ 210,072	\$ 204,189	\$ 196,494	\$ 187,370	\$ 177,722	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,707	\$ 1,326,952	\$ 1,338,938	\$ 1,349,399	\$ 1,358,968	\$ 1,368,558	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 105,153	\$ 103,002	\$ 100,098	\$ 96,307	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
		\$ 544,869	\$ 549,754	\$ 553,997	\$ 557,469	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
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	\$ 19,036,989	\$ 11,075,525	\$ 10,089,394	\$ 10,256,269	\$ 9,084,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -	
		\$ 3,574,293	\$ 3,499,968	\$ 3,400,138	\$ 3,270,292	\$ 3,103,578	\$ 2,737,327	\$ 2,188,024	\$ 1,646,260	\$ 1,139,411	\$ 638,606	\$ 226,751	\$ -	\$ -	\$ -	
		\$ 28,424,564	\$ 28,747,833	\$ 29,051,967	\$ 29,332,544	\$ 29,118,398	\$ 21,774,316	\$ 13,263,549	\$ 11,735,654	\$ 11,395,680	\$ 9,723,086	\$ 9,621,595	\$ 9,569,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA																
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	\$ -
		\$ 2,551,465	\$ 2,581,636	\$ 2,610,234	\$ 2,636,885	\$ 2,662,640	\$ 2,688,778	\$ 2,714,621	\$ 2,738,744	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	\$ -
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	\$ 8,328,441	\$ 8,466,320	\$ 8,606,230	\$ 6,379,465	\$ -	\$ -
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	\$ -
		\$ 7,498,276	\$ 7,607,595	\$ 7,716,608	\$ 7,824,960	\$ 7,934,827	\$ 8,047,541	\$ 8,161,601	\$ 8,275,607	\$ 8,388,633	\$ 8,410,165	\$ 8,495,044	\$ 8,634,991	\$ 6,379,465	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 75,605,600	\$ 76,367,279	\$ 76,005,340	\$ 75,909,810	\$ 78,234,933	\$ 70,995,710	\$ 63,379,268	\$ 61,744,678	\$ 67,705,658	\$ 68,012,432	\$ 69,037,782	\$ 69,613,795	\$ -	\$ -	
		\$ 18,393,422	\$ 16,768,240	\$ 15,066,205	\$ 13,305,387	\$ 11,524,796	\$ 9,632,878	\$ 7,662,277	\$ 5,677,888	\$ 3,785,110	\$ 2,023,470	\$ 625,061	\$ 3,304	\$ -	\$ -	
		\$ 93,999,022	\$ 93,135,519	\$ 91,071,546	\$ 89,215,197	\$ 89,759,729	\$ 80,628,587	\$ 71,041,545	\$ 67,422,566	\$ 71,490,768	\$ 70,035,901	\$ 69,662,843	\$ 69,617,099	\$ -	\$ -	

Prop. K Related Cashflow (since 7/1/22)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	\$ -
	\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	\$ -

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

Attachment 4. Prop L Strategic Plan Baseline Amendment Sources and Uses (10.21.23)

SOURCES	(YOES)
Sales Tax Revenue	\$4,674.6 M
Investment Income	\$4.8 M
Long Term Bond Proceeds	\$772.0 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M
TOTAL	\$5,578.2 M

USES	(YOES)
Funds Available for Projects	\$3,038.1 M
Long Term Bond Principal	\$980.3 M
Financing Costs	\$668.9 M
Capital Reserve	\$466.1 M
Program Administration and Operating Costs	\$304.6 M
Loans - Yerba Buena Island Capital Projects	\$120.2 M
TOTAL	\$5,578.2 M