



Memorandum

AGENDA ITEM 6

DATE: May 23, 2024
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 6/11/2024 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Programs for Mission Bay Ferry Landing and Transformative Freeway and Major Street Projects 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 Programs (5YPPs) for Mission Bay Ferry Landing and Transformative Freeway and Major Street Projects</p> <p>Amend the Prop L Strategic Plan 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. We are recommending adoption of the 5YPPs for Mission Bay Ferry Landing and Transformative Freeway and Major Street Projects. We recommend fully advancing Prop L funds to program \$4.5 million to support the \$74.3 million construction phase for the Mission Bay Ferry Landing, the sole project that is eligible for the corresponding Prop L program. The Transformative Freeway and Major Street Projects 5YPP features one project, the Fillmore-Geary Underpass Community Planning Study, which is leveraging a \$2 million Federal Reconnecting Communities and Neighborhoods grant, and two placeholders that could fund recommendations from that study or planning and project development for other eligible projects consistent with recommendations from the San Francisco Transportation Plan or its updates. This recommended 5YPP does not require advancement of funds. In all, these changes would result in a 0.4% (\$2.5 million) increase in debt costs compared to the Strategic Plan Baseline as amended, from \$674.9 million to \$677.4</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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million. Additional details on these programs are in the memo below and in the enclosed 5YPPs.	
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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 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 anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. This approach provides a more realistic picture of financing costs for these five programs, which are among the largest programs in the Prop L Expenditure Plan, while ensuring we can meet other programs' requests for advancing funds.

Attachment 1 shows the status of the 28 5YPPs, including those which have been adopted thus far and those that are still under development.

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 Fiscal Year (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 and subsequent years, 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.

We are recommending adoption of the enclosed 5YPPs summarized below. 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, and Attachment 3 summarizes leveraging. The enclosed 5YPPs contain more detail, including the project information forms.

Mission Bay Ferry Landing (MBFL) 5YPP. This Prop L program was established to fund one project, the MBFL. The MBFL is a new ferry terminal located on San Francisco Bay adjacent to the intersection of Terry A. Francois Boulevard and 16th Street in Mission Bay, intended to provide ferry services for one of the fastest growing neighborhoods in the city, helping reduce trips by car to these new jobs and housing hub, and easing crowding on regional transit.

The Port and WETA currently are pursuing competitive grants for the MBFL, including a \$55 million federal EPA Clean Ports Program grant to support the electrification components of the MBFL project (\$20.8 million) and other elements of their electrification program. If the EPA grant is awarded, the recommended \$4.5 million in Prop L funds would help provide local match to the EPA grant, and the permanent MBFL project could proceed with construction. The project would need to be completed by December 1, 2028 to comply with the timely use of funds deadlines for the EPA grant.

In the event that the EPA grant is not awarded to the MBFL project, the Port, in close coordination with WETA, would request amendment of the 5YPP to reprogram Prop L funds for a passenger float that would be used at an interim landing at Pier 48.5. The passenger float would be consistent with WETA's standard float footprint and pile configuration as designed for the MBFL. When the permanent MBFL is



constructed and the fixed pier component is complete, the passenger float would be relocated from Pier 48.5 and installed at MBFL.

Transformative Freeway and Major Street Projects 5YPP. This program is one of the new equity-focused programs included in Prop L. It is intended to fund planning and project development for transformative multi-modal improvements designed to improve safety, enhance multi-modal connectivity, and/or reconnect communities and repair the harm created by past freeway and street projects. The Fillmore-Geary Underpass Community Planning Study is exactly the type of project this 5YPP is meant to fund. The study is a community-driven process that will re-envision the areas around Geary Boulevard at Fillmore Street to reconnect Japantown and Fillmore/Western Addition. We are recommending \$601,000 in Prop L funds to leverage a \$2 million federal Reconnecting Communities and Neighborhoods grant from the U.S. Department of Transportation that has been awarded to the Transportation Authority for this purpose. There is a concurrent allocation request proceeding to the Board under a separate agenda item, which has additional details on the proposed study scope, including the community-engagement approach.

We also recommend programming a total of \$1.29 million in Prop L funds to two placeholders, one in Fiscal Year (FY) 2025/26 and the other in FY 2027/28. The placeholders could fund recommendations from the Fillmore-Geary study or planning and project development for other eligible projects that are consistent with the San Francisco Transportation Plan (SFTP) 2050, SFTP 2050+ (minor update underway), ConnectSF, and the Streets and Freeways Study.

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 proposed Transformative Freeway and Major Street Projects 5YPP does not require advancement of funds. Our recommendation for the Mission Bay Ferry Landing 5YPP does require significant advancement of about \$4 million for construction of the only eligible project for this program, the MBFL. This would result in a minor 0.4% (\$2.5 million) increase in estimated debt costs over the 30-year Expenditure Plan period compared to the Strategic Plan Baseline, as amended.



Attachment 4 summarizes the sources and uses for the Baseline as amended and adopted in March 2024 and Attachment 5 shows the proposed programming and cash flow by program by fiscal year, reflecting the recommended 5YPPs.

Next Steps. We are working with project sponsors to develop the remaining five 5YPPs and hope to bring them to the Board for adoption in July, followed by adoption of the final Prop L Strategic Plan in Fall 2024.

