



Memorandum

AGENDA ITEM 5

DATE: November 30, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/5/2023 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement and Amend the Prop L Strategic Plan Baseline

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Muni Maintenance, Rehabilitation, and Replacement and Amend the Strategic Plan Baseline (Baseline)</p> <p>SUMMARY</p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in groups. The Board has adopted 14 5YPPs to date. We are recommending approval of the Muni Maintenance 5YPP in two steps. The first step, the subject of this item, includes programming for only FY 2023/24 for projects with time sensitive funding needs and requiring Prop L allocations this fiscal year, as summarized in Attachments 2 and 3 and detailed in the enclosure. The proposed 5YPP includes placeholder funds for projects in FYs 2024/25 through 2027/28 to provide more time for us to work with SFMTA to refine project priorities and strengthen funding plans. In fall 2024, we anticipate recommending funds for specific projects to replace the placeholders through a comprehensive Muni Maintenance 5YPP amendment. The enclosed 5YPP includes two dollar-for-dollar fund exchanges between Prop L and Regional Transportation Improvement Program funds, one initiated by Transportation Authority staff and the other by the Metropolitan Transportation Commission to take advantage of the flexibility of Prop L to advance projects. SFMTA supports the exchanges which</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: ____
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<p>are described in Attachment 2. We are recommending concurrent adoption of an amendment to the Baseline to incorporate the programming and cash flow for the five-year project list in the subject 5YPP. This involves advancing \$17.8 million in Prop L programming and pushing out some cash flow from FY 2023/24 to correspond to the recommended project list. The proposed Baseline amendment would slightly decrease finance costs by \$1.9 million (0.3%) over the 30-year Expenditure Period, from \$668.9 million to \$667.0 million.</p>	
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BACKGROUND

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

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

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.

The Strategic Plan Baseline advanced funds for the Muni Maintenance program beyond the pay-as-you-go amounts in anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. The Muni Maintenance program is more than double the size of any other program, therefore we advanced funds to get a more realistic picture of financing costs for Prop L as a whole.



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)

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.

Muni Maintenance 5YPP. As noted above, we are recommending that the Board approve the Muni Maintenance 5YPP in two steps. This first part, the subject of this item, only would program funds for Fiscal Year 2023/24 for projects with time sensitive funding needs and requiring Prop L allocations this fiscal year. For instance, the SFMTA is requesting allocation of Prop L funds for the Potrero and Presidio modernization projects as a separate item on this agenda and conditioned upon Board approval of this 5YPP. The 5YPP includes placeholder funds for Fiscal Years 2024/25 through 2027/28 to provide more time to us to work with SFMTA to refine project priorities and strengthen funding plans. SFMTA staff estimates that they would be ready to seek a comprehensive 5YPP amendment in fall 2024 to program the last four years of placeholders to specific projects.

Attachment 2 lists the proposed projects 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 the rate at which sponsors can seek reimbursement of sales tax funds for eligible project costs). The enclosed 5YPP contains more detail, including the project information forms.



One of the advantages of having a local sales tax for transportation is the flexibility to advance projects through fund exchanges that help resolve challenges with the timing of availability of funds and/or mismatches between projects and the requirements associated with a particular fund source. This 5YPP includes two dollar-for-dollar fund exchanges between Prop L and Regional Transportation Improvement (RTIP) funds that have strict timely use of funds requirements and other requirements that limit the types of projects that are a good fit for this grant program. In each case, the SFMTA is held harmless (i.e., the Transportation Authority staff initiated The Portal (Prop L/RTIP Fund Exchange with SFMTA Mid-Life Overhauls) or benefits from the exchange (i.e., the MTC-initiated Housing Incentive Pool (HIP) Grant Program Placeholder (Prop L/RTIP Fund Exchange with SFMTA Mid-Life Overhauls)). These fund exchanges are detailed in Attachment 2 and the relevant project information forms in the 5YPP enclosure.

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.

The Strategic Plan Baseline includes \$129 million in the first five years (advanced from \$74.2 million). We recommend advancing an additional \$17.8 million in programming into the current 5YPP period and a slight pushing out (delay) of cash flow (reimbursement of eligible expenditures) from FY 24/25 to correspond to the proposed FY 23/24 projects compared to the Baseline. These changes result in a \$1.9 million decrease in finance costs from \$668.9 million to \$667.0 million over the 30-year Expenditure Plan period compared to the Baseline, as amended.

Attachment 4 summarizes the sources and uses for the proposed amended Baseline and Attachment 5 shows the programming and cash flow by program by fiscal year for the proposed Strategic Plan Baseline Amendment.

Next Steps. We are working with various project sponsors to develop the remaining 12 5YPPs. We will bring the next group to the Board in early 2024, followed by adoption of the final Strategic Plan. With respect to the Muni Maintenance 5YPP placeholders for FYs 2024/25 through 2027/28), over the coming months, we will work closely with SFMTA staff, as well as MTC staff, to determine the amount and timing for Prop L funds to support state of good repair needs and the significant investments in facilities to meet the regulatory requirements around electrification.



Additionally, we are aware that the SFMTA's bus fleet will require mid-life overhauls in the near term and replacements as the vehicles approach the end of their useful life. Prop L funds are intended to provide the local match to other grants, so it's critical to align all of the various funding sources to best meet the needs of the projects within the capacity of available funds.

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 November 29, 2023, meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Muni Maintenance, Rehabilitation and Replacement 5YPP List of Projects
- Attachment 3 - Muni Maintenance, Rehabilitation and Replacement 5YPP Summary: 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 - Muni Maintenance, Rehabilitation and Replacement 5YPP

Attachment 1.

Prop L's 28 Programs

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

Approved
Anticipated December 2023
Round TBD

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



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

*#6 is pending Board adoption in December

Attachment 2
Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program - List of Projects

SFMTA is the sponsor for all of the projects in this 5YPP except TJPA's The Portal (RTIP Fund Exchange with SFMTA's Mid-Life Overhauls) project.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Muni Maintenance: Vehicles	40' Hybrid Motor Coach Replacement (94 Vehicles)	This project is to replace the 94 hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful life. Replacing vehicles at the end of their useful life will keep the average fleet age down, which increases the reliability of service. The original scope of work was to replace these 94 vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress to support electric buses is delayed and the SFMTA has to purchase additional hybrid vehicles for this procurement. The intention of this procurement is to conditionally accept the vehicles in 2 years from start of procurement. This would help to lower the average age of the bus fleet, which increases service reliability. The SFMTA intends to procure these vehicles through a Cooperative Agreement on a state procurement contract.	Citywide	Construction	\$32,300,000	FY24
2		60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)	Purchase 6 60' and 12 40' battery electric buses, along with all required accessories, and deploy the vehicles in revenue service as replacements for 18 40' diesel electric hybrid buses procured in 2013. Battery electric buses generate zero greenhouse gas emissions because they are powered by a battery in their operating system rather than fuel and do not produce harmful exhaust. SFMTA intends to procure the battery electric buses from multiple manufacturers (i.e., Gillig and New Flyer) through state procurement contracts (through Virginia or Washington State), or possibly as options through existing procurement contracts. The 60' battery electric buses will be stored and operated out of the Islais Creek bus facility, and the 40' battery electric buses will be stored and operated out of the Woods bus facility. The project scope does not include the required charging infrastructure needed to accommodate the 18 battery electric buses. The charging infrastructure will be required to be installed prior to the arrival of these buses. □	Citywide	Construction	\$10,000,000	FY24
3		The Portal (RTIP Fund Exchange with Mid-Life Overhauls)	Extension of Caltrain from Fourth and King Streets to the Salesforce Transit Center at First and Mission streets, with accommodations for future high-speed rail. This programming would be the result of a dollar-for-dollar fund exchange of Regional Transportation Improvement Program (RTIP) funds and Prop L. The fund exchange enables the Transportation Authority to fulfill its RTIP commitment to The Portal, which can't receive the RTIP funds directly since the project's progressive design build approach doesn't easily comply with RTIP guidelines. In October 2023, the Transportation Authority Board recommended programming the RTIP funds to the SFMTA's New Flyer Mid-Life Overhauls Project Phase III conditioned upon approval of the subject fund exchange, which would be approved as part of the Muni Maintenance 5YPP adoption.	Citywide, D6	Construction	\$17,847,000	FY28

