



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

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

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

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

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

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

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



**San Francisco
County Transportation
Authority**

BD021324

RESOLUTION NO. 24-29

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

WHEREAS, The Transportation Authority previously adopted 15 Prop L 5YPPs through approval of Resolutions 24-02, 24-13, 24-17, and 24-22; 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 four enclosed 2023 Prop L 5YPPs for the following programs: Muni Reliability and Efficiency Improvements, Muni Rail Core Capacity, Caltrain Downtown Rail Extension and Pennsylvania Alignment, and Transit Enhancements; and

WHEREAS, The Muni Reliability and Efficiency Improvements and Transit Enhancements 5YPPs require advancement of funds beyond the pay-as-you-go annual funding levels to provide sufficient funding to support project delivery in the first five years of Prop L as described in the enclosed draft 5YPPs; and

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

WHEREAS, The proposed Strategic Plan Baseline amendment would result in an increase in financing costs of 1.2% (\$7.9 million) versus the current Baseline, as amended, for a total of \$674.9 million in finance costs estimated over the 30-year Expenditure Plan period, as shown in Attachment 3; and

WHEREAS, At its January 24, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline amendment and adopted a motion of support for the staff recommendation; now, therefore, be it

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



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

Attachments:

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

Enclosures: 2023 Prop L 5-Year Prioritization Programs (4)

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. Caltrain Downtown Rail Extension and Pennsylvania Alignment
4. Transit Enhancements



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RESOLUTION NO. 24-29

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of February 2024, by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safaí, Stefani, and Walton (11)

Nays: none (0)

Absent: none (0)

DocuSigned by:
Rafael Mandelman 3/20/2024
3235B3A057A3450...
Rafael Mandelman Date
Chair

ATTEST: DocuSigned by:
Tilly Chang 3/21/2024
FFD2528AB8BE49B...
Tilly Chang Date
Executive Director

Attachment 1

Prop L's 28 Programs

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

Approved

Proposed for approval in February 2024

Under development

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

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

Attachment 2
Prop L Strategic Plan Baseline Amendment Sources and Uses (1.19.24)