FINANCIAL IMPACT

There is no impact on the adopted Fiscal Year 2023/24 agency budget or the proposed Fiscal Year 2024/25 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 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 May 22, 2024, meeting and 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 - Recommended 5YPPs List of Projects
- Attachment 3 - Recommended 5YPPs Program Summary: Fund Leveraging
- Attachment 4 - Prop L Strategic Plan Baseline as Amended Sources and Uses
- Attachment 5 - Strategic Plan Baseline as Amended - Programming & Cash Flow by FY
- Enclosures (2):
 - Draft 2023 Prop L Mission Bay Ferry Landing 5 Year Prioritization Program
 - Draft 2023 Prop L Transformative Freeway and Major Street Projects 5 Year Prioritization Program
- Attachment 6 - Resolution

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 June 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 Street Projects**
24. Transportation Demand Management
25. Neighborhood Transportation Program
26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning

Attachment 2

5-Year Prioritization Programs - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Mission Bay Ferry Landing	Mission Bay Ferry Landing: Port of SF	<p>The Mission Bay Ferry Landing (MBFL) project is located on the San Francisco Bay adjacent to the intersection of Terry A. Francois Boulevard and 16th Street. The project would create a new ferry terminal in the southern waterfront of San Francisco, providing a regional ferry service and access to the underserved Mission Bay neighborhood and surrounding areas.</p> <p>Prop L funds would be used to help fund the \$74.3 million construction phase of the project, which includes installation of piles, floats, gangways, fixed piers, canopies, utilities, and landside improvements. The Port of SF and WETA are jointly applying for a \$55 million U.S. Environmental Protection Agency (US EPA) Clean Ports grant to support the electrification components of the MBFL project (\$20.8 million) and other elements of their electrification program. Prop L would match the federal grant if the project is awarded funds.</p> <p>In the event that the EPA grant is not awarded to the MBFL project, the Port, in close coordination with WETA, would request to amend this 5YPP to reprogram Prop L funds for a passenger float that would be used at an interim landing at Pier 48.5 until the permanent MBFL is constructed.</p>	6	Construction	\$4,500,000	FY25
2	Transformative Freeway and Major Street Projects	Fillmore-Geary Underpass Community Planning Study: SFCTA	<p>The Fillmore-Geary Underpass Community Planning Study is a community-driven process to re-envision the area of Geary Boulevard at Fillmore Street, along with streets in surrounding neighborhoods. This process will bring together transportation and land use to create more connected and vibrant communities, while also working towards the long-term goals to repair neighborhoods, create transit-oriented housing opportunities, and support economic and cultural stability in communities that face risks of displacement.</p> <p>Outreach will include contracted partnerships with community-based organizations and stipends for community participation. A range of outreach activities will be developed in English, Korean, Spanish, Chinese, Japanese, and other relevant languages for the surrounding communities to reduce barriers to participation.</p> <p>Prop L funds leverage a \$2 million Reconnecting Communities and Neighborhoods grant from the U.S. Department of Transportation. SFMTA and the Planning Department (latter will contribute in-kind to the study) are our partners on this study.</p>	5	Planning	\$601,000	FY25
3		Planning and Project Development Placeholders: TBD	<p>These placeholders can fund planning and project development for a project or projects that are consistent with the San Francisco Transportation Plan, ConnectSF, and the Streets and Freeways Study and/or updates thereof. They may also fund follow-up activities recommended in the Fillmore-Geary Underpass Community Planning Study, anticipated to be completed by Fall 2026.</p>	TBD	TBD	\$646,000	FY26
4						\$645,000	FY28

Attachment 3 5-Year Prioritization Programs - Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Mission Bay Ferry Landing	\$4,500,000	\$3,796,120	90.7%	94.5%	<p>We recommend advancing nearly Prop L funds in the Mission Bay Ferry Landing program to make funds available for allocation in Fiscal Year 2024/25. There is only one eligible project from this small Expenditure Plan program (\$5 million in 2020's) and requested Prop L funds would provide an important local funding commitment that significantly leverages other sources to make the project fully funded in the near term.</p> <p>Leveraging exceed expectations in the Expenditure Plan for this program. Prop L funds would leverage almost \$78M in funds from other sources.</p>
2	Transformative Freeway and Major Street Projects	\$1,892,000	\$0	91.1%	TBD	<p>We are not recommending to advance funds beyond the pay-as-you-go amounts in the Strategic Plan Baseline for this program. The Fillmore-Geary Underpass Community Planning Study leverages a \$2 million federal Reconnecting Communities and Neighborhoods grant, which requires a minimum 20% local match; therefore, the current leveraging is at 78.2%. We expect that the study will help position recommended projects to be competitive for other discretionary funding and leveraging will improve with future projects in this program.</p> <p>Leveraging for projects funded through the Planning and Project Development Placeholders will be evaluated once projects are identified. We expect that leveraging will improve over the five year period as non-Prop L funds are secured. We will evaluate specific projects for leveraging when we receive allocation requests for placeholder funds.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (5.16.24)

SOURCES		USES	
	(YOES\$)		(YOES\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,027.4 M
Investment Income	\$4.5 M	Long Term Bond Principal	\$977.6 M
Long Term Bond Proceeds	\$769.3 M	Financing Costs	\$677.4 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.0 M
TOTAL	\$5,575.2 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,575.2 M