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SFMTA is the sponsor for all of the projects in this 5YPP except TJPA's The Portal (RTIP Fund Exchange with SFMTA's Mid-Life Overhauls) project.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
4	Muni Maintenance: Vehicles	Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls)	This is a placeholder for \$18.27 million in Prop L funds for one or more SFMTA projects that are eligible to receive Housing Incentive Pool (HIP) grant program funding. The Metropolitan Transportation Commission's (MTC) HIP Program rewards jurisdictions that have created the most qualifying housing units over the five year period ending with calendar year 2022. San Francisco is likely to be awarded around half of the \$71 million in transportation funding available for distribution in mid-2024, based on data shared by MTC to date. MTC proposes to program \$18.27 million in MTC RTIP funds reserved for the HIP program to the SFMTA's Mid-Life Overhauls Phase III project in exchange for a like amount of Prop L funds for a HIP-eligible SFMTA project or projects. The benefits of this fund exchange include: earlier availability of the HIP funds than if they were in the RTIP (FY31 for RTIP funds); ability for SFMTA to use flexible Prop L funds instead of RTIP funds, which are much more restrictive; and, the mid-life overhauls project would become a top priority for RTIP programming in the region. The \$18.27 million in MTC RTIP funds would be added to the \$45.569 million in San Francisco RTIP funds that the SFCTA Board recommended programming to the bus overhauls in October 2023. SFMTA will be requesting additional Prop L funds for the mid-life overhauls projects in the Muni Maintenance 5YPP amendment anticipated in Fall 2024.□	TBD	TBD	\$18,270,000	FY25
5	Muni Maintenance: Facilities and Guideways	Potrero Yard Modernization	The Potrero Modernization Project will rebuild the Potrero Transit Division from the ground up - replacing a 1915 building that last received major renovations in 1950 when it was converted to a trolley bus division. The new multi-floor facility will increase capacity from 93-60' and 45-40' trolley buses to 213 60' and 40' trolley buses. Joint development includes construction of up to 513 residential units adjacent and above, including ground floor commercial/active use along Bryant, 17th and Hampshire Streets. Note: SFCTA has an existing appropriation for enhanced oversight of this complex, critical project.	Citywide, D9	Design Engineering	\$12,500,000	FY24
6		Presidio Yard Modernization	The Presidio Yard Modernization project is a reconstruction and modernization of a 110+ year old transit facility. The 5.4-acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40' trolley buses. The new facility will service 215+ 40' and 60' Zero Emission/Electric Buses. Above the transit facility a SFMTA Paratransit operations facility may be built. Additionally, parallel development plans are to build an adjacent mixed used development to generate operating revenues for capital maintenance and transit service. The scope includes \$150,000 for SFCTA to conduct enhanced oversight of this complex, critical project.	Citywide, D2	Planning	\$5,150,000	FY24

Attachment 2
Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program - List of Projects

SFMTA is the sponsor for all of the projects in this 5YPP except TJPA's The Portal (RTIP Fund Exchange with SFMTA's Mid-Life Overhauls) project.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
7	Muni Maintenance: Facilities and Guideways	Station Condition Assessment (Embarcadero to West Portal)	The proposed project is to complete condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal to address deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options and comprehensive work plan and program. The SFMTA must determine and develop a clear program of improvements to keep this infrastructure in a state of good repair.	Citywide	Planning	\$750,000	FY24
8		Woods/Islais Creek Yard Electrification Phase I	The project consists of the installation of inverted pantograph battery electric bus (BEB) charging infrastructure and related charging equipment at two SFMTA bus yards for the purpose of transitioning Muni's bus fleet of bio-diesel/hybrid buses to battery-electric. The project entails the installation of 12 charging stations and 6 charging stations at the Woods and Islais Creek facilities, respectively, that will be supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.	Citywide	Design Engineering	\$3,108,000	FY24
9	Muni Maintenance: Vehicles, Facilities, and Guideways Placeholders [Subject to Future 5YPP Amendment]	Muni Maintenance FY25-28 Placeholder	This is a placeholder for projects in Fiscal Years 2024/25 through 2027/28 for the Muni Maintenance, Rehabilitation, and Replacement program to provide more time to refine project priorities and strengthen funding plans. Funds will be programmed to specific projects through a comprehensive Muni Maintenance 5YPP amendment, expected in fall 2024.	TBD	TBD	\$14,530,000	FY25
10						\$14,180,000	FY26
11						\$1,177,000	FY27
12						\$17,035,000	FY28

Attachment 3

Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Summary: Fund Leveraging and Advancement

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Fow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Muni Transit Maintenance, Rehabilitation, and Replacement	\$146,847,000	\$54.8 million (advanced in the baseline)	90.1%	94.1%	<p>We recommend that the Board approve the Muni Maintenance 5YPP in two parts. Part one, the subject of this item, includes programming for only Fiscal Year 2023/24 for projects with time sensitive funding needs and requiring Prop L allocations this fiscal year. The proposed 5YPP includes placeholder funds for projects in Fiscal Years 2024/25 through 2027/28 to provide more time to refine project priorities and strengthen funding plans. Transportation Authority staff plan to recommend programming funds to specific projects through a comprehensive Muni Maintenance 5YPP amendment (part two), anticipated in fall 2024. SFCTA staff developed this approach in consultation with SFMTA staff which are supportive of this approach.</p> <p>The Muni Maintenance program is the largest program in Prop L by an order of magnitude. As such, we already advance funds in the Strategic Plan Baseline recognizing the significant funds needs in this program and wanting to have a more realistic sense of financing costs for the Baseline. For the Muni Maintenance 5YPP, we recommend advancing an additional \$17.8 million in Prop L out-year programming, the equivalent programming amount involved in the proposed The Portal/New Flyer Mid-Life Overhaul fund exchange, so that the SFMTA can use all the programming capacity available in this 5-year period consistent with the Strategic Plan Baseline, as amended. This doesn't increase cash flow (nor financing costs) since The Portal project doesn't need cash flow capacity until FYs 2030/31 and 2031/32. Programming in the 5-year period is heaving front-loaded (over 65% in FY 2023/24) to make funds available for allocation to several priority fleet and facility projects shown in Attachment 2.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (11.20.23)

SOURCES		USES	
	(YOE\$)		(YOE\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,038.1 M
Investment Income	\$4.9 M	Long Term Bond Principal	\$979.1 M
Long Term Bond Proceeds	\$770.8 M	Financing Costs	\$667.0 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.1 M
TOTAL	\$5,577.0 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,577.0 M