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

Attachment 3

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending February 2024 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	\$ 152,119,043	8.43%	Programming \$ 138,432,852 Interest Costs \$ 12,820,906 Total \$ 151,253,758	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,152,000	\$ 2,152,000	\$ 2,152,000	\$ 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	\$ 69,145,019	0.00%	Programming \$ 69,030,640 Interest Costs \$ - Total \$ 69,030,640	\$ -	\$ -	\$ 2,300,000	\$ 2,430,000	\$ -	\$ -	\$ 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	\$ 138,290,039	28.41%	Programming \$ 90,296,000 Interest Costs \$ 39,287,355 Total \$ 129,583,355	\$ -	\$ 35,296,000	\$ -	\$ -	\$ 496,478	\$ 740,239	\$ 1,056,069	\$ 949,314	\$ 2,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041																																																								
III. Caltrain																																																																														
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming \$ - Interest Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																																																									
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,870,116	28.11%	Programming \$ 300,000,000 Interest Costs \$ 116,629,141 Total \$ 416,629,141	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 65,000,000	\$ -	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -																																																								
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B. TRANSIT MAINTENANCE AND ENHANCEMENTS																																																																														
I. Transit Maintenance, Rehabilitation, and Replacement																																																																														
206	Muni Maintenance	\$ 1,084,193,904	1.43%	Programming \$ 788,000,000 Interest Costs \$ 15,462,251 Total \$ 803,462,251	\$ -	\$ 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	\$ 21,000,000																																																									
207	BART Maintenance	\$ 48,401,514	22.41%	Programming \$ 36,515,621 Interest Costs \$ 10,846,348 Total \$ 47,361,969	\$ -	\$ 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																																																										
208	Caltrain Maintenance	\$ 138,290,039	11.93%	Programming \$ 115,002,000 Interest Costs \$ 16,491,504 Total \$ 131,493,504	\$ -	\$ 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																																																									
209	Ferry Maintenance	\$ 6,914,502	0.00%	Programming \$ 6,903,064 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	\$ 40,104,111	3.94%	Programming \$ 38,210,614 Interest Costs \$ 1,579,919 Total \$ 39,790,533	\$ -	\$ 1,884,000	\$ 1,480,000	\$ 876,000	\$ -	\$ -	\$ 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																																																									
211	Bayview Caltrain Station	\$ 37,338,310	16.72%	Programming \$ 30,069,671 Interest Costs \$ 6,242,902 Total \$ 36,312,573	\$ -	\$ 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																																																									
212	Mission Bay Ferry Landing	\$ 6,914,502	0.00%	Programming \$ 6,903,151 Interest Costs \$ - Total \$ 6,903,151	\$ -	\$ 52,565	\$ 105,130	\$ 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	\$ 30,423,809	0.00%	Programming \$ 30,373,863 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																																																								
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C. PARATRANSIT																																																																														
214	Paratransit	\$ 313,918,388	22.36%	Programming \$ 234,048,020 Interest Costs \$ 70,196,256 Total \$ 304,244,277	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 10,000,000	\$ -																																																									
TOTAL PARATRANSIT																																																																														
<table border="0"> <tr> <td>Programming</td> <td>\$ 234,048,020</td> <td>\$ -</td> <td>\$ 13,113,000</td> <td>\$ 13,506,000</td> <td>\$ 13,911,000</td> <td>\$ 14,329,000</td> <td>\$ 14,758,000</td> <td>\$ 15,201,241</td> <td>\$ 15,657,278</td> <td>\$ 16,126,997</td> <td>\$ 16,610,806</td> <td>\$ 17,109,131</td> <td>\$ 17,622,405</td> <td>\$ 18,151,077</td> <td>\$ 18,695,609</td> <td>\$ 19,256,477</td> <td>\$ 10,000,000</td> <td>\$ -</td> </tr> <tr> <td>Interest Costs</td> <td>\$ 70,196,256</td> <td>\$ -</td> <td>\$ 198,307</td> <td>\$ 492,417</td> <td>\$ 558,568</td> <td>\$ 903,862</td> <td>\$ 1,794,631</td> <td>\$ 2,139,711</td> <td>\$ 2,008,483</td> <td>\$ 2,352,953</td> <td>\$ 3,314,301</td> <td>\$ 3,622,161</td> <td>\$ 4,599,863</td> <td>\$ 4,809,159</td> <td>\$ 5,164,794</td> <td>\$ 5,455,966</td> <td>\$ 5,417,771</td> <td>\$ 4,983,957</td> </tr> <tr> <td>Total</td> <td>\$ 304,244,277</td> <td>\$ -</td> <td>\$ 13,311,307</td> <td>\$ 13,998,417</td> <td>\$ 14,469,568</td> <td>\$ 15,232,862</td> <td>\$ 16,552,631</td> <td>\$ 17,340,952</td> <td>\$ 17,665,761</td> <td>\$ 18,479,949</td> <td>\$ 19,925,108</td> <td>\$ 20,731,292</td> <td>\$ 22,222,268</td> <td>\$ 22,960,235</td> <td>\$ 23,860,403</td> <td>\$ 24,712,443</td> <td>\$ 15,417,771</td> <td>\$ 4,983,957</td> </tr> </table>																						Programming	\$ 234,048,020	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 10,000,000	\$ -	Interest Costs	\$ 70,196,256	\$ -	\$ 198,307	\$ 492,417	\$ 558,568	\$ 903,862	\$ 1,794,631	\$ 2,139,711	\$ 2,008,483	\$ 2,352,953	\$ 3,314,301	\$ 3,622,161	\$ 4,599,863	\$ 4,809,159	\$ 5,164,794	\$ 5,455,966	\$ 5,417,771	\$ 4,983,957	Total	\$ 304,244,277	\$ -	\$ 13,311,307	\$ 13,998,417	\$ 14,469,568	\$ 15,232,862	\$ 16,552,631	\$ 17,340,952	\$ 17,665,761	\$ 18,479,949	\$ 19,925,108	\$ 20,731,292	\$ 22,222,268	\$ 22,960,235	\$ 23,860,403	\$ 24,712,443	\$ 15,417,771	\$ 4,983,957
Programming	\$ 234,048,020	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 10,000,000	\$ -																																																												
Interest Costs	\$ 70,196,256	\$ -	\$ 198,307	\$ 492,417	\$ 558,568	\$ 903,862	\$ 1,794,631	\$ 2,139,711	\$ 2,008,483	\$ 2,352,953	\$ 3,314,301	\$ 3,622,161	\$ 4,599,863	\$ 4,809,159	\$ 5,164,794	\$ 5,455,966	\$ 5,417,771	\$ 4,983,957																																																												
Total	\$ 304,244,277	\$ -	\$ 13,311,307	\$ 13,998,417	\$ 14,469,568	\$ 15,232,862	\$ 16,552,631	\$ 17,340,952	\$ 17,665,761	\$ 18,479,949	\$ 19,925,108	\$ 20,731,292	\$ 22,222,268	\$ 22,960,235	\$ 23,860,403	\$ 24,712,443	\$ 15,417,771	\$ 4,983,957																																																												
D. STREETS AND FREEWAYS																																																																														
I. Maintenance, Rehabilitation, and Replacement																																																																														
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 145,204,541	0.00%	Programming \$ 144,966,345 Interest Costs \$ - Total \$ 144,966,345	\$ -	\$ 1,980,000	\$ 2,235,000	\$ 1,800,000	\$ 2,100,000	\$ 1,820,000	\$ 4,846,650	\$ 4,924,196	\$ 5,002,983	\$ 5,080,392	\$ 5,164,358	\$ 5,246,988	\$ 5,330,939	\$ 5,416,234	\$ 5,502,893	\$ 5,590,939	\$ 5,680,393																																																									
216	Pedestrian and Bicycle Facilities Maintenance	\$ 26,275,107	11.34%	Programming \$ 22,735,554 Interest Costs \$ 2,980,629 Total \$ 25,716,183	\$ -	\$ 977,000	\$ 551,000	\$ 1,045,000	\$ 1,227,000	\$ 806,000	\$ 877,013	\$ 891,045	\$ 905,302	\$ 919,309	\$ 934,503	\$ 949,455	\$ 964,646	\$ 980,080	\$ 995,762	\$ 1,011,694	\$ 1,027,881																																																									