Attachment 5

Amended 2023 Strategic Plan Baseline Programming
Pending June 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	\$ 152,118,830	8.44%	Programming	\$ 138,432,852	\$ -	\$ 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	
				Interest Costs	\$ 12,832,771	\$ -	\$ -	\$ -	\$ 49,541	\$ 138,311	\$ 337,460	\$ 429,450	\$ 419,677	\$ 457,008	\$ 595,217	\$ 605,319	\$ 718,090	\$ 704,729	\$ 712,841	\$ 711,487	\$ 706,442	\$ 700,329	\$ 700,329
				Total	\$ 151,265,623	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,201,541	\$ 2,290,311	\$ 2,489,460	\$ 5,506,893	\$ 5,578,358	\$ 5,698,228	\$ 5,917,532	\$ 6,015,599	\$ 6,214,934	\$ 6,289,522	\$ 6,386,990	\$ 6,476,422	\$ 6,563,616	\$ 6,651,217	\$ 6,740,213
202	Muni Rail Core Capacity	\$ 69,144,923	0.00%	Programming	\$ 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	
				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	\$ 2,749,949
II. BART																							
203	BART Core Capacity	\$ 138,289,845	28.42%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,300,682	\$ -	\$ -	\$ -	\$ 496,513	\$ 739,108	\$ 1,054,239	\$ 947,051	\$ 2,547,007	\$ 2,595,115	\$ 3,153,183	\$ 2,983,607	\$ 3,283,090	\$ 2,979,627	\$ 2,776,943	\$ 2,542,639	\$ 2,303,954	\$ 2,071,294	
				Total	\$ 129,596,682	\$ -	\$ 35,296,000	\$ -	\$ 496,513	\$ 739,108	\$ 1,054,239	\$ 947,051	\$ 57,547,007	\$ 5,190,115	\$ 6,306,366	\$ 5,967,214	\$ 6,266,697	\$ 5,959,254	\$ 5,753,843	\$ 5,485,273	\$ 5,247,233	\$ 5,015,248	\$ 4,782,588
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,869,536	28.14%	Programming	\$ 300,000,000	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 65,000,000	\$ -	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	
				Interest Costs	\$ 116,725,362	\$ -	\$ -	\$ -	\$ 144,911	\$ 672,478	\$ 2,401,878	\$ 3,703,028	\$ 4,061,381	\$ 5,346,941	\$ 8,109,675	\$ 8,684,152	\$ 9,533,627	\$ 8,629,776	\$ 9,143,460	\$ 8,437,364	\$ 7,713,990	\$ 7,007,545	
				Total	\$ 416,725,362	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 65,144,911	\$ 65,672,478	\$ 42,401,878	\$ 43,703,028	\$ 44,061,381	\$ 45,346,941	\$ 48,109,675	\$ 48,684,152	\$ 53,533,627	\$ 48,629,776	\$ 53,143,460	\$ 46,437,364	\$ 39,713,990	\$ 32,713,990	\$ 25,007,545
TOTAL MAJOR CAPITAL PROJECTS																							
		\$ 774,423,134	21.80%	Programming	\$ 597,759,492	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 26,582,000	\$ 67,152,000	\$ 2,152,000	\$ 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	\$ 168,858,815	\$ -	\$ -	\$ -	\$ 690,966	\$ 1,549,897	\$ 3,793,578	\$ 5,079,530	\$ 7,028,065	\$ 8,399,064	\$ 11,858,075	\$ 12,273,077	\$ 13,534,807	\$ 12,314,131	\$ 12,633,244	\$ 11,691,490	\$ 10,724,386	\$ 9,779,168	
				Total	\$ 766,618,308	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 27,272,966	\$ 68,701,897	\$ 5,945,578	\$ 52,464,901	\$ 109,531,601	\$ 56,022,657	\$ 59,599,625	\$ 45,142,575	\$ 21,530,216	\$ 20,437,467	\$ 45,886,552	\$ 20,076,851	\$ 19,243,912	\$ 18,435,006	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,192,387	1.42%	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	\$ 21,000,000	
				Interest Costs	\$ 15,446,433	\$ -	\$ -	\$ -	\$ 466,143	\$ 905,011	\$ 1,942,829	\$ 1,933,969	\$ 1,598,424	\$ 1,658,877	\$ 2,032,179	\$ 1,782,387	\$ 1,662,131	\$ 1,181,175	\$ 283,309	\$ -	\$ -	\$ -	