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
 Pending December 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	\$ 152,134,334	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	\$ 69,151,970	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	\$ 138,303,940	28.15%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 38,932,103	\$ -	\$ -	\$ -	\$ 499,767	\$ 737,872	\$ 1,050,658	\$ 946,190	\$ 2,573,365	\$ 2,564,497	\$ 3,133,194	\$ 2,967,860	\$ 2,774,972	\$ 3,145,354	\$ 2,791,665	\$ 2,549,892	\$ 2,305,810	\$ 2,072,827		
				Total	\$ 129,228,103	\$ -	\$ 35,296,000	\$ -	\$ 499,767	\$ 737,872	\$ 1,050,658	\$ 946,190	\$ 57,573,365	\$ 2,564,497	\$ 3,133,194	\$ 2,967,860	\$ 2,774,972	\$ 3,145,354	\$ 2,791,665	\$ 2,549,892	\$ 2,305,810	\$ 2,072,827		
III. Caltrain																								
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,911,821	27.91%	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	\$ 115,790,266	\$ -	\$ -	\$ -	\$ 145,861	\$ 671,300	\$ 2,393,525	\$ 3,699,558	\$ 4,103,125	\$ 5,283,153	\$ 8,057,502	\$ 8,637,941	\$ 8,057,729	\$ 9,109,076	\$ 9,198,214	\$ 8,468,087	\$ 7,727,231	\$ 7,020,181		
				Total	\$ 415,790,266	\$ -	\$ -	\$ 10,000,000	\$ 15,145,861	\$ 25,671,300	\$ 42,393,525	\$ 43,699,558	\$ 44,103,125	\$ 45,283,153	\$ 48,057,502	\$ 33,637,941	\$ 8,057,729	\$ 9,109,076	\$ 34,198,214	\$ 8,468,087	\$ 7,727,231	\$ 7,020,181		
TOTAL MAJOR CAPITAL PROJECTS				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	\$ 154,722,369	\$ -	\$ -	\$ 645,628	\$ 1,409,172	\$ 3,444,183	\$ 4,645,748	\$ 6,676,489	\$ 7,847,650	\$ 11,190,696	\$ 11,605,801	\$ 10,832,701	\$ 12,254,431	\$ 11,989,879	\$ 11,017,979	\$ 10,033,041	\$ 9,093,008			
				Total	\$ 765,919,191	\$ -	\$ 36,978,086	\$ 13,364,172	\$ 19,009,800	\$ 29,773,343	\$ 46,808,354	\$ 52,031,120	\$ 109,180,026	\$ 55,471,243	\$ 58,932,246	\$ 44,475,299	\$ 18,828,111	\$ 20,377,766	\$ 45,243,187	\$ 19,403,339	\$ 18,552,567	\$ 17,748,846		
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																								
I. Transit Maintenance, Rehabilitation, and Replacement																								
206	Muni Maintenance	\$ 1,084,302,892	1.40%	Programming	\$ 788,000,000	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,180,000	\$ 1,177,000	\$ 34,882,000	\$ 32,000,000	\$ 35,000,000	\$ 26,076,000	\$ 26,077,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000		
				Interest Costs	\$ 15,210,278	\$ -	\$ -	\$ -	\$ 469,198	\$ 903,473	\$ 1,936,140	\$ 1,639,092	\$ 1,614,774	\$ 1,639,092	\$ 2,019,019	\$ 1,772,643	\$ 1,404,383	\$ 1,243,253	\$ 276,175	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 803,210,278	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,649,198	\$ 2,080,473	\$ 36,818,140	\$ 33,932,128	\$ 36,614,774	\$ 33,932,128	\$ 36,614,774	\$ 27,715,092	\$ 28,096,019	\$ 33,772,643	\$ 31,404,383	\$ 31,243,253	\$ 20,276,175	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000
207	BART Maintenance	\$ 48,406,379	22.35%	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	\$ 10,818,593	\$ -	\$ 99,636	\$ 395,711	\$ 259,546	\$ 278,500	\$ 398,887	\$ 432,944	\$ 374,308	\$ 398,044	\$ 520,490	\$ 529,127	\$ 532,636	\$ 652,362	\$ 627,887	\$ 624,682	\$ 618,556	\$ 612,798		
				Total	\$ 47,334,214	\$ -	\$ 12,624,636	\$ 395,711	\$ 259,546	\$ 278,500	\$ 398,887	\$ 432,944	\$ 374,308	\$ 398,044	\$ 520,490	\$ 529,127	\$ 532,636	\$ 652,362	\$ 627,887	\$ 624,682	\$ 618,556	\$ 612,798		
208	Caltrain Maintenance	\$ 138,303,940	11.90%	Programming	\$ 115,002,000	\$ -	\$ 5,002,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000		
				Interest Costs	\$ 16,455,489	\$ -	\$ 85,040	\$ 121,921	\$ 231,679	\$ 501,801	\$ 666,661	\$ 587,635	\$ 633,771	\$ 836,599	\$ 854,612	\$ 860,936	\$ 1,051,266	\$ 1,005,217	\$ 990,243	\$ 967,773	\$ 943,323			
				Total	\$ 131,457,489	\$ -	\$ 5,002,000	\$ 5,085,040	\$ 5,121,921	\$ 5,231,679	\$ 5,501,801	\$ 5,666,661	\$ 5,587,635	\$ 5,633,771	\$ 5,836,599	\$ 5,854,612	\$ 5,860,936	\$ 6,051,266	\$ 6,005,217	\$ 5,990,243	\$ 5,967,773	\$ 5,943,323		
209	Ferry Maintenance	\$ 6,915,197	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	\$ 40,108,143	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	\$ 37,342,064	16.68%	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	\$ 6,230,068	\$ -	\$ 62,112	\$ 80,821	\$ 124,000	\$ 167,908	\$ 216,052	\$ 214,790	\$ 235,642	\$ 308,211	\$ 313,404	\$ 315,560	\$ 386,584	\$ 372,166	\$ 370,348	\$ 366,796	\$ 363,459			
				Total	\$ 36,299,739	\$ -	\$ 2,086,000	\$ 4,706,112	\$ 80,821	\$ 1,924,000	\$ 167,908	\$ 1,462,333	\$ 1,481,012	\$ 1,522,123	\$ 1,614,598	\$ 1,641,382	\$ 1,664,785	\$ 1,757,397	\$ 1,764,911	\$ 1,785,378	\$ 1,804,466	\$ 1,824,131		
212	Mission Bay Ferry Landing	\$ 6,915,197	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	\$ 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	\$ 30,426,867	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	\$ 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				Programming	\$ 1,053,805,644	\$ -	\$ 84,009,730	\$ 44,094,460	\$ 20,357,460	\$ 9,154,460	\$ 41,059,460	\$ 42,677,504	\$ 45,768,344	\$ 36,936,637	\$ 37,028,317	\$ 43,049,677	\$ 41,146,471	\$ 41,244,814	\$ 31,244,731	\$ 26,446,246	\$ 31,549,386	\$ 34,654,175		
				Interest Costs	\$ 48,714,428	\$ -	\$ 99,636	\$ 542,864	\$ 931,487	\$ 1,537,652	\$ 3,004,736	\$ 3,247,785												