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
 Pending February 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
I. Muni															
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	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 690,192	\$ 676,435	\$ 658,075	\$ 634,455	\$ 605,222	\$ 569,978	\$ 529,257	\$ 487,490	\$ 384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -
		\$ 6,736,295	\$ 6,819,274	\$ 6,899,199	\$ 6,975,435	\$ 7,049,007	\$ 7,119,578	\$ 7,186,676	\$ 7,254,767	\$ 4,384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -
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	\$ 7,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -
		\$ 8,818,348	\$ 7,859,232	\$ 6,900,257	\$ 5,947,710	\$ 5,012,666	\$ 4,107,263	\$ 3,251,241	\$ 2,481,822	\$ 1,716,148	\$ 954,865	\$ 350,289	\$ 5,973	\$ -	\$ -
		\$ 17,612,679	\$ 16,794,272	\$ 15,978,257	\$ 15,170,954	\$ 14,385,445	\$ 13,633,954	\$ 12,934,760	\$ 12,325,133	\$ 8,843,059	\$ 4,319,487	\$ 3,829,861	\$ 3,550,121	\$ -	\$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
I. Transit Maintenance, Rehabilitation, and															
206	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 600,998	\$ 588,333	\$ 534,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 57,997	\$ 16,735	\$ -	\$ -	
		\$ 2,524,757	\$ 2,542,873	\$ 1,384,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 57,997	\$ 16,735	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 907,837	\$ 869,008	\$ 823,086	\$ 770,007	\$ 710,184	\$ 644,123	\$ 573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	
		\$ 5,907,837	\$ 5,869,008	\$ 5,823,086	\$ 5,770,007	\$ 5,710,184	\$ 5,644,123	\$ 5,573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -
II. Transit Enhancements															
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 750,000	\$ -	\$ -	\$ -
		\$ 80,267	\$ 78,849	\$ 76,883	\$ 74,287	\$ 71,022	\$ 67,042	\$ 62,403	\$ 57,621	\$ 51,774	\$ 44,883	\$ 20,333	\$ -	\$ -	
		\$ 1,674,239	\$ 1,698,325	\$ 1,722,270	\$ 1,746,000	\$ 1,769,838	\$ 1,793,755	\$ 1,817,541	\$ 1,841,722	\$ 1,865,382	\$ 1,996,364	\$ 770,333	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 356,565	\$ 349,122	\$ 339,326	\$ 326,845	\$ 284,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	
		\$ 1,840,609	\$ 1,856,910	\$ 1,871,238	\$ 1,883,268	\$ 884,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,760,642	\$ 34,368,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,476,926	\$ 42,268,254	\$ -	\$ -
		\$ 1,945,667	\$ 1,885,313	\$ 1,774,103	\$ 1,625,094	\$ 1,440,443	\$ 1,236,962	\$ 1,037,015	\$ 747,856	\$ 486,002	\$ 252,497	\$ 49,971	\$ -	\$ -	
		\$ 35,706,308	\$ 36,254,124	\$ 35,617,002	\$ 34,697,878	\$ 36,613,815	\$ 35,869,013	\$ 35,728,857	\$ 34,500,618	\$ 42,300,834	\$ 42,357,336	\$ 42,526,897	\$ 42,268,254	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Repla															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 162,802	\$ 159,479	\$ 155,076	\$ 149,439	\$ 142,486	\$ 134,122	\$ 124,475	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	
		\$ 1,207,129	\$ 1,220,515	\$ 1,233,088	\$ 1,244,699	\$ 1,255,504	\$ 1,265,417	\$ 1,274,393	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
 Pending February 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	
		\$ 597,773	\$ 507,012	\$ 433,014	\$ 381,668	\$ 364,315	\$ 342,466	\$ 317,392	\$ 291,814	\$ 261,105	\$ 182,641	\$ 69,371	\$ -	\$ -	\$ -	\$ -
		\$ 3,097,773	\$ 3,257,012	\$ 3,683,014	\$ 4,381,668	\$ 5,636,503	\$ 5,667,466	\$ 5,728,392	\$ 5,792,814	\$ 5,854,105	\$ 3,432,641	\$ 69,371	\$ -	\$ -	\$ -	\$ -
II. Safer and Complete Streets																
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,567,948	\$ 1,492,726	\$ 1,422,834	\$ 1,362,956	\$ 1,297,844	\$ 1,218,886	\$ 1,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -	\$ -
		\$ 8,567,948	\$ 8,742,726	\$ 9,172,834	\$ 9,862,956	\$ 10,148,763	\$ 10,168,886	\$ 8,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 140,967	\$ 138,230	\$ 134,549	\$ 129,785	\$ 123,869	\$ 116,718	\$ 108,441	\$ 99,940	\$ 89,630	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -	\$ -
		\$ 1,734,939	\$ 1,757,706	\$ 1,779,936	\$ 1,801,498	\$ 1,822,685	\$ 1,843,431	\$ 1,863,578	\$ 1,884,041	\$ 1,903,238	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,069	\$ 208,664	\$ 202,851	\$ 195,429	\$ 186,289	\$ 175,307	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -	\$ -