				Total	\$ 803,446,433	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,646,143	\$ 2,082,011	\$ 36,824,829	\$ 33,933,969	\$ 36,598,424	\$ 27,734,877	\$ 28,109,179	\$ 33,782,387	\$ 31,662,131	\$ 31,181,175	\$ 20,283,309	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,401,446	22.42%	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	\$ 10,850,261	\$ -	\$ 98,801	\$ 394,533	\$ 257,808	\$ 278,899	\$ 400,141	\$ 433,220	\$ 370,399	\$ 402,723	\$ 523,712	\$ 531,820	\$ 630,002	\$ 617,432	\$ 623,710	\$ 616,544	\$ 610,464		
				Total	\$ 47,365,882	\$ -	\$ 12,623,801	\$ 394,533	\$ 257,808	\$ 278,899	\$ 400,141	\$ 2,048,770	\$ 2,011,798	\$ 2,070,384	\$ 2,217,176	\$ 2,253,273	\$ 2,378,997	\$ 2,394,411	\$ 2,429,121	\$ 2,456,021	\$ 2,480,190	\$ 2,503,928	
208	Caltrain Maintenance	\$ 138,289,845	11.93%	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	\$ 16,503,216	\$ -	\$ -	\$ 84,793	\$ 121,122	\$ 232,067	\$ 503,524	\$ 667,266	\$ 581,654	\$ 641,396	\$ 842,006	\$ 859,192	\$ 1,018,587	\$ 995,267	\$ 998,853	\$ 985,919	\$ 965,037	\$ 940,194	
				Total	\$ 131,505,216	\$ -	\$ 5,002,000	\$ 5,084,793	\$ 5,121,122	\$ 5,232,067	\$ 5,503,524	\$ 5,667,266	\$ 5,581,654	\$ 5,641,396	\$ 5,842,006	\$ 5,859,192	\$ 6,018,587	\$ 5,995,267	\$ 5,998,853	\$ 5,985,919	\$ 5,965,037	\$ 5,940,194	
209	Ferry Maintenance	\$ 6,914,492	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	\$ 40,104,055	3.94%	Programming	\$ 38,210,614	\$ -	\$ 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	
				Interest Costs	\$ 1,581,272	\$ -	\$ -	\$ 16,716	\$ 22,606	\$ 33,910	\$ 39,402	\$ 55,248	\$ 47,468	\$ 51,857	\$ 67,754	\$ 69,112	\$ 82,227	\$ 80,923	\$ 82,076	\$ 82,133	\$ 81,757	\$ 81,248	
				Total	\$ 39,791,886	\$ -	\$ 1,884,000	\$ 1,496,716	\$ 898,606	\$ 33,910	\$ 39,402	\$ 1,393,847	\$ 1,407,484	\$ 1,433,633	\$ 1,470,910	\$ 1,495,459	\$ 1,531,395	\$ 1,553,278	\$ 1,577,988	\$ 1,601,980	\$ 1,625,921	\$ 1,650,118	
211	Bayview Caltrain Station	\$ 37,338,258	16.73%	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	\$ 6,247,368	\$ -	\$ -	\$ 61,932	\$ 80,291	\$ 124,203	\$ 168,473	\$ 216,236	\$ 212,591	\$ 238,464	\$ 310,187	\$ 315,068	\$ 373,325	\$ 365,963	\$ 369,769	\$ 368,673	\$ 365,680	\$ 362,150	
				Total	\$ 36,317,039	\$ -	\$ 2,086,000	\$ 4,705,932	\$ 80,291	\$ 1,924,203	\$ 168,473	\$ 1,462,517	\$ 1,478,813	\$ 1,524,946	\$ 1,616,573	\$ 1,643,046	\$ 1,722,551	\$ 1,736,776	\$ 1,762,515	\$ 1,783,703	\$ 1,803,350	\$ 1,822,823	
212	Mission Bay Ferry Landing	\$ 6,914,492	30.17%	Programming	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 2,086,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,868	\$ 160,683	\$ 129,212	\$ 131,778	\$ 160,286	\$ 151,846	\$ 167,310	\$ 152,071	\$ 141,966	\$ 130,238	\$ 118,276	\$ 106,611	
				Total	\$ 6,586,248	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ 69,868	\$ 160,683	\$ 129,212	\$ 131,778	\$ 160,286	\$ 151,846	\$ 167,310	\$ 152,071	\$ 141,966	\$ 130,238	\$ 118,276	\$ 106,611	
213	Next Generation Transit Investments	\$ 30,423,766	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																							
		\$ 1,392,578,742	3.79%	Programming	\$ 1,049,574,833	\$ -	\$ 85,536,287	\$ 49,359,574	\$ 20,518,574	\$ 8,439,574	\$ 40,344,574	\$ 42,446,711	\$ 45,533,858	\$ 36,698,400	\$ 36,786,393	\$ 42,803,755	\$ 40,896,615	\$ 40,990,960	\$ 31,086,815	\$ 26,184,203			