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
 Pending December 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	\$ 124,473,546	16.12%	Programming	\$ 103,762,091	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,804,000	\$ 2,804,000	\$ 2,804,000	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909		
				Interest Costs	\$ 20,069,802	\$ -	\$ -	\$ -	\$ 101,632	\$ 355,399	\$ 673,879	\$ 805,290	\$ 698,206	\$ 742,726	\$ 971,521	\$ 987,953	\$ 994,808	\$ 1,218,783	\$ 1,173,394	\$ 1,167,728	\$ 1,156,590	\$ 1,146,126	\$ -	\$ -
				Total	\$ 123,831,894	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,905,632	\$ 3,159,399	\$ 3,477,879	\$ 4,959,561	\$ 4,918,945	\$ 5,030,997	\$ 5,326,143	\$ 5,414,546	\$ 5,492,226	\$ 5,788,159	\$ 5,815,880	\$ 5,884,493	\$ 5,948,824	\$ 6,015,035	\$ -	\$ -
II. Safer and Complete Streets																								
218	Safer and Complete Streets	\$ 210,221,989	14.58%	Programming	\$ 179,114,586	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,136,000	\$ 8,001,000	\$ 6,508,000	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182		
				Interest Costs	\$ 30,643,172	\$ -	\$ -	\$ -	\$ 39,369	\$ 177,360	\$ 514,936	\$ 809,729	\$ 900,031	\$ 1,102,396	\$ 1,530,617	\$ 1,598,625	\$ 1,607,925	\$ 1,967,805	\$ 1,892,535	\$ 1,881,480	\$ 1,861,691	\$ 1,843,067	\$ -	\$ -
				Total	\$ 209,757,758	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,175,369	\$ 8,178,360	\$ 7,022,936	\$ 7,784,982	\$ 7,986,889	\$ 8,302,644	\$ 8,841,786	\$ 9,031,126	\$ 9,159,347	\$ 9,640,050	\$ 9,687,537	\$ 9,801,203	\$ 9,908,130	\$ 10,018,249	\$ -	\$ -
219	Curb Ramps	\$ 40,108,143	6.53%	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	\$ 2,617,357	\$ -	\$ -	\$ -	\$ 14,954	\$ 25,886	\$ 48,466	\$ 57,311	\$ 99,300	\$ 86,051	\$ 91,716	\$ 120,199	\$ 122,457	\$ 123,526	\$ 151,599	\$ 146,197	\$ 145,725	\$ 144,562	\$ 143,472	
				Total	\$ 39,203,490	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,698	\$ 1,233,439	\$ 1,332,311	\$ 1,437,899	\$ 1,446,067	\$ 1,473,492	\$ 1,523,355	\$ 1,548,803	\$ 1,572,694	\$ 1,623,954	\$ 1,642,109	\$ 1,665,572	\$ 1,688,726	\$ 1,712,342	\$ -	\$ -
220	Tree Planting	\$ 27,660,788	13.86%	Programming	\$ 23,403,301	\$ -	\$ 1,000,000	\$ 1,050,000	\$ 1,100,000	\$ 1,160,000	\$ 1,220,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980		
				Interest Costs	\$ 3,833,668	\$ -	\$ -	\$ 14,954	\$ 25,886	\$ 48,466	\$ 105,051	\$ 152,651	\$ 132,050	\$ 140,499	\$ 183,818	\$ 186,964	\$ 188,298	\$ 230,736	\$ 222,184	\$ 221,150	\$ 219,078	\$ 217,132	\$ -	\$ -
				Total	\$ 27,236,969	\$ -	\$ 1,000,000	\$ 1,064,954	\$ 1,125,886	\$ 1,208,466	\$ 1,325,051	\$ 1,075,823	\$ 1,069,992	\$ 1,093,448	\$ 1,151,512	\$ 1,170,652	\$ 1,187,724	\$ 1,246,153	\$ 1,253,847	\$ 1,269,320	\$ 1,284,019	\$ 1,299,112	\$ -	\$ -
III. Freeway Safety and Operational Improvements																								
221	Vision Zero Ramps	\$ 11,064,315	16.83%	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	\$ 1,862,110	\$ -	\$ -	\$ 27,980	\$ 37,647	\$ 46,488	\$ 69,098	\$ 75,019	\$ 64,877	\$ 69,011	\$ 90,264	\$ 91,787	\$ 92,419	\$ 113,221	\$ 109,000	\$ 108,469	\$ 107,430	\$ 106,453	\$ -	\$ -
				Total	\$ 10,506,457	\$ -	\$ 2,000,000	\$ 27,980	\$ 127,647	\$ 396,488	\$ 69,098	\$ 444,288	\$ 440,054	\$ 450,190	\$ 477,342	\$ 485,261	\$ 492,189	\$ 519,388	\$ 521,665	\$ 527,737	\$ 533,406	\$ 539,245	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 13,830,394	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	\$ 27,660,788	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		\$ 626,516,850	9.90%	Programming	\$ 560,631,262	\$ -	\$ 26,131,391	\$ 29,034,782	\$ 17,760,782	\$ 17,484,782	\$ 15,063,782	\$ 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	\$ 62,005,297	\$ -	\$ 51,236	\$ 227,350	\$ 686,088	\$ 1,505,379	\$ 2,058,227	\$ 1,981,801	\$ 2,253,408	\$ 3,036,537	\$ 3,130,348	\$ 3,150,602	\$ 3,858,194	\$ 3,712,884	\$ 3,693,388	\$ 3,656,652	\$ 3,622,112	\$ -	\$ -	
				Total	\$ 622,636,559	\$ -	\$ 26,131,391	\$ 29,086,018	\$ 17,988,133	\$ 18,170,870	\$ 16,569,161	\$ 22,927,210	\$ 23,184,688	\$ 23,795,540	\$ 24,911,496	\$ 25,367,342	\$ 25,743,387	\$ 26,812,463	\$ 27,034,422	\$ 27,388,070	\$ 27,730,449	\$ 28,081,089	\$ -	\$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																								
I. Transportation Demand Management																								
224	Transportation Demand Management	\$ 24,894,709	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	\$ 56,704,616	10.32%	Programming	\$ 50,344,018	\$ -	\$ 4,050,000	\$ 2,200,000	\$ 2,050,000	\$ 200,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058		
				Interest Costs	\$ 5,854,287	\$ -	\$ 19,441	\$ 125,790	\$ 118,436	\$ 143,218	\$ 193,674	\$ 210,482	\$ 182,204	\$ 193,996	\$ 253,981	\$ 258,496	\$ 260,504	\$ 319,411	\$ 307,754	\$ 306,498	\$ 303,795	\$ 301,260	\$ -	\$ -
				Total	\$ 56,198,304	\$ -	\$ 4,069,441	\$ 2,325,790	\$ 2,168,436	\$ 343,218	\$ 393,674	\$ 2,102,984	\$ 2,104,985	\$ 2,147,541	\$ 2,237,753	\$ 2,275,055	\$ 2,309,328	\$ 2,401,016	\$ 2,422,664	\$ 2,455,246	\$ 2,486,924	\$ 2,519,319	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 58,087,655	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	\$ 27,660,788	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	\$ 13,830,394	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		\$ 181,178,162	3.23%	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	\$ 5,854,287	\$ -	\$ 19,441	\$ 125,790	\$ 118,436	\$ 143,218	\$ 193,674	\$ 210,482	\$ 182,204	\$ 193,996	\$ 253,981	\$ 258,496	\$ 260,504	\$ 319,411	\$ 307,754	\$ 306,498	\$ 303,795	\$ 301,260	\$ -	\$ -
				Total	\$ 180,455,016	\$ -	\$ 5,015,614	\$ 4,218,137	\$															

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
 Pending December 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	\$ 7,002,169	\$ 7,126,169	\$ 7,252,169	\$ 7,379,124	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 7,002,169	\$ 7,126,169	\$ 7,252,169	\$ 7,379,124	\$ -	\$ -
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	\$ 3,178,822	\$ 3,231,777	\$ 3,285,777	\$ 3,340,822	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 3,178,822	\$ 3,231,777	\$ 3,285,777	\$ 3,340,822	\$ -	\$ -
II. BART																
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,839,750	\$ 1,606,488	\$ 1,374,873	\$ 1,146,765	\$ 928,089	\$ 725,668	\$ 539,351	\$ 367,981	\$ 213,032	\$ 76,183	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,839,750	\$ 1,606,488	\$ 1,374,873	\$ 1,146,765	\$ 928,089	\$ 725,668	\$ 539,351	\$ 367,981	\$ 213,032	\$ 76,183	\$ -	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,309,011	\$ 5,592,311	\$ 4,874,932	\$ 4,161,470	\$ 3,471,092	\$ 2,827,685	\$ 2,229,954	\$ 1,670,698	\$ 1,148,492	\$ 665,920	\$ 263,274	\$ 2,944	\$ -	\$ -	
		\$ 6,309,011	\$ 5,592,311	\$ 4,874,932	\$ 4,161,470	\$ 3,471,092	\$ 2,827,685	\$ 2,229,954	\$ 1,670,698	\$ 1,148,492	\$ 665,920	\$ 263,274	\$ 2,944	\$ -	\$ -	
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	\$ 10,176,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 8,148,761	\$ 7,198,799	\$ 6,249,805	\$ 5,308,235	\$ 4,399,181	\$ 3,553,353	\$ 2,769,205	\$ 2,038,679	\$ 1,361,524	\$ 742,103	\$ 263,274	\$ 2,944	\$ -	\$ -	
		\$ 16,943,091	\$ 16,133,838	\$ 15,327,804	\$ 14,531,479	\$ 13,771,960	\$ 13,080,044	\$ 12,452,824	\$ 11,881,990	\$ 11,367,641	\$ 11,508,895	\$ 11,397,904	\$ 11,344,216	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 604,086	\$ 591,548	\$ 537,473	\$ 455,450	\$ 376,337	\$ 302,780	\$ 234,660	\$ 171,295	\$ 112,762	\$ 59,463	\$ 16,623	\$ -	\$ -	\$ -	
		\$ 2,527,846	\$ 2,546,088	\$ 1,387,473	\$ 455,450	\$ 376,337	\$ 302,780	\$ 234,660	\$ 171,295	\$ 112,762	\$ 59,463	\$ 16,623	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 912,087	\$ 873,286	\$ 826,835	\$ 772,442	\$ 712,472	\$ 651,204	\$ 588,306	\$ 413,323	\$ 253,786	\$ 111,175	\$ 2,096	\$ -	\$ -		
		\$ 5,912,087	\$ 5,873,286	\$ 5,826,835	\$ 5,772,442	\$ 5,712,472	\$ 5,651,204	\$ 5,588,306	\$ 413,323	\$ 253,786	\$ 111,175	\$ 2,096	\$ -	\$ -		
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 328,058	\$ 333,247	\$ 338,436	\$ 343,625
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 328,058	\$ 333,247	\$ 338,436	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 358,365	\$ 350,998	\$ 341,056	\$ 328,088	\$ 285,071	\$ 228,603	\$ 176,350	\$ 127,813	\$ 83,097	\$ 42,531	\$ 10,241	\$ -	\$ -		
		\$ 1,842,409	\$ 1,858,786	\$ 1,872,969	\$ 1,884,510	\$ 885,071	\$ 228,603	\$ 176,350	\$ 127,813	\$ 83,097	\$ 42,531	\$ 10,241	\$ -	\$ -		
212	Mission Bay Ferry Landing	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 328,058	\$ 333,247	\$ 338,436	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 328,058	\$ 333,247		
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	\$ -	\$ -	
		\$ 1,874,539	\$ 1,815,832	\$ 1,705,365	\$ 1,555,980	\$ 1,373,881	\$ 1,182,586	\$ 999,316	\$ 712,432	\$ 449,645	\$ 213,169	\$ 28,960	\$ -	\$ -		
		\$ 36,635,181	\$ 36,684,643	\$ 35,548,264	\$ 34,628,764	\$ 36,547,253	\$ 35,814,637	\$ 35,691,158	\$ 34,465,194	\$ 42,264,477	\$ 42,318,008	\$ 42,274,038	\$ 42,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -		
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -		
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -		
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,616	\$ 160,329	\$ 155,859	\$ 150,001	\$ 143,046	\$ 135,708	\$ 127,800	\$ 93,372	\$ 61,558	\$ 32,575	\$ 9,252	\$ -	\$ -		
		\$ 1,207,943	\$ 1,221,364	\$ 1,233,872	\$ 1,245,262	\$ 1,256,063	\$ 1,267,002	\$ 1,277,718	\$ 93,372	\$ 61,558	\$ 32,575	\$ 9,252	\$ -	\$ -		