		\$ 1,312,360	\$ 1,325,544	\$ 1,337,601	\$ 1,348,335	\$ 1,357,886	\$ 1,366,143	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,438	\$ 102,259	\$ 99,391	\$ 95,736	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -	\$ -
		\$ 544,155	\$ 549,011	\$ 553,291	\$ 556,898	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -	\$ -
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		\$ 21,097,523	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,525	\$ 15,590,394	\$ 15,849,269	\$ 12,334,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -	
		\$ 2,786,997	\$ 2,608,371	\$ 2,447,715	\$ 2,315,014	\$ 2,192,926	\$ 2,048,821	\$ 1,810,822	\$ 1,412,249	\$ 1,038,550	\$ 618,345	\$ 223,898	\$ -	\$ -	\$ -	\$ -
		\$ 23,884,520	\$ 24,391,454	\$ 25,419,326	\$ 26,978,167	\$ 28,207,746	\$ 28,410,810	\$ 25,297,348	\$ 17,002,643	\$ 16,887,819	\$ 12,952,826	\$ 9,618,742	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -	\$ -
		\$ 2,549,299	\$ 2,579,392	\$ 2,608,094	\$ 2,635,134	\$ 2,660,875	\$ 2,685,168	\$ 2,707,869	\$ 2,730,890	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -	\$ -
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	\$ 8,268,441	\$ 8,656,320	\$ 8,926,230	\$ 9,179,465	\$ -	\$ -	
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -	\$ -
		\$ 7,496,110	\$ 7,605,351	\$ 7,714,469	\$ 7,823,209	\$ 7,933,063	\$ 8,043,932	\$ 8,154,849	\$ 8,267,753	\$ 8,408,621	\$ 8,734,995	\$ 8,954,273	\$ 9,207,465	\$ -	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 70,852,854	\$ 72,402,497	\$ 73,325,122	\$ 74,510,711	\$ 76,234,932	\$ 78,320,710	\$ 79,790,268	\$ 81,476,524	\$ 83,371,716	\$ 85,500,000	\$ 87,872,121	\$ 90,493,677	\$ -	\$ -	
		\$ 18,299,957	\$ 16,562,873	\$ 14,794,810	\$ 13,028,906	\$ 11,267,466	\$ 9,513,846	\$ 7,749,274	\$ 5,871,026	\$ 4,037,084	\$ 2,236,500	\$ 726,121	\$ 5,973	\$ -	\$ -	\$ -
		\$ 89,152,810	\$ 88,965,370	\$ 88,119,932	\$ 87,539,617	\$ 87,502,398	\$ 87,834,555	\$ 83,539,542	\$ 73,116,704	\$ 74,456,537	\$ 66,096,762	\$ 62,340,693	\$ 61,767,038	\$ -	\$ -	\$ -
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 1,834,677	\$ -	\$ -	\$ -
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 1,834,677	\$ -	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending February 2024 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	\$ 152,119,043	8.43%	Programming	\$ 138,432,852	\$ -	\$ -	\$ 3,600,000	\$ 5,416,000	\$ 5,310,000	\$ 5,379,000	\$ 6,577,443	\$ 6,658,682	\$ 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	\$ 12,820,906	\$ -	\$ -	\$ -	\$ 49,538	\$ 138,523	\$ 338,040	\$ 430,454	\$ 422,556	\$ 456,128	\$ 594,861	\$ 604,947	\$ 717,930	\$ 704,378	\$ 712,403	\$ 710,932	\$ 705,765	\$ 705,765	\$ 699,529	\$ 699,529	
				Total	\$ 151,253,758	\$ -	\$ -	\$ 3,600,000	\$ 5,465,538	\$ 5,448,523	\$ 5,717,040	\$ 7,007,897	\$ 7,081,237	\$ 5,697,348	\$ 5,917,176	\$ 6,015,227	\$ 6,214,774	\$ 6,289,171	\$ 6,386,553	\$ 6,475,867	\$ 6,562,939	\$ 6,650,417	\$ 6,738,939	\$ 6,827,417	\$ 6,915,917
202	Muni Rail Core Capacity	\$ 69,145,019	0.00%	Programming	\$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 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	\$ 2,747,546		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 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	\$ 2,747,546	\$ 2,790,146	
II. BART																									
203	BART Core Capacity	\$ 138,290,039	28.41%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 39,287,355	\$ -	\$ -	\$ -	\$ 496,478	\$ 740,239	\$ 1,056,069	\$ 949,314	\$ 2,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041	\$ 1,837,233	\$ 1,604,423	
				Total	\$ 129,583,355	\$ -	\$ -	\$ -	\$ 27,624,478	\$ 8,908,239	\$ 1,056,069	\$ 949,314	\$ 57,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041	\$ 1,837,233	\$ 1,604,423	
III. Caltrain																									
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,870,116	28.11%	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	\$ 116,629,141	\$ -	\$ -	\$ -	\$ 144,901	\$ 673,508	\$ 2,405,987	\$ 3,711,611	\$ 4,089,118	\$ 5,336,165	\$ 8,103,872	\$ 8,677,740	\$ 9,530,392	\$ 8,624,535	\$ 9,136,823	\$ 8,429,857	\$ 7,705,734	\$ 6,998,718	\$ 6,291,702	\$ 5,584,686	
				Total	\$ 416,629,141	\$ -	\$ -	\$ 10,000,000	\$ 15,144,901	\$ 25,673,508	\$ 42,405,987	\$ 43,711,611	\$ 44,089,118	\$ 45,336,165	\$ 48,103,872	\$ 33,677,740	\$ 9,530,392	\$ 8,624,535	\$ 34,136,823	\$ 8,429,857	\$ 7,705,734	\$ 6,998,718	\$ 6,291,702	\$ 5,584,686	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,424,217	21.79%	Programming	\$ 597,759,492	\$ -	\$ -	\$ 14,400,000	\$ 49,372,000	\$ 39,529,000	\$ 46,430,000	\$ 48,885,371	\$104,003,537	\$ 47,623,593	\$ 47,741,550	\$ 32,869,498	\$ 7,995,410	\$ 8,123,336	\$ 33,253,308	\$ 8,385,331	\$ 8,519,526	\$ 8,655,838	\$ 8,792,036		