Attachment 5

Amended 2023 Strategic Plan Baseline Programming
Pending June 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	\$ 124,460,861	11.99%	Programming	\$ 109,104,478	\$ -	\$ 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	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000	
				Interest Costs	\$ 14,919,220	\$ -	\$ -	\$ -	\$ 100,970	\$ 356,018	\$ 676,227	\$ 806,063	\$ 691,138	\$ 751,700	\$ 977,852	\$ 993,302	\$ 1,177,038	\$ 1,153,893	\$ 1,047,084	\$ 927,662	\$ 806,640	\$ 806,640	\$ 697,776
				Total	\$ 124,023,698	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,904,970	\$ 3,160,018	\$ 3,480,227	\$ 4,960,335	\$ 4,911,878	\$ 5,039,771	\$ 5,332,474	\$ 5,419,895	\$ 5,674,456	\$ 5,723,269	\$ 5,723,269	\$ 3,047,084	\$ 2,927,662	\$ 2,806,640	\$ 2,947,776
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,200,565	13.63%	Programming	\$ 181,098,615	\$ -	\$ 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	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000	
				Interest Costs	\$ 28,644,528	\$ -	\$ -	\$ -	\$ 39,113	\$ 177,671	\$ 516,734	\$ 810,488	\$ 890,873	\$ 1,115,693	\$ 1,540,540	\$ 1,607,208	\$ 1,902,383	\$ 1,862,969	\$ 1,822,229	\$ 1,764,930	\$ 1,706,334	\$ 1,642,803	
				Total	\$ 209,743,143	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,175,113	\$ 8,178,671	\$ 7,024,734	\$ 7,785,741	\$ 7,977,731	\$ 8,315,942	\$ 8,851,709	\$ 9,039,709	\$ 9,453,804	\$ 9,535,214	\$ 9,535,214	\$ 8,322,229	\$ 8,514,930	\$ 8,706,334	\$ 8,642,803
219	Curb Ramps	\$ 40,104,055	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	\$ 2,617,641	\$ -	\$ -	\$ -	\$ 4,668	\$ 21,476	\$ 57,511	\$ 99,393	\$ 85,177	\$ 92,821	\$ 120,979	\$ 123,116	\$ 146,149	\$ 143,521	\$ 145,262	\$ 145,072	\$ 144,126	\$ 142,959	
				Total	\$ 39,203,775	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,668	\$ 1,233,476	\$ 1,332,511	\$ 1,437,991	\$ 1,445,193	\$ 1,474,598	\$ 1,524,135	\$ 1,549,462	\$ 1,595,317	\$ 1,615,875	\$ 1,641,174	\$ 1,664,919	\$ 1,688,290	\$ 1,711,830	
220	Tree Planting	\$ 27,657,969	13.89%	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	\$ 3,840,839	\$ -	\$ -	\$ 14,910	\$ 25,716	\$ 48,547	\$ 105,412	\$ 152,789	\$ 130,706	\$ 142,189	\$ 185,005	\$ 187,966	\$ 222,778	\$ 218,438	\$ 220,762	\$ 220,159	\$ 218,421	\$ 216,360	
				Total	\$ 27,244,141	\$ -	\$ 1,000,000	\$ 1,064,910	\$ 1,125,716	\$ 1,208,547	\$ 1,325,412	\$ 1,075,961	\$ 1,068,648	\$ 1,095,138	\$ 1,152,699	\$ 1,171,653	\$ 1,222,204	\$ 1,233,855	\$ 1,252,426	\$ 1,268,329	\$ 1,283,362	\$ 1,298,339	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,063,188	16.88%	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	\$ 1,867,765	\$ -	\$ -	\$ 27,898	\$ 37,400	\$ 46,763	\$ 69,328	\$ 75,081	\$ 64,212	\$ 69,835	\$ 90,841	\$ 92,271	\$ 109,334	\$ 107,179	\$ 108,295	\$ 107,975	\$ 107,100	\$ 107,100	\$ 106,067
				Total	\$ 10,512,112	\$ -	\$ 2,000,000	\$ 27,898	\$ 127,400	\$ 396,763	\$ 69,328	\$ 444,350	\$ 439,389	\$ 451,015	\$ 477,918	\$ 485,746	\$ 509,104	\$ 513,346	\$ 520,960	\$ 527,243	\$ 533,076	\$ 538,859	
222	Managed Lanes and Express Bus	\$ 13,828,985	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	\$ 27,657,969	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 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	
TOTAL STREETS AND FREEWAYS		\$ 626,452,999	8.76%	Programming	\$ 567,957,331	\$ -	\$ 25,921,130	\$ 29,215,261	\$ 17,986,261	\$ 17,064,261	\$ 15,288,261	\$ 20,868,983	\$ 21,202,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886	
				Interest Costs	\$ 54,873,056	\$ -	\$ -	\$ 51,087	\$ 225,867	\$ 687,275	\$ 1,510,609	\$ 2,060,158	\$ 1,961,670	\$ 2,280,588	\$ 3,056,240	\$ 3,147,191	\$ 3,727,608	\$ 3,652,668	\$ 3,512,124	\$ 3,333,879	\$ 3,149,422	\$ 2,971,237	
				Total	\$ 622,830,387	\$ -	\$ 25,921,130	\$ 29,266,348	\$ 18,212,127	\$ 17,751,535	\$ 16,798,869	\$ 22,929,141	\$ 23,164,556	\$ 23,822,720	\$ 24,931,200	\$ 25,384,186	\$ 26,320,394	\$ 26,606,938	\$ 22,896,174	\$ 23,142,073	\$ 23,384,546	\$ 23,636,123	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,892,172	0.00%	Programming	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 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	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 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	\$ 56,698,837	10.33%	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	\$ 5,855,815	\$ -	\$ 19,278	\$ 125,420	\$ 117,652	\$ 143,440	\$ 194,305	\$ 210,639	\$ 180,321	\$ 196,298	\$ 255,582	\$ 259,841	\$ 308,158	\$ 302,339	\$ 305,736	\$ 305,074	\$ 302,833	\$ 300,138	
				Total	\$ 56,199,832	\$ -	\$ 4,069,278	\$ 2,325,420	\$ 2,167,652	\$ 343,440	\$ 394,305	\$ 2,103,141	\$ 2,103,102	\$ 2,149,844	\$ 2,239,354	\$ 2,276,400	\$ 2,356,982	\$ 2,383,944	\$ 2,420,646	\$ 2,453,823	\$ 2,485,962	\$ 2,518,196	
226	Equity Priority Transportation Program	\$ 58,081,735	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	\$ 27,657,969	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	\$ 13,828,985	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		\$ 181,159,697	3.23%	Programming	\$ 174,600,618	\$ -	\$ 4,954,939	\$ 5,268,877	\$ 3,563,877	\$ 1,713,877	\$ 1,713,877	\$ 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	\$ 5,855,815	\$ -	\$ 19,278	\$ 125,420	\$ 117,652	\$ 143,440	\$ 194,305	\$ 210,639	\$ 180,321	\$ 196,298	\$ 255,582	\$ 259,841	\$ 308,158	\$ 302,339	\$ 305,736	\$ 305,074	\$ 302,833	\$ 300,138	
				Total	\$ 180,456,432	\$ -	\$ 4,974,216	\$ 5,394,297	\$ 3,681,530	\$ 1,857,317	\$ 1,908,182	\$ 6,257,412	\$ 6,323,842	\$ 6,438,115	\$ 6,593,976	\$ 6,702,992	\$ 6,854,400	\$ 6,953,320	\$ 7,063,132	\$ 7,170,588	\$ 7,278,195	\$ 7,387,105	
TOTAL PROP L STRATEGIC PLAN		\$ 3,288,532,521	10.72%	Programming	\$ 2,623,940,295	\$ -	\$ 171,021,356	\$ 112,698,712	\$ 82,561,712	\$ 10													