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
 Pending December 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,130,122	\$ 1,106,945	\$ 1,075,643	\$ 1,034,793	\$ 986,402	\$ 827,423	\$ 649,349	\$ 483,021	\$ 328,200	\$ 185,740	\$ 68,130	\$ -	\$ -	\$ -	\$ -
		\$ 6,076,933	\$ 6,132,904	\$ 6,182,018	\$ 6,222,868	\$ 6,258,590	\$ 2,027,423	\$ 649,349	\$ 483,021	\$ 328,200	\$ 185,740	\$ 68,130	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,815,617	\$ 1,776,737	\$ 1,724,931	\$ 1,657,945	\$ 1,578,990	\$ 1,411,730	\$ 1,110,129	\$ 828,228	\$ 565,491	\$ 323,308	\$ 122,498	\$ -	\$ -	\$ -	\$ -
		\$ 10,121,553	\$ 10,215,559	\$ 10,298,775	\$ 10,368,969	\$ 10,429,910	\$ 7,161,730	\$ 1,110,129	\$ 828,228	\$ 565,491	\$ 323,308	\$ 122,498	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 141,679	\$ 138,974	\$ 135,236	\$ 130,281	\$ 124,365	\$ 118,109	\$ 111,346	\$ 103,382	\$ 93,137	\$ 49,017	\$ 13,578	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,651	\$ 1,758,450	\$ 1,780,624	\$ 1,801,994	\$ 1,823,181	\$ 1,844,822	\$ 1,866,484	\$ 1,887,482	\$ 1,906,745	\$ 49,017	\$ 13,578	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 214,135	\$ 209,777	\$ 203,877	\$ 196,164	\$ 187,020	\$ 177,378	\$ 138,193	\$ -	\$ 101,681	\$ 67,849	\$ 36,910	\$ 11,765	\$ -	\$ -	\$ -
		\$ 1,313,427	\$ 1,326,657	\$ 1,338,627	\$ 1,349,070	\$ 1,358,618	\$ 1,368,214	\$ 138,193	\$ 101,681	\$ 67,849	\$ 36,910	\$ 11,765	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 104,963	\$ 102,806	\$ 99,895	\$ 96,097	\$ 78,396	\$ 61,984	\$ 46,844	\$ 32,862	\$ 20,120	\$ 8,737	\$ 46	\$ -	\$ -	\$ -	\$ -
		\$ 544,679	\$ 549,558	\$ 553,795	\$ 557,260	\$ 78,396	\$ 61,984	\$ 46,844	\$ 32,862	\$ 20,120	\$ 8,737	\$ 46	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 3,570,132	\$ 3,495,568	\$ 3,395,442	\$ 3,265,282	\$ 3,098,219	\$ 2,732,332	\$ 2,183,661	\$ 1,642,545	\$ 1,136,354	\$ 636,287	\$ 225,270	\$ -	\$ -	\$ -	
		\$ 28,420,402	\$ 28,743,433	\$ 29,047,272	\$ 29,327,534	\$ 29,113,039	\$ 21,769,321	\$ 13,259,186	\$ 11,731,939	\$ 11,392,623	\$ 9,720,768	\$ 9,620,114	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 297,259	\$ 291,360	\$ 283,308	\$ 272,726	\$ 260,144	\$ 246,863	\$ 232,540	\$ 215,738	\$ 145,644	\$ 81,293	\$ 28,469	\$ -	\$ -	\$ -	
		\$ 2,550,806	\$ 2,580,963	\$ 2,609,546	\$ 2,636,182	\$ 2,661,919	\$ 2,688,078	\$ 2,713,942	\$ 2,738,087	\$ 145,644	\$ 81,293	\$ 28,469	\$ -	\$ -	\$ -	\$ -
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	\$ 8,328,411	\$ 8,466,320	\$ 8,606,230	\$ 8,748,665	\$ -	
		\$ 297,259	\$ 291,360	\$ 283,308	\$ 272,726	\$ 260,144	\$ 246,863	\$ 232,540	\$ 215,738	\$ 145,644	\$ 81,293	\$ 28,469	\$ -	\$ -	\$ -	
		\$ 7,497,617	\$ 7,606,923	\$ 7,715,920	\$ 7,824,257	\$ 7,934,107	\$ 8,046,841	\$ 8,160,922	\$ 8,274,949	\$ 8,338,085	\$ 8,409,704	\$ 8,494,698	\$ 8,634,665	\$ 8,748,665	\$ -	\$ -
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	\$ -	\$ -	
		\$ 18,369,145	\$ 16,744,035	\$ 15,042,008	\$ 13,281,356	\$ 11,501,019	\$ 9,611,399	\$ 7,643,309	\$ 5,661,593	\$ 3,771,683	\$ 2,013,159	\$ 618,720	\$ 2,944	\$ -	\$ -	
		\$ 93,974,746	\$ 93,111,314	\$ 91,047,348	\$ 89,191,166	\$ 89,735,951	\$ 80,607,109	\$ 71,022,576	\$ 67,406,271	\$ 71,477,341	\$ 70,025,591	\$ 69,656,502	\$ 69,616,739	\$ -	\$ -	
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,128,844	\$ 14,804,877	\$ 14,373,197	\$ 13,815,023	\$ 13,157,005	\$ 12,464,625	\$ 11,721,715	\$ 10,856,930	\$ 9,758,091	\$ 8,378,364	\$ 6,477,553	\$ 1,815,193	\$ -	\$ -	
		\$ 15,128,844	\$ 14,804,877	\$ 14,373,197	\$ 13,815,023	\$ 13,157,005	\$ 12,464,625	\$ 11,721,715	\$ 10,856,930	\$ 9,758,091	\$ 8,378,364	\$ 6,477,553	\$ 1,815,193	\$ -	\$ -	