				Interest Costs	\$ 168,737,401	\$ -	\$ -	\$ -	\$ 690,917	\$ 1,552,269	\$ 3,800,097	\$ 3,800,097	\$ 7,075,958	\$ 8,382,263	\$ 11,849,905	\$ 12,264,388	\$ 13,530,650	\$ 12,307,074	\$ 11,681,530	\$ 10,713,348	\$ 9,767,288	\$ 8,819,718			
				Total	\$ 766,496,894	\$ -	\$ -	\$ 14,400,000	\$ 50,062,917	\$ 41,081,269	\$ 50,230,097	\$ 53,976,751	\$111,079,494	\$ 56,005,856	\$ 59,591,455	\$ 45,133,887	\$ 21,526,060	\$ 20,430,410	\$ 45,877,827	\$ 20,066,891	\$ 19,232,874	\$ 18,423,126	\$ 17,611,854		
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																									
I. Transit Maintenance, Rehabilitation, and Replacement																									
206	Muni Maintenance	\$ 1,084,193,904	1.43%	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	\$ 21,000,000	\$ 21,000,000		
				Interest Costs	\$ 15,462,251	\$ -	\$ -	\$ -	\$ 466,110	\$ 906,396	\$ 1,946,174	\$ 1,938,537	\$ 1,609,475	\$ 1,655,804	\$ 2,031,159	\$ 1,781,561	\$ 1,662,176	\$ 1,181,080	\$ 283,779	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 803,462,251	\$ -	\$ -	\$ 19,380,000	\$ 50,086,110	\$ 30,906,396	\$ 31,946,174	\$ 33,938,537	\$ 36,609,475	\$ 36,655,804	\$ 37,031,159	\$ 33,781,561	\$ 31,662,176	\$ 31,181,080	\$ 20,283,779	\$ 15,000,000	\$ 20,000,000	\$ 20,000,000	\$ 21,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,401,514	22.41%	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	\$ 1,923,282		
				Interest Costs	\$ 10,846,348	\$ -	\$ 98,969	\$ 395,201	\$ 257,810	\$ 279,348	\$ 400,871	\$ 434,284	\$ 372,992	\$ 402,004	\$ 523,472	\$ 531,568	\$ 629,950	\$ 617,212	\$ 623,415	\$ 621,327	\$ 616,040	\$ 609,853	\$ 603,675	\$ 597,487	
				Total	\$ 47,361,969	\$ -	\$ 3,361,207	\$ 9,657,963	\$ 257,810	\$ 279,348	\$ 400,871	\$ 2,049,834	\$ 2,014,391	\$ 2,069,665	\$ 2,216,937	\$ 2,253,021	\$ 2,378,946	\$ 2,394,191	\$ 2,428,826	\$ 2,455,624	\$ 2,479,686	\$ 2,503,317	\$ 2,527,159	\$ 2,550,959	
208	Caltrain Maintenance	\$ 138,290,039	11.93%	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	\$ 5,000,000		
				Interest Costs	\$ 16,491,504	\$ -	\$ -	\$ 84,935	\$ 121,117	\$ 232,426	\$ 504,396	\$ 668,831	\$ 585,661	\$ 640,175	\$ 841,518	\$ 858,680	\$ 1,018,378	\$ 994,791	\$ 998,261	\$ 985,173	\$ 964,136	\$ 939,144	\$ 914,156	\$ 889,168	
				Total	\$ 131,493,504	\$ -	\$ 1,776,000	\$ 4,910,935	\$ 4,821,117	\$ 5,732,426	\$ 6,204,396	\$ 8,168,831	\$ 5,585,661	\$ 5,640,175	\$ 5,841,518	\$ 5,858,680	\$ 6,018,378	\$ 5,994,791	\$ 5,998,261	\$ 5,985,173	\$ 5,964,136	\$ 5,939,144	\$ 5,914,156	\$ 5,889,168	
209	Ferry Maintenance	\$ 6,914,502	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	\$ 274,754		
				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	\$ 274,754		
II. Transit Enhancements																									
210	Transit Enhancements	\$ 40,104,111	3.94%	Programming	\$ 38,210,614	\$ -	\$ 300,000	\$ 1,392,000	\$ 1,068,500	\$ 895,500	\$ 292,000	\$ 1,630,599	\$ 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	\$ 1,593,578		
				Interest Costs	\$ 1,579,919	\$ -	\$ -	\$ 16,744	\$ 22,605	\$ 33,963	\$ 39,472	\$ 55,380	\$ 47,797	\$ 51,760	\$ 67,717	\$ 69,073	\$ 82,213	\$ 80,887	\$ 82,029	\$ 82,073	\$ 81,683	\$ 81,159	\$ 80,735	\$ 80,211	
				Total	\$ 39,790,533	\$ -	\$ 300,000	\$ 1,408,744	\$ 1,091,105	\$ 929,463	\$ 331,472	\$ 1,685,978	\$ 1,407,813	\$ 1,433,536	\$ 1,470,873	\$ 1,495,420	\$ 1,531,381	\$ 1,553,241	\$ 1,577,941	\$ 1,601,920	\$ 1,625,847	\$ 1,650,030	\$ 1,674,213	\$ 1,698,391	
211	Bayview Caltrain Station	\$ 37,338,310	16.72%	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	\$ 1,483,676		
				Interest Costs	\$ 6,242,902	\$ -	\$ -	\$ 62,036	\$ 80,288	\$ 124,396	\$ 168,770	\$ 216,947	\$ 214,057	\$ 238,010	\$ 310,008	\$ 314,881	\$ 373,550	\$ 365,789	\$ 369,550	\$ 368,393	\$ 365,338	\$ 361,745	\$ 358,152	\$ 354,560	
				Total	\$ 36,312,573	\$ -	\$ -	\$ 2,948,036	\$ 2,202,288	\$ 1,846,396	\$ 168,770	\$ 2,263,031	\$ 2,280,279	\$ 1,724,491	\$ 1,616,394	\$ 1,642,859	\$ 1,722,475	\$ 1,736,602	\$ 1,762,295	\$ 1,783,423	\$ 1,803,008	\$ 1,822,417	\$ 1,841,825	\$ 1,861,233	
212	Mission Bay Ferry Landing	\$ 6,914,502	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	\$ 274,754		
				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	\$ 270,49			