Attachment 5

Amended 2023 Strategic Plan Baseline Programming
Pending June 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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 691,119	\$ 677,489	\$ 659,215	\$ 635,675	\$ 606,508	\$ 571,310	\$ 530,608	\$ 488,836	\$ 385,677	\$ 219,109	\$ 81,324	\$ -	\$ -	\$ -	\$ -
		\$ 6,737,221	\$ 6,820,328	\$ 6,900,339	\$ 6,976,655	\$ 7,050,293	\$ 7,120,910	\$ 7,188,028	\$ 7,256,112	\$ 4,385,677	\$ 219,109	\$ 81,324	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,839,501	\$ 1,607,441	\$ 1,377,697	\$ 1,152,284	\$ 934,147	\$ 726,538	\$ 534,105	\$ 363,812	\$ 212,125	\$ 79,664	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,839,501	\$ 1,607,441	\$ 1,377,697	\$ 1,152,284	\$ 934,147	\$ 726,538	\$ 534,105	\$ 363,812	\$ 212,125	\$ 79,664	\$ -	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,300,263	\$ 5,587,260	\$ 4,876,060	\$ 4,172,030	\$ 3,483,591	\$ 2,820,035	\$ 2,195,948	\$ 1,637,235	\$ 1,124,716	\$ 660,460	\$ 271,243	\$ 6,317	\$ -	\$ -	\$ -
		\$ 6,300,263	\$ 5,587,260	\$ 4,876,060	\$ 4,172,030	\$ 3,483,591	\$ 2,820,035	\$ 2,195,948	\$ 1,637,235	\$ 1,124,716	\$ 660,460	\$ 271,243	\$ 6,317	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 8,830,883	\$ 7,872,189	\$ 6,912,972	\$ 5,959,988	\$ 5,024,245	\$ 4,117,882	\$ 3,260,661	\$ 2,489,882	\$ 1,722,518	\$ 959,232	\$ 352,568	\$ 6,317	\$ -	\$ -	
		\$ 17,625,214	\$ 16,807,228	\$ 15,990,971	\$ 15,183,232	\$ 14,397,024	\$ 13,644,573	\$ 12,944,181	\$ 12,333,193	\$ 8,849,430	\$ 4,323,855	\$ 3,832,140	\$ 3,550,464	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 601,720	\$ 589,167	\$ 535,657	\$ 454,763	\$ 375,966	\$ 300,372	\$ 229,654	\$ 166,609	\$ 109,384	\$ 58,211	\$ 16,829	\$ -	\$ -	\$ -	\$ -
		\$ 2,525,479	\$ 2,543,707	\$ 1,385,657	\$ 454,763	\$ 375,966	\$ 300,372	\$ 229,654	\$ 166,609	\$ 109,384	\$ 58,211	\$ 16,829	\$ -	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 909,033	\$ 870,340	\$ 824,492	\$ 771,473	\$ 711,684	\$ 645,625	\$ 575,009	\$ 401,420	\$ 245,774	\$ 108,705	\$ 2,785	\$ -	\$ -	\$ -	\$ -
		\$ 5,909,033	\$ 5,870,340	\$ 5,824,492	\$ 5,771,473	\$ 5,711,684	\$ 5,645,625	\$ 5,575,009	\$ 401,420	\$ 245,774	\$ 108,705	\$ 2,785	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -
		\$ 80,370	\$ 78,968	\$ 77,012	\$ 74,426	\$ 71,169	\$ 67,195	\$ 62,560	\$ 57,778	\$ 51,925	\$ 45,022	\$ 20,407	\$ -	\$ -	\$ -	\$ -
		\$ 1,674,343	\$ 1,698,444	\$ 1,722,400	\$ 1,746,139	\$ 1,769,985	\$ 1,793,908	\$ 1,817,698	\$ 1,841,878	\$ 1,865,533	\$ 1,996,503	\$ 770,407	\$ -	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,036	\$ 349,658	\$ 339,906	\$ 327,467	\$ 284,620	\$ 226,628	\$ 172,445	\$ 124,191	\$ 80,502	\$ 41,557	\$ 10,350	\$ -	\$ -	\$ -	\$ -
		\$ 1,841,080	\$ 1,857,446	\$ 1,871,819	\$ 1,883,889	\$ 884,620	\$ 226,628	\$ 172,445	\$ 124,191	\$ 80,502	\$ 41,557	\$ 10,350	\$ -	\$ -	\$ -	\$ -
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 94,975	\$ 83,308	\$ 71,736	\$ 60,359	\$ 49,321	\$ 38,785	\$ 28,983	\$ 20,285	\$ 12,480	\$ 5,601	\$ 269	\$ -	\$ -	\$ -	\$ -
		\$ 94,975	\$ 83,308	\$ 71,736	\$ 60,359	\$ 49,321	\$ 38,785	\$ 28,983	\$ 20,285	\$ 12,480	\$ 5,601	\$ 269	\$ -	\$ -	\$ -	\$ -
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		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 41,913,840	\$ -	\$ -	
		\$ 2,043,134	\$ 1,971,441	\$ 1,848,804	\$ 1,688,488	\$ 1,492,760	\$ 1,278,605	\$ 1,068,651	\$ 770,283	\$ 500,066	\$ 259,096	\$ 50,640	\$ -	\$ -	\$ -	
		\$ 35,528,953	\$ 36,061,032	\$ 35,408,016	\$ 34,473,045	\$ 36,373,232	\$ 35,612,947	\$ 35,457,883	\$ 34,215,442	\$ 42,002,207	\$ 42,027,473	\$ 42,179,609	\$ 41,913,840	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	\$ -
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,017	\$ 159,724	\$ 155,341	\$ 149,723	\$ 142,786	\$ 134,432	\$ 124,790	\$ 90,556	\$ 59,480	\$ 31,686	\$ 9,203	\$ -	\$ -	\$ -	\$ -
		\$ 1,207,344	\$ 1,220,759	\$ 1,233,353	\$ 1,244,984	\$ 1,255,803	\$ 1,265,727	\$ 1,274,708	\$ 90,556	\$ 59,480	\$ 31,686	\$ 9,203	\$ -	\$ -	\$ -	\$ -