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending December 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	\$ 152,134,334	0.00%	Programming	\$ 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		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 151,869,315	\$ -	\$ 1,156,434	\$ 2,312,868	\$ 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	\$ 69,151,970	0.00%	Programming	\$ 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		
				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	\$ 138,303,940	28.15%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 38,932,103	\$ -	\$ -	\$ -	\$ 499,767	\$ 737,872	\$ 1,050,658	\$ 946,190	\$ 2,573,365	\$ 2,564,497	\$ 3,133,194	\$ 2,967,860	\$ 2,774,972	\$ 3,145,354	\$ 2,791,665	\$ 2,549,892	\$ 2,305,810	\$ 2,072,827			
				Total	\$ 129,228,103	\$ -	\$ -	\$ -	\$ 27,627,767	\$ 8,905,872	\$ 1,050,658	\$ 946,190	\$ 57,573,365	\$ 2,564,497	\$ 3,133,194	\$ 2,967,860	\$ 2,774,972	\$ 3,145,354	\$ 2,791,665	\$ 2,549,892	\$ 2,305,810	\$ 2,072,827			
III. Caltrain																									
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,911,821	27.91%	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	\$ 115,790,266	\$ -	\$ -	\$ -	\$ 145,861	\$ 671,300	\$ 2,393,525	\$ 3,699,558	\$ 4,103,125	\$ 5,283,153	\$ 8,057,502	\$ 8,637,941	\$ 8,057,729	\$ 9,109,076	\$ 9,198,214	\$ 8,468,087	\$ 7,727,231	\$ 7,020,181			
				Total	\$ 415,790,266	\$ -	\$ -	\$ 10,000,000	\$ 15,145,861	\$ 25,671,300	\$ 42,393,525	\$ 43,699,558	\$ 44,103,125	\$ 45,283,153	\$ 48,057,502	\$ 48,637,941	\$ 48,057,729	\$ 57,109,076	\$ 57,198,214	\$ 46,468,087	\$ 40,747,412	\$ 33,747,231	\$ 27,020,181		
TOTAL MAJOR CAPITAL PROJECTS				\$ 774,502,066	19.98%	\$ 611,196,821	\$ 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	\$ 1,084,302,892	1.40%	Programming	\$ 788,000,000	\$ -	\$ -	\$ 19,380,000	\$ 49,620,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000			
				Interest Costs	\$ 15,210,278	\$ -	\$ -	\$ -	\$ 469,198	\$ 903,473	\$ 1,936,140	\$ 1,932,128	\$ 1,614,774	\$ 1,639,092	\$ 2,019,019	\$ 1,772,643	\$ 1,404,383	\$ 1,243,253	\$ 276,175	\$ -	\$ -	\$ -			
				Total	\$ 803,210,278	\$ -	\$ -	\$ 19,380,000	\$ 50,089,198	\$ 30,903,473	\$ 31,936,140	\$ 33,932,128	\$ 36,614,774	\$ 36,639,092	\$ 37,019,019	\$ 33,772,643	\$ 31,404,383	\$ 31,243,253	\$ 20,276,175	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000			
207	BART Maintenance	\$ 48,406,379	22.35%	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	\$ 10,818,593	\$ -	\$ 99,636	\$ 395,711	\$ 259,546	\$ 278,500	\$ 398,887	\$ 432,944	\$ 374,308	\$ 398,044	\$ 520,490	\$ 529,127	\$ 532,636	\$ 652,362	\$ 627,887	\$ 624,682	\$ 618,556	\$ 612,798			
				Total	\$ 47,334,214	\$ -	\$ 3,361,874	\$ 9,658,473	\$ 259,546	\$ 278,500	\$ 398,887	\$ 2,048,494	\$ 2,015,707	\$ 2,065,705	\$ 2,213,954	\$ 2,250,580	\$ 2,281,632	\$ 2,429,342	\$ 2,433,298	\$ 2,458,979	\$ 2,482,203	\$ 2,506,263			
208	Caltrain Maintenance	\$ 138,303,940	11.90%	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	\$ 16,455,489	\$ -	\$ -	\$ 85,040	\$ 121,921	\$ 231,679	\$ 501,801	\$ 666,661	\$ 587,635	\$ 633,771	\$ 836,599	\$ 854,612	\$ 860,936	\$ 1,051,266	\$ 1,005,217	\$ 990,243	\$ 967,773	\$ 943,323			
				Total	\$ 131,457,489	\$ -	\$ 1,776,000	\$ 4,911,040	\$ 4,821,921	\$ 5,731,679	\$ 6,201,801	\$ 8,166,661	\$ 5,587,635	\$ 5,633,771	\$ 5,836,599	\$ 5,854,612	\$ 5,860,936	\$ 6,051,266	\$ 6,005,217	\$ 5,990,243	\$ 5,967,773	\$ 5,943,323			
209	Ferry Maintenance	\$ 6,915,197	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	\$ 40,108,143	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	\$ 37,342,064	16.68%	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	\$ 6,230,608	\$ -	\$ -	\$ 62,112	\$ 80,821	\$ 124,000	\$ 167,908	\$ 216,502	\$ 214,790	\$ 235,642	\$ 308,211	\$ 313,404	\$ 315,560	\$ 386,584	\$ 372,166	\$ 370,348	\$ 366,796	\$ 363,459			
				Total	\$ 36,299,739	\$ -	\$ -	\$ 2,948,112	\$ 2,202,821	\$ 1,846,000	\$ 167,908	\$ 2,262,333	\$ 2,281,012	\$ 1,722,123	\$ 1,614,598	\$ 1,641,382	\$ 1,643,938	\$ 1,736,397	\$ 1,717,911	\$ 1,761,911	\$ 1,785,378	\$ 1,804,466	\$ 1,824,131		
212	Mission Bay Ferry Landing	\$ 6,915,197	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	\$ 30,426,867	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				\$ 1,392,720,679	3.50%	\$ 1,053,805,644	\$ 5,626,968	\$ 37,689,222	\$ 57,724,460	\$ 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	\$ 313,949,944	22.30%	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	\$ 20,291,119			
				Interest Costs	\$ 70,026,089	\$ -	\$ 199,644	\$ 493,071	\$ 562,316	\$ 901,019	\$ 1,785,490	\$ 2,132,832	\$ 2,015,346	\$ 2,329,539	\$ 3,295,193	\$ 3,605,444	\$ 3,889,391	\$ 5,							