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending February 2024 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	\$ 124,461,035	11.98%	Programming	\$ 109,104,478	\$ -	\$ 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	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000	
				Interest Costs	\$ 14,914,350	\$ -	\$ -	\$ -	\$ 100,963	\$ 356,563	\$ 677,394	\$ 517,394	\$ 807,957	\$ 695,902	\$ 750,277	\$ 977,299	\$ 992,725	\$ 1,176,815	\$ 1,153,357	\$ 1,046,499	\$ 927,012	\$ 805,949	\$ 697,065
				Total	\$ 124,018,829	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,963	\$ 11,103,563	\$ 5,713,394	\$ 6,709,228	\$ 4,966,642	\$ 5,038,548	\$ 5,331,921	\$ 5,419,318	\$ 5,674,233	\$ 5,722,734	\$ 3,046,499	\$ 2,927,012	\$ 2,805,949	\$ 2,947,065	
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,200,859	13.61%	Programming	\$ 181,098,615	\$ -	\$ 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	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000	
				Interest Costs	\$ 28,615,965	\$ -	\$ -	\$ -	\$ 39,110	\$ 177,943	\$ 517,943	\$ 812,368	\$ 896,958	\$ 1,113,462	\$ 1,539,486	\$ 1,606,076	\$ 1,901,788	\$ 1,861,876	\$ 1,820,952	\$ 1,763,404	\$ 1,704,554	\$ 1,640,785	
				Total	\$ 209,714,580	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,110	\$ 8,276,943	\$ 9,706,620	\$ 13,759,621	\$ 13,733,816	\$ 12,393,710	\$ 10,850,655	\$ 10,038,577	\$ 9,453,209	\$ 9,534,121	\$ 8,320,952	\$ 8,513,404	\$ 8,704,554	\$ 8,640,785	
219	Curb Ramps	\$ 40,104,111	6.52%	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	\$ 2,615,175	\$ -	\$ -	\$ -	\$ 4,667	\$ 21,509	\$ 57,609	\$ 99,623	\$ 85,762	\$ 92,643	\$ 120,906	\$ 123,040	\$ 146,116	\$ 143,449	\$ 145,172	\$ 144,959	\$ 143,988	\$ 142,796	
				Total	\$ 39,201,308	\$ -	\$ -	\$ 925,000	\$ 1,104,667	\$ 1,226,509	\$ 1,269,609	\$ 2,313,221	\$ 1,445,778	\$ 1,474,419	\$ 1,524,062	\$ 1,549,387	\$ 1,595,284	\$ 1,615,804	\$ 1,641,084	\$ 1,664,805	\$ 1,688,152	\$ 1,711,666	
220	Tree Planting	\$ 27,658,008	13.88%	Programming	\$ 23,403,301	\$ -	\$ 250,000	\$ 1,012,500	\$ 1,062,500	\$ 1,115,000	\$ 1,175,000	\$ 1,838,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ 3,837,820	\$ -	\$ -	\$ 14,935	\$ 25,715	\$ 48,622	\$ 105,595	\$ 153,146	\$ 131,605	\$ 141,918	\$ 184,899	\$ 187,855	\$ 222,734	\$ 218,335	\$ 220,632	\$ 219,992	\$ 218,216	\$ 216,117	
				Total	\$ 27,241,121	\$ -	\$ 250,000	\$ 1,027,435	\$ 1,088,215	\$ 1,163,622	\$ 1,280,595	\$ 1,991,318	\$ 1,069,547	\$ 1,094,867	\$ 1,152,593	\$ 1,171,542	\$ 1,222,160	\$ 1,233,752	\$ 1,252,295	\$ 1,268,162	\$ 1,283,157	\$ 1,298,097	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,063,203	16.87%	Programming	\$ 8,644,347	\$ -	\$ 100,000	\$ 1,025,000	\$ 920,000	\$ 295,000	\$ 100,000	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
				Interest Costs	\$ 1,866,748	\$ -	\$ -	\$ 27,945	\$ 37,398	\$ 46,836	\$ 69,450	\$ 75,261	\$ 64,658	\$ 69,706	\$ 90,793	\$ 92,222	\$ 109,318	\$ 107,134	\$ 108,237	\$ 107,900	\$ 107,006	\$ 105,954	
				Total	\$ 10,511,095	\$ -	\$ 100,000	\$ 1,052,945	\$ 957,398	\$ 341,836	\$ 169,450	\$ 444,530	\$ 439,835	\$ 450,886	\$ 477,871	\$ 485,697	\$ 509,089	\$ 513,301	\$ 520,902	\$ 527,168	\$ 532,982	\$ 538,746	
222	Managed Lanes and Express Bus	\$ 13,829,004	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
223	Transformative Freeway and Major Street Projects	\$ 27,658,008	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		\$ 626,453,876	8.75%	Programming	\$ 567,957,678	\$ -	\$ 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	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886	
				Interest Costs	\$ 54,830,688	\$ -	\$ -	\$ 51,173	\$ 225,853	\$ 688,329	\$ 1,513,213	\$ 2,064,970	\$ 1,975,134	\$ 2,276,148	\$ 3,054,326	\$ 3,145,160	\$ 3,726,664	\$ 3,650,741	\$ 3,509,886	\$ 3,331,220	\$ 3,146,358	\$ 2,967,806	
				Total	\$ 622,788,366	\$ -	\$ 1,920,391	\$ 13,385,455	\$ 20,442,135	\$ 25,770,111	\$ 21,662,995	\$ 34,126,953	\$ 29,678,020	\$ 26,929,286	\$ 26,382,155	\$ 26,319,449	\$ 26,605,010	\$ 22,893,936	\$ 23,139,414	\$ 23,381,483	\$ 23,632,692		
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,892,207	0.00%	Programming	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782
II. Transportation, Land Use, and Community Coordination																							
225	Neighborhood Transportation Program	\$ 56,698,916	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	\$ 5,851,973	\$ -	\$ 19,311	\$ 125,631	\$ 117,650	\$ 143,666	\$ 194,653	\$ 211,150	\$ 181,577	\$ 195,941	\$ 255,456	\$ 259,708	\$ 308,122	\$ 302,221	\$ 305,580	\$ 304,868	\$ 302,575	\$ 299,826	
				Total	\$ 56,195,991	\$ -	\$ 1,374,311	\$ 4,020,631	\$ 2,242,650	\$ 1,268,666	\$ 394,653	\$ 2,103,651	\$ 2,104,359	\$ 2,149,487	\$ 2,239,228	\$ 2,276,267	\$ 2,356,946	\$ 2,383,826	\$ 2,420,491	\$ 2,453,617	\$ 2,485,704	\$ 2,517,885	
226	Equity Priority Transportation Program	\$ 58,081,816	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	\$ 27,658,008	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	\$ 13,829,004	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,159,951	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	\$ 5,851,973	\$ -	\$ 19,311	\$ 125,631	\$ 117,650	\$ 143,666	\$ 194,653	\$ 211,150	\$ 181,577	\$ 195,941	\$ 255,456	\$ 259,708	\$ 308,122	\$ 302,221	\$ 305,580	\$ 304,868	\$ 302,575	\$ 299,826	
				Total	\$ 180,452,703	\$ -	\$ 2,320,484	\$ 5,912,977	\$ 4,134,996	\$ 3,161,012	\$ 2,287,000	\$ 6,257,923	\$ 6,325,098	\$ 6,437,757	\$ 6,593,850	\$ 6,702,860	\$ 6,854,364	\$ 6,953,202	\$ 7,062,977	\$ 7,170,383	\$ 7		