Attachment 5

Amended 2023 Strategic Plan Baseline Programming
Pending June 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	\$ -	\$ -	\$ -	\$ -		
		\$ 598,489	\$ 507,721	\$ 433,691	\$ 382,337	\$ 365,028	\$ 343,209	\$ 318,149	\$ 292,571	\$ 261,835	\$ 183,200	\$ 69,627	\$ -	\$ -	\$ -	\$ -	
		\$ 3,098,489	\$ 3,257,721	\$ 3,683,691	\$ 4,382,337	\$ 5,637,216	\$ 5,668,209	\$ 5,729,149	\$ 5,793,571	\$ 5,854,835	\$ 3,433,200	\$ 69,627	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,570,192	\$ 1,495,189	\$ 1,425,435	\$ 1,365,710	\$ 1,300,728	\$ 1,221,853	\$ 1,083,037	\$ 802,339	\$ 545,525	\$ 313,634	\$ 120,919	\$ -	\$ -	\$ -	\$ -	
		\$ 8,570,192	\$ 8,745,189	\$ 9,175,435	\$ 9,865,710	\$ 10,151,648	\$ 10,171,853	\$ 8,083,037	\$ 802,339	\$ 545,525	\$ 313,634	\$ 120,919	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 141,156	\$ 138,446	\$ 134,782	\$ 130,035	\$ 124,132	\$ 116,991	\$ 108,718	\$ 100,217	\$ 89,896	\$ 47,596	\$ 13,444	\$ -	\$ -	\$ -	\$ -	
		\$ 1,735,129	\$ 1,757,922	\$ 1,780,169	\$ 1,801,748	\$ 1,822,948	\$ 1,843,704	\$ 1,863,856	\$ 1,884,317	\$ 1,903,504	\$ 47,596	\$ 13,444	\$ -	\$ -	\$ -	\$ -	
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 213,350	\$ 208,985	\$ 203,198	\$ 195,801	\$ 186,681	\$ 175,712	\$ 135,004	\$ 98,675	\$ 65,609	\$ 35,942	\$ 11,723	\$ -	\$ -	\$ -	\$ -	
		\$ 1,312,641	\$ 1,325,865	\$ 1,337,948	\$ 1,348,706	\$ 1,358,278	\$ 1,366,549	\$ 135,004	\$ 98,675	\$ 65,609	\$ 35,942	\$ 11,723	\$ -	\$ -	\$ -	\$ -	
III. Freeway Safety and Operational Imp																	
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 104,570	\$ 102,410	\$ 99,555	\$ 95,913	\$ 78,284	\$ 61,463	\$ 45,825	\$ 31,952	\$ 19,517	\$ 8,571	\$ 124	\$ -	\$ -	\$ -	\$ -	
		\$ 544,287	\$ 549,162	\$ 553,455	\$ 557,075	\$ 78,284	\$ 61,463	\$ 45,825	\$ 31,952	\$ 19,517	\$ 8,571	\$ 124	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -		
		\$ 2,790,774	\$ 2,612,475	\$ 2,452,001	\$ 2,319,520	\$ 2,197,639	\$ 2,053,661	\$ 1,815,523	\$ 1,416,309	\$ 1,041,862	\$ 620,629	\$ 225,041	\$ -	\$ -	\$ -		
		\$ 23,888,298	\$ 24,395,558	\$ 25,423,613	\$ 26,982,672	\$ 28,212,459	\$ 28,415,650	\$ 25,302,048	\$ 17,006,702	\$ 16,891,131	\$ 12,955,110	\$ 9,619,886	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 296,118	\$ 290,209	\$ 282,315	\$ 272,172	\$ 259,624	\$ 244,498	\$ 227,022	\$ 209,096	\$ 140,595	\$ 78,942	\$ 28,169	\$ -	\$ -	\$ -	\$ -	
		\$ 2,549,665	\$ 2,579,813	\$ 2,608,553	\$ 2,635,628	\$ 2,661,399	\$ 2,685,713	\$ 2,708,424	\$ 2,731,444	\$ 140,595	\$ 78,942	\$ 28,169	\$ -	\$ -	\$ -	\$ -	
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	\$ 8,268,306	\$ 6,135,263	\$ 6,291,398	\$ 6,379,465	\$ -	\$ -		
		\$ 296,118	\$ 290,209	\$ 282,315	\$ 272,172	\$ 259,624	\$ 244,498	\$ 227,022	\$ 209,096	\$ 140,595	\$ 78,942	\$ 28,169	\$ -	\$ -	\$ -		
		\$ 7,496,476	\$ 7,605,772	\$ 7,714,927	\$ 7,823,703	\$ 7,933,587	\$ 8,044,476	\$ 8,155,404	\$ 8,268,306	\$ 8,268,306	\$ 6,135,263	\$ 6,291,398	\$ 6,379,465	\$ -	\$ -		
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 70,106,762	\$ 63,523,800	\$ 61,266,615	\$ 61,406,650	\$ -	\$ -		
		\$ 18,420,390	\$ 16,672,909	\$ 14,893,194	\$ 13,115,492	\$ 11,342,068	\$ 9,576,386	\$ 7,799,790	\$ 5,909,570	\$ 4,063,853	\$ 2,251,747	\$ 731,215	\$ 6,317	\$ -	\$ -		
		\$ 88,998,421	\$ 88,796,186	\$ 87,934,629	\$ 87,337,977	\$ 89,284,102	\$ 87,599,387	\$ 83,287,448	\$ 72,847,645	\$ 74,170,615	\$ 65,775,548	\$ 61,997,830	\$ 61,412,967	\$ -	\$ -		
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 15,044,470	\$ 14,720,746	\$ 14,297,961	\$ 13,763,163	\$ 13,108,337	\$ 12,324,519	\$ 11,424,115	\$ 10,503,586	\$ 9,397,803	\$ 8,110,908	\$ 6,377,440	\$ 1,839,636	\$ -	\$ -		
		\$ 15,044,470	\$ 14,720,746	\$ 14,297,961	\$ 13,763,163	\$ 13,108,337	\$ 12,324,519	\$ 11,424,115	\$ 10,503,586	\$ 9,397,803	\$ 8,110,908	\$ 6,377,440	\$ 1,839,636	\$ -	\$ -		