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending December 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	\$ 124,473,546	16.12%	Programming	\$ 103,762,091	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,211,000	\$ 10,747,000	\$ 5,036,000	\$ 5,901,271	\$ 4,270,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909	
				Interest Costs	\$ 20,069,802	\$ -	\$ -	\$ -	\$ 101,632	\$ 355,399	\$ 673,879	\$ 805,290	\$ 698,206	\$ 742,726	\$ 971,521	\$ 987,953	\$ 994,808	\$ 1,218,783	\$ 1,173,394	\$ 1,167,728	\$ 1,156,590	\$ 1,146,126	\$ 1,146,126
				Total	\$ 123,831,894	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,312,632	\$ 11,102,399	\$ 5,709,879	\$ 6,706,561	\$ 4,968,945	\$ 5,030,997	\$ 5,326,143	\$ 5,414,546	\$ 5,492,226	\$ 5,788,159	\$ 5,815,880	\$ 5,884,493	\$ 5,948,824	\$ 6,015,035	
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,221,989	14.58%	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	\$ 30,643,172	\$ -	\$ -	\$ -	\$ 39,369	\$ 177,360	\$ 514,936	\$ 809,729	\$ 900,031	\$ 1,102,396	\$ 1,530,617	\$ 1,598,625	\$ 1,607,925	\$ 1,967,805	\$ 1,892,535	\$ 1,881,480	\$ 1,861,691	\$ 1,843,067	\$ 1,843,067
				Total	\$ 209,757,758	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,369	\$ 8,276,360	\$ 9,703,936	\$ 13,756,982	\$ 9,703,936	\$ 13,756,982	\$ 10,841,786	\$ 10,031,126	\$ 9,159,347	\$ 9,640,050	\$ 9,687,537	\$ 9,801,203	\$ 9,908,130	\$ 10,018,249	
219	Curb Ramps	\$ 40,108,143	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	\$ 2,617,357	\$ -	\$ -	\$ -	\$ 4,698	\$ 21,439	\$ 57,311	\$ 99,300	\$ 86,051	\$ 91,716	\$ 120,199	\$ 122,457	\$ 123,526	\$ 151,599	\$ 146,197	\$ 145,725	\$ 144,562	\$ 143,472	\$ 143,472
				Total	\$ 39,203,490	\$ -	\$ -	\$ 925,000	\$ 1,104,698	\$ 1,226,439	\$ 1,269,311	\$ 2,312,899	\$ 1,446,067	\$ 1,473,492	\$ 1,523,355	\$ 1,548,803	\$ 1,572,694	\$ 1,623,954	\$ 1,642,109	\$ 1,665,572	\$ 1,688,726	\$ 1,712,342	
220	Tree Planting	\$ 27,660,788	13.86%	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	\$ 3,833,668	\$ -	\$ -	\$ 14,954	\$ 25,886	\$ 48,466	\$ 105,051	\$ 152,651	\$ 132,050	\$ 140,499	\$ 183,818	\$ 186,964	\$ 188,298	\$ 230,736	\$ 222,184	\$ 221,150	\$ 219,078	\$ 217,132	\$ 217,132
				Total	\$ 27,236,969	\$ -	\$ 250,000	\$ 1,027,454	\$ 1,088,386	\$ 1,163,466	\$ 1,280,051	\$ 1,990,823	\$ 1,069,992	\$ 1,093,448	\$ 1,151,512	\$ 1,170,652	\$ 1,187,724	\$ 1,246,153	\$ 1,253,847	\$ 1,269,320	\$ 1,284,019	\$ 1,299,112	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,064,315	16.83%	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	\$ 1,862,110	\$ -	\$ -	\$ 27,980	\$ 37,647	\$ 46,688	\$ 69,098	\$ 75,019	\$ 64,877	\$ 69,011	\$ 90,264	\$ 91,787	\$ 92,419	\$ 113,221	\$ 109,000	\$ 108,469	\$ 107,430	\$ 106,453	\$ 106,453
				Total	\$ 10,506,457	\$ -	\$ 100,000	\$ 1,052,980	\$ 957,647	\$ 341,688	\$ 169,098	\$ 444,288	\$ 440,054	\$ 450,190	\$ 477,342	\$ 485,261	\$ 492,189	\$ 519,388	\$ 521,665	\$ 527,737			
222	Managed Lanes and Express Bus	\$ 13,830,394	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	\$ 27,660,788	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		\$ 626,516,850	9.90%	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	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977	
				Interest Costs	\$ 62,005,297	\$ -	\$ -	\$ 51,236	\$ 227,350	\$ 686,088	\$ 1,505,379	\$ 2,058,227	\$ 1,981,801	\$ 2,253,408	\$ 3,036,537	\$ 3,130,348	\$ 3,150,602	\$ 3,858,194	\$ 3,712,884	\$ 3,693,388	\$ 3,656,652	\$ 3,622,112	
				Total	\$ 622,636,559	\$ -	\$ 1,920,391	\$ 13,385,518	\$ 20,443,633	\$ 25,767,870	\$ 21,655,161	\$ 34,120,210	\$ 29,684,688	\$ 27,875,540	\$ 26,911,496	\$ 26,367,342	\$ 25,743,387	\$ 26,812,463	\$ 27,034,422	\$ 27,388,070	\$ 27,730,449	\$ 28,081,089	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,894,709	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	\$ 56,704,616	10.32%	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	\$ 5,854,287	\$ -	\$ 19,441	\$ 125,790	\$ 118,436	\$ 143,218	\$ 193,674	\$ 210,482	\$ 182,204	\$ 193,996	\$ 253,981	\$ 258,496	\$ 260,504	\$ 319,411	\$ 307,754	\$ 306,498	\$ 303,795	\$ 301,260	\$ 301,260
				Total	\$ 56,198,304	\$ -	\$ 1,374,441	\$ 4,020,790	\$ 2,243,436	\$ 1,268,218	\$ 393,674	\$ 2,102,984	\$ 2,104,985	\$ 2,147,541	\$ 2,237,753	\$ 2,275,055	\$ 2,309,328	\$ 2,401,016	\$ 2,422,664	\$ 2,455,246	\$ 2,486,924	\$ 2,519,319	
226	Equity Priority Transportation Program	\$ 58,087,655	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	\$ 27,660,788	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	\$ 13,830,394	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		\$ 181,178,162	3.23%	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	\$ 5,854,287	\$ -	\$ 19,441	\$ 125,790	\$ 118,436	\$ 143,218	\$ 193,674	\$ 210,482	\$ 182,204	\$ 193,996	\$ 253,981	\$ 258,496	\$ 260,504	\$ 319,411	\$ 307,754	\$ 306,498	\$ 303,795	\$ 301,260	\$ 301,260
				Total	\$ 180,455,016	\$ -	\$ 2,320,614	\$ 5,913,137	\$ 4,135,783	\$ 3,160,565	\$ 2,286,021	\$ 6,257,255	\$ 6,325,724	\$ 6,435,812	\$ 6,592,375	\$ 6,701,648	\$ 6,806,746						

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending December 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,839,750	\$ 1,606,488	\$ 1,374,873	\$ 1,146,765	\$ 928,089	\$ 725,668	\$ 539,351	\$ 367,981	\$ 213,032	\$ 76,183	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,839,750	\$ 1,606,488	\$ 1,374,873	\$ 1,146,765	\$ 928,089	\$ 725,668	\$ 539,351	\$ 367,981	\$ 213,032	\$ 76,183	\$ -	\$ -	\$ -	\$ -	
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,309,011	\$ 5,592,311	\$ 4,874,932	\$ 4,161,470	\$ 3,471,092	\$ 2,827,685	\$ 2,229,954	\$ 1,670,698	\$ 1,148,492	\$ 665,920	\$ 263,274	\$ 2,944	\$ -	\$ -	
		\$ 6,309,011	\$ 5,592,311	\$ 4,874,932	\$ 4,161,470	\$ 3,471,092	\$ 2,827,685	\$ 2,229,954	\$ 1,670,698	\$ 1,148,492	\$ 665,920	\$ 263,274	\$ 2,944	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 8,148,761	\$ 7,198,799	\$ 6,249,805	\$ 5,308,235	\$ 4,399,181	\$ 3,553,353	\$ 2,769,305	\$ 2,038,679	\$ 1,361,524	\$ 742,103	\$ 263,274	\$ 2,944	\$ -	\$ -	
		\$ 16,943,091	\$ 16,133,838	\$ 15,327,804	\$ 14,531,479	\$ 13,771,960	\$ 13,080,044	\$ 12,452,824	\$ 11,881,990	\$ 11,367,641	\$ 11,508,895	\$ 11,397,904	\$ 11,344,216	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 604,086	\$ 591,548	\$ 537,473	\$ 455,450	\$ 376,337	\$ 302,780	\$ 234,660	\$ 171,295	\$ 112,762	\$ 59,463	\$ 16,623	\$ -	\$ -	\$ -	
		\$ 2,527,846	\$ 2,546,088	\$ 1,387,473	\$ 455,450	\$ 376,337	\$ 302,780	\$ 234,660	\$ 171,295	\$ 112,762	\$ 59,463	\$ 16,623	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 912,087	\$ 873,286	\$ 826,835	\$ 772,442	\$ 712,472	\$ 651,204	\$ 588,306	\$ 413,323	\$ 253,786	\$ 111,175	\$ 2,096	\$ -	\$ -	\$ -	
		\$ 5,912,087	\$ 5,873,286	\$ 5,826,835	\$ 5,772,442	\$ 5,712,472	\$ 5,651,204	\$ 5,588,306	\$ 413,323	\$ 253,786	\$ 111,175	\$ 2,096	\$ -	\$ -	\$ -	
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,691	\$ 322,691	\$ 327,691	\$ 332,691	\$ 337,691	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,691	\$ 322,691	\$ 327,691	\$ 332,691	\$ 337,691	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 358,365	\$ 350,998	\$ 341,056	\$ 328,088	\$ 285,071	\$ 228,603	\$ 176,350	\$ 127,813	\$ 83,097	\$ 42,531	\$ 10,241	\$ -	\$ -	\$ -	
		\$ 1,842,409	\$ 1,858,786	\$ 1,872,969	\$ 1,884,510	\$ 885,071	\$ 228,603	\$ 176,350	\$ 127,813	\$ 83,097	\$ 42,531	\$ 10,241	\$ -	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,691	\$ 322,691	\$ 327,691	\$ 332,691	\$ 337,691	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,691	\$ 322,691	\$ 327,691	\$ 332,691	\$ 337,691	
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	\$ -	\$ -	
		\$ 1,874,539	\$ 1,815,832	\$ 1,705,365	\$ 1,555,980	\$ 1,373,881	\$ 1,182,586	\$ 999,316	\$ 712,432	\$ 449,645	\$ 213,169	\$ 28,960	\$ -	\$ -	\$ -	
		\$ 36,635,181	\$ 36,684,643	\$ 35,548,264	\$ 34,628,764	\$ 36,547,253	\$ 35,814,637	\$ 35,691,158	\$ 34,465,194	\$ 42,264,477	\$ 42,318,008	\$ 42,274,038	\$ 42,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -	\$ -	
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -	\$ -	
TOTAL PARATRANSIT		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -		
		\$ 4,478,454	\$ 3,942,477	\$ 3,408,088	\$ 2,879,132	\$ 2,369,593	\$ 1,896,265	\$ 1,458,486	\$ 1,052,199	\$ 678,516	\$ 340,307	\$ 72,748	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,616	\$ 160,329	\$ 155,859	\$ 143,046	\$ 135,708	\$ 127,800	\$ 93,372	\$ 61,558	\$ 32,575	\$ -	\$ -	\$ -	\$ -		
		\$ 1,207,943	\$ 1,221,364	\$ 1,233,872	\$ 1,245,262	\$ 1,256,063	\$ 1,267,002	\$ 1,277,718	\$ 93,372	\$ 61,558	\$ 32,575	\$ 9,252	\$ -	\$ -		