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

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
A. MAJOR CAPITAL PROJECTS																
I. Muni																
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	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 690,192	\$ 676,435	\$ 658,075	\$ 634,455	\$ 605,222	\$ 569,978	\$ 529,257	\$ 487,490	\$ 384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -	\$ -
		\$ 6,736,295	\$ 6,819,274	\$ 6,899,199	\$ 6,975,435	\$ 7,049,007	\$ 7,119,578	\$ 7,186,676	\$ 7,254,767	\$ 4,384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -	\$ -
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	\$ 7,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
		\$ 8,818,348	\$ 7,859,232	\$ 6,900,257	\$ 5,947,710	\$ 5,012,666	\$ 4,107,263	\$ 3,251,241	\$ 2,481,822	\$ 1,716,148	\$ 954,865	\$ 350,289	\$ 5,973	\$ -	\$ -	
		\$ 17,612,679	\$ 16,794,272	\$ 15,978,257	\$ 15,170,954	\$ 14,385,445	\$ 13,633,954	\$ 12,934,760	\$ 12,325,133	\$ 8,843,059	\$ 4,319,487	\$ 3,829,861	\$ 3,550,121	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 600,998	\$ 588,333	\$ 534,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 79,997	\$ 16,735	\$ -	\$ -	\$ -	\$ -
		\$ 2,524,757	\$ 2,542,873	\$ 1,384,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 79,997	\$ 16,735	\$ -	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 907,837	\$ 869,008	\$ 823,086	\$ 770,007	\$ 710,184	\$ 644,123	\$ 573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	\$ -	\$ -
		\$ 5,907,837	\$ 5,869,008	\$ 5,823,086	\$ 5,770,007	\$ 5,710,184	\$ 5,644,123	\$ 5,573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	\$ -	\$ -
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	\$ -
II. Transit Enhancements																
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 750,000	\$ -	\$ -	\$ -	\$ -
		\$ 80,267	\$ 78,849	\$ 76,883	\$ 74,287	\$ 71,022	\$ 67,042	\$ 62,403	\$ 57,621	\$ 51,774	\$ 44,883	\$ 20,333	\$ -	\$ -	\$ -	\$ -
		\$ 1,674,239	\$ 1,698,325	\$ 1,722,270	\$ 1,746,000	\$ 1,769,838	\$ 1,793,755	\$ 1,817,541	\$ 1,841,722	\$ 1,865,382	\$ 1,996,364	\$ 770,333	\$ -	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 356,565	\$ 349,122	\$ 339,326	\$ 326,845	\$ 284,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	\$ -	\$ -
		\$ 1,840,609	\$ 1,856,910	\$ 1,871,238	\$ 1,883,268	\$ 884,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	\$ -	\$ -
212	Mission Bay Ferry Landing	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	\$ -
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,760,642	\$ 34,368,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,476,926	\$ 42,268,254	\$ -	\$ -	
		\$ 1,945,667	\$ 1,885,313	\$ 1,774,103	\$ 1,625,094	\$ 1,440,443	\$ 1,236,962	\$ 1,037,015	\$ 747,856	\$ 486,002	\$ 252,497	\$ 49,971	\$ -	\$ -	\$ -	
		\$ 35,706,308	\$ 36,254,124	\$ 35,617,002	\$ 34,697,878	\$ 36,613,815	\$ 35,869,013	\$ 35,728,857	\$ 34,500,618	\$ 42,300,834	\$ 42,357,336	\$ 42,526,897	\$ 42,268,254	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -	
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 162,802	\$ 159,479	\$ 155,076	\$ 149,439	\$ 142,486	\$ 134,122	\$ 124,475	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	\$ -	\$ -
		\$ 1,207,129	\$ 1,220,515	\$ 1,233,088	\$ 1,244,699	\$ 1,255,504	\$ 1,265,417	\$ 1,274,393	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	\$ -	\$ -