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending December 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,130,122	\$ 1,106,945	\$ 1,075,643	\$ 1,034,793	\$ 986,402	\$ 827,423	\$ 649,349	\$ 483,021	\$ 328,200	\$ 185,740	\$ 68,130	\$ -	\$ -	\$ -	\$ -
		\$ 6,076,933	\$ 6,132,904	\$ 6,182,018	\$ 6,222,868	\$ 6,258,590	\$ 2,027,423	\$ 649,349	\$ 483,021	\$ 328,200	\$ 185,740	\$ 68,130	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,815,617	\$ 1,776,737	\$ 1,724,931	\$ 1,657,945	\$ 1,578,990	\$ 1,411,730	\$ 1,110,129	\$ 828,228	\$ 565,491	\$ 323,308	\$ 122,498	\$ -	\$ -	\$ -	\$ -
		\$ 10,121,553	\$ 10,215,559	\$ 10,298,775	\$ 10,368,969	\$ 10,429,910	\$ 7,161,730	\$ 1,110,129	\$ 828,228	\$ 565,491	\$ 323,308	\$ 122,498	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,679	\$ 138,974	\$ 135,236	\$ 130,281	\$ 124,365	\$ 118,109	\$ 111,346	\$ 103,382	\$ 93,137	\$ 49,017	\$ 13,578	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,651	\$ 1,758,450	\$ 1,780,624	\$ 1,801,994	\$ 1,823,181	\$ 1,844,822	\$ 1,866,484	\$ 1,887,482	\$ 1,906,745	\$ 49,017	\$ 13,578	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 214,135	\$ 209,777	\$ 203,877	\$ 196,164	\$ 187,020	\$ 177,378	\$ 138,193	\$ 101,681	\$ 67,849	\$ 36,910	\$ 11,765	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,427	\$ 1,326,657	\$ 1,338,627	\$ 1,349,070	\$ 1,358,618	\$ 1,368,214	\$ 138,193	\$ 101,681	\$ 67,849	\$ 36,910	\$ 11,765	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,963	\$ 102,806	\$ 99,895	\$ 96,097	\$ 78,396	\$ 61,984	\$ 46,844	\$ 32,862	\$ 20,120	\$ 8,737	\$ 46	\$ -	\$ -	\$ -	\$ -
		\$ 544,679	\$ 549,558	\$ 553,795	\$ 557,260	\$ 78,396	\$ 61,984	\$ 46,844	\$ 32,862	\$ 20,120	\$ 8,737	\$ 46	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 3,570,132	\$ 3,495,568	\$ 3,395,442	\$ 3,265,282	\$ 3,098,219	\$ 2,732,332	\$ 2,183,661	\$ 1,642,545	\$ 1,136,354	\$ 636,287	\$ 225,270	\$ -	\$ -	\$ -	
		\$ 28,420,402	\$ 28,743,433	\$ 29,047,272	\$ 29,327,534	\$ 29,113,039	\$ 21,769,321	\$ 13,259,186	\$ 11,731,939	\$ 11,392,623	\$ 9,720,768	\$ 9,620,114	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 297,259	\$ 291,360	\$ 283,308	\$ 272,726	\$ 260,144	\$ 246,863	\$ 232,540	\$ 215,738	\$ 145,644	\$ 81,293	\$ 28,469	\$ -	\$ -	\$ -	\$ -
		\$ 2,550,806	\$ 2,580,963	\$ 2,609,546	\$ 2,636,182	\$ 2,661,919	\$ 2,688,078	\$ 2,713,942	\$ 2,738,087	\$ 145,644	\$ 81,293	\$ 28,469	\$ -	\$ -	\$ -	\$ -
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	\$ 8,328,320	\$ 8,466,230	\$ 8,606,465	\$ 6,379,465	\$ -	
		\$ 297,259	\$ 291,360	\$ 283,308	\$ 272,726	\$ 260,144	\$ 246,863	\$ 232,540	\$ 215,738	\$ 145,644	\$ 81,293	\$ 28,469	\$ -	\$ -	\$ -	
		\$ 7,497,617	\$ 7,606,923	\$ 7,715,920	\$ 7,824,257	\$ 7,934,107	\$ 8,046,841	\$ 8,160,922	\$ 8,274,949	\$ 8,392,085	\$ 8,513,613	\$ 8,634,729	\$ 8,754,934	\$ 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	\$ -	\$ -	
		\$ 18,369,145	\$ 16,744,035	\$ 15,042,008	\$ 13,281,356	\$ 11,501,019	\$ 9,611,399	\$ 7,643,309	\$ 5,661,593	\$ 3,771,683	\$ 2,013,159	\$ 618,720	\$ 2,944	\$ -	\$ -	
		\$ 93,974,746	\$ 93,111,314	\$ 91,047,348	\$ 89,191,166	\$ 89,735,951	\$ 80,607,109	\$ 71,022,576	\$ 67,406,271	\$ 71,477,341	\$ 70,025,591	\$ 69,656,502	\$ 69,616,739	\$ -	\$ -	

Prop. K Related Cashflow (since 7/1/22)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 15,128,844	\$ 14,804,877	\$ 14,373,197	\$ 13,815,023	\$ 13,157,005	\$ 12,464,625	\$ 11,721,715	\$ 10,856,930	\$ 9,758,091	\$ 8,378,364	\$ 6,477,553	\$ 1,815,193	\$ -	\$ -	\$ -
	\$ 15,128,844	\$ 14,804,877	\$ 14,373,197	\$ 13,815,023	\$ 13,157,005	\$ 12,464,625	\$ 11,721,715	\$ 10,856,930	\$ 9,758,091	\$ 8,378,364	\$ 6,477,553	\$ 1,815,193	\$ -	\$ -	\$ -

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.



RESOLUTION ADOPTING THE 2023 5-YEAR PRIORITIZATION PROGRAM FOR MUNI MAINTENANCE, REHABILITATION, AND REPLACEMENT 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 (FYs) 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 fourteen Prop L 5YPPs through approval of Resolutions 24-02, 24-13, and 24-17; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the enclosed 2023 Muni Maintenance, Rehabilitation, and Replacement Prop L 5YPP and

WHEREAS, The Muni Maintenance, Rehabilitation, and Replacement 5YPP is proposed to be approved in two steps, the first of which programs only FY 2023/24 projects with time sensitive funding needs and requiring Prop L allocations this fiscal year and includes placeholder funds for FYs 2024/25 through 2027/28, as detailed in the enclosure, with the second step being a comprehensive 5YPP amendment to program the placeholders to specific projects that is expected to be recommended for adoption in fall 2024; and

WHEREAS, The Muni Maintenance, Rehabilitation, and Replacement 5YPP requires advancement of programming in the current five year period and a delay of cash flow within the 5-year period to correspond to the proposed FY 23/24 projects compared to the Baseline, as amended 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 5YPP recommended for approval (Attachment 2); and

WHEREAS, The proposed Strategic Plan Baseline amendment would result in a \$1.9 million decrease in financing costs versus the current Baseline, as amended,



for a total of \$667 million in finance costs estimated over the 30-year Expenditure Plan period, as shown in Attachment 3; and

WHEREAS, At its November 29, 2023, meeting, the Community Advisory Committee was briefed on the proposed 5YPP and Strategic Plan Baseline 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 enclosed 2023 Prop L 5YPP for Muni Maintenance, Rehabilitation, and Replacement.

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:

1. Muni Maintenance, Rehabilitation, and Replacement 5YPP