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

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	
		\$ 597,773	\$ 507,012	\$ 433,014	\$ 381,668	\$ 364,315	\$ 342,466	\$ 317,392	\$ 291,814	\$ 261,105	\$ 182,641	\$ 69,371	\$ -	\$ -	\$ -	\$ -
		\$ 3,097,773	\$ 3,257,012	\$ 3,683,014	\$ 4,381,668	\$ 5,636,503	\$ 5,667,466	\$ 5,728,392	\$ 5,792,814	\$ 5,854,105	\$ 3,432,641	\$ 69,371	\$ -	\$ -	\$ -	\$ -
II. Safer and Complete Streets																
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,567,948	\$ 1,492,726	\$ 1,422,834	\$ 1,362,956	\$ 1,297,844	\$ 1,218,886	\$ 1,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -	\$ -
		\$ 8,567,948	\$ 8,742,726	\$ 9,172,834	\$ 9,862,956	\$ 10,148,763	\$ 10,168,886	\$ 8,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 140,967	\$ 138,230	\$ 134,549	\$ 129,785	\$ 123,869	\$ 116,718	\$ 108,441	\$ 99,940	\$ 89,630	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -	\$ -
		\$ 1,734,939	\$ 1,757,706	\$ 1,779,936	\$ 1,801,498	\$ 1,822,685	\$ 1,843,431	\$ 1,863,578	\$ 1,884,041	\$ 1,903,238	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,069	\$ 208,664	\$ 202,851	\$ 195,429	\$ 186,289	\$ 175,307	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -	\$ -
		\$ 1,312,360	\$ 1,325,544	\$ 1,337,601	\$ 1,348,335	\$ 1,357,886	\$ 1,366,143	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,438	\$ 102,259	\$ 99,391	\$ 95,736	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -	\$ -
		\$ 544,155	\$ 549,011	\$ 553,291	\$ 556,898	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -	\$ -
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		\$ 21,097,523	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,525	\$ 15,590,394	\$ 15,849,269	\$ 12,334,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -	
		\$ 2,786,997	\$ 2,608,371	\$ 2,447,715	\$ 2,315,014	\$ 2,192,926	\$ 2,048,821	\$ 1,810,822	\$ 1,412,249	\$ 1,038,550	\$ 618,345	\$ 223,898	\$ -	\$ -	\$ -	\$ -
		\$ 23,884,520	\$ 24,391,454	\$ 25,419,326	\$ 26,978,167	\$ 28,207,746	\$ 28,410,810	\$ 25,297,348	\$ 17,002,643	\$ 16,887,819	\$ 12,952,826	\$ 9,618,742	\$ 9,569,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MAN/																
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 Comm																
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -	\$ -
		\$ 2,549,299	\$ 2,579,392	\$ 2,608,094	\$ 2,635,134	\$ 2,660,875	\$ 2,685,168	\$ 2,707,869	\$ 2,730,890	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -	\$ -
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	\$ 8,194,441	\$ 8,330,220	\$ 8,466,459	\$ 8,603,198	\$ 8,740,437	\$ 8,878,176	
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -	
		\$ 7,496,110	\$ 7,605,351	\$ 7,714,469	\$ 7,823,209	\$ 7,933,063	\$ 8,043,925	\$ 8,154,849	\$ 8,267,753	\$ 8,378,621	\$ 8,488,895	\$ 8,601,201	\$ 8,714,437	\$ 8,828,437	\$ 8,942,176	
TOTAL PROP L STRATEGIC PLAN		\$ 70,852,854	\$ 72,402,497	\$ 73,325,122	\$ 74,510,711	\$ 76,234,932	\$ 78,320,710	\$ 79,790,268	\$ 81,476,524	\$ 83,267,070	\$ 85,164,553	\$ 87,164,572	\$ 89,271,665	\$ 91,489,665	\$ 93,822,841	
		\$ 18,299,957	\$ 16,562,873	\$ 14,794,810	\$ 13,028,906	\$ 11,267,466	\$ 9,513,846	\$ 7,749,274	\$ 6,037,084	\$ 4,476,524	\$ 3,071,716	\$ 1,834,677	\$ 1,034,677	\$ 617,179	\$ 367,179	
		\$ 89,152,811	\$ 88,965,370	\$ 88,119,932	\$ 87,539,617	\$ 89,502,398	\$ 87,834,555	\$ 83,539,542	\$ 73,116,704	\$ 74,456,537	\$ 66,096,762	\$ 62,340,693	\$ 61,767,038	\$ 62,521,844	\$ 63,189,990	
Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 4,834,677	\$ 3,617,179	\$ 2,717,179	
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 4,834,677	\$ 3,617,179	\$ 2,717,179	

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.