Attachment 5

Amended 2023 Strategic Plan Baseline Programming
Pending June 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	\$ 152,118,830	8.44%	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	\$ 12,832,771	\$ -	\$ -	\$ -	\$ 49,541	\$ 138,311	\$ 337,460	\$ 429,450	\$ 419,677	\$ 457,008	\$ 595,217	\$ 605,319	\$ 718,090	\$ 704,729	\$ 712,841	\$ 711,487	\$ 711,487	\$ 706,442	\$ 700,329
				Total	\$ 151,265,623	\$ -	\$ -	\$ 3,600,000	\$ 5,465,541	\$ 5,448,311	\$ 5,716,460	\$ 7,006,893	\$ 7,078,358	\$ 5,698,228	\$ 5,917,532	\$ 6,015,599	\$ 6,214,934	\$ 6,289,522	\$ 6,386,990	\$ 6,476,422	\$ 6,563,616	\$ 6,651,217	
202	Muni Rail Core Capacity	\$ 69,144,923	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	
				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	
II. BART																							
203	BART Core Capacity	\$ 138,289,845	28.42%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,300,682	\$ -	\$ -	\$ -	\$ 496,513	\$ 739,108	\$ 1,054,239	\$ 947,051	\$ 2,547,007	\$ 2,595,115	\$ 3,153,183	\$ 2,983,607	\$ 3,283,090	\$ 2,979,627	\$ 2,776,943	\$ 2,542,639	\$ 2,303,954	\$ 2,071,294	
				Total	\$ 129,596,682	\$ -	\$ -	\$ -	\$ 27,624,513	\$ 8,907,108	\$ 1,054,239	\$ 947,051	\$ 57,547,007	\$ 2,595,115	\$ 3,153,183	\$ 2,983,607	\$ 3,283,090	\$ 2,979,627	\$ 2,776,943	\$ 2,542,639	\$ 2,303,954	\$ 2,071,294	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,869,536	28.14%	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	\$ 116,725,362	\$ -	\$ -	\$ -	\$ 144,911	\$ 672,478	\$ 2,401,878	\$ 3,703,028	\$ 4,061,381	\$ 5,346,941	\$ 8,109,675	\$ 8,684,152	\$ 9,533,627	\$ 8,629,776	\$ 9,143,460	\$ 8,437,364	\$ 7,713,990	\$ 7,007,545	
				Total	\$ 416,725,362	\$ -	\$ -	\$ 10,000,000	\$ 15,144,911	\$ 25,672,478	\$ 42,401,878	\$ 43,703,028	\$ 44,061,381	\$ 45,346,941	\$ 48,109,675	\$ 33,684,152	\$ 9,533,627	\$ 8,629,776	\$ 34,143,460	\$ 8,437,364	\$ 7,713,990	\$ 7,007,545	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,423,134	21.80%	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	\$ 8,385,361	\$ 8,519,526	\$ 8,655,838	
				Interest Costs	\$ 168,858,815	\$ -	\$ -	\$ -	\$ 690,966	\$ 1,549,897	\$ 3,793,578	\$ 5,079,530	\$ 1,933,969	\$ 1,598,424	\$ 8,399,064	\$ 11,858,075	\$ 12,273,077	\$ 13,534,807	\$ 12,314,131	\$ 12,633,244	\$ 11,691,490	\$ 10,724,386	\$ 9,779,168
				Total	\$ 766,618,308	\$ -	\$ -	\$ 14,400,000	\$ 50,062,966	\$ 41,078,897	\$ 50,223,578	\$ 53,964,901	\$ 111,031,601	\$ 56,022,657	\$ 59,599,625	\$ 45,142,575	\$ 21,530,216	\$ 20,437,467	\$ 45,886,552	\$ 20,076,851	\$ 19,243,912	\$ 18,435,006	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,192,387	1.42%	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	
				Interest Costs	\$ 15,446,433	\$ -	\$ -	\$ -	\$ 466,143	\$ 905,011	\$ 1,942,829	\$ 1,933,969	\$ 1,598,424	\$ 1,658,877	\$ 2,032,179	\$ 1,782,387	\$ 1,662,131	\$ 1,181,175	\$ 283,309	\$ -	\$ -	\$ -	
				Total	\$ 803,446,433	\$ -	\$ -	\$ 19,380,000	\$ 50,086,143	\$ 30,905,011	\$ 31,942,829	\$ 33,933,969	\$ 36,598,424	\$ 36,658,877	\$ 37,032,179	\$ 33,782,387	\$ 31,662,131	\$ 31,181,175	\$ 20,283,309	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,401,446	22.42%	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	\$ 10,850,261	\$ -	\$ 98,801	\$ 394,533	\$ 257,808	\$ 278,899	\$ 400,141	\$ 433,220	\$ 370,399	\$ 402,723	\$ 523,712	\$ 531,820	\$ 630,002	\$ 617,432	\$ 623,710	\$ 621,721	\$ 616,544	\$ 610,464	
				Total	\$ 47,365,882	\$ -	\$ 3,361,039	\$ 9,657,295	\$ 257,808	\$ 278,899	\$ 400,141	\$ 2,048,770	\$ 2,011,798	\$ 2,070,384	\$ 2,217,176	\$ 2,253,273	\$ 2,378,997	\$ 2,394,411	\$ 2,429,121	\$ 2,456,024	\$ 2,480,190	\$ 2,503,928	
208	Caltrain Maintenance	\$ 138,289,845	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	
				Interest Costs	\$ 16,503,216	\$ -	\$ -	\$ 84,793	\$ 121,122	\$ 232,067	\$ 503,524	\$ 667,266	\$ 581,654	\$ 641,396	\$ 842,006	\$ 859,192	\$ 1,018,587	\$ 995,267	\$ 998,853	\$ 985,919	\$ 965,037	\$ 940,194	
				Total	\$ 131,505,216	\$ -	\$ 1,776,000	\$ 4,910,793	\$ 4,821,122	\$ 5,732,067	\$ 6,203,524	\$ 8,167,266	\$ 5,581,654	\$ 5,641,396	\$ 5,842,006	\$ 5,859,192	\$ 6,018,587	\$ 5,995,267	\$ 5,998,853	\$ 5,985,919	\$ 5,965,037	\$ 5,940,194	
209	Ferry Maintenance	\$ 6,914,492	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	\$ 40,104,055	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	
				Interest Costs	\$ 1,581,272	\$ -	\$ -	\$ 16,716	\$ 22,606	\$ 33,910	\$ 39,402	\$ 55,248	\$ 47,468	\$ 51,857	\$ 67,754	\$ 69,112	\$ 82,227	\$ 80,923	\$ 82,076	\$ 82,133	\$ 81,757	\$ 81,248	
				Total	\$ 39,791,886	\$ -	\$ 300,000	\$ 1,408,716	\$ 1,091,106	\$ 929,410	\$ 331,402	\$ 1,685,847	\$ 1,407,484	\$ 1,433,633	\$ 1,470,910	\$ 1,495,459	\$ 1,531,395	\$ 1,553,278	\$ 1,577,988	\$ 1,601,980	\$ 1,625,921	\$ 1,650,118	
211	Bayview Caltrain Station	\$ 37,338,258	16.73%	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	\$ 6,247,368	\$ -	\$ -	\$ 61,932	\$ 80,291	\$ 124,203	\$ 168,473	\$ 168,473	\$ 2,062,517	\$ 2,278,813	\$ 1,724,946	\$ 1,616,573	\$ 1,643,046	\$ 1,722,551	\$ 1,736,776	\$ 1,762,515	\$ 1,783,703	\$ 1,803,350	\$ 1,822,823
				Total	\$ 36,317,039	\$ -	\$ -	\$ 2,947,932	\$ 2,202,291	\$ 1,846,203	\$ 168,473	\$ 2,262,517	\$ 2,278,813	\$ 1,724,946	\$ 1,616,573	\$ 1,643,046	\$ 1,722,551	\$ 1,736,776	\$ 1,762,515	\$ 1,783,703	\$ 1,803,350	\$ 1,822,823	
212	Mission Bay Ferry Landing	\$ 6,914,492	30.17%	Programming	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 2,086,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,868	\$ 160,683	\$ 129,212	\$ 131,778	\$ 160,286	\$ 151,846	\$ 167,310	\$ 152,071	\$ 141,966	\$ 130,238	\$ 118,276	\$ 106,611	
				Total	\$ 6,586,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,319,868	\$ 2,410,683	\$ 129,212	\$ 131,778	\$ 160,286	\$ 151,846	\$ 167,310	\$ 152,071	\$ 141,966	\$ 130,238	\$ 118,276	\$ 106,611
213	Next Generation Transit Investments	\$ 30,423,766	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		\$ 1,392,578,742	3.79%	Programming	\$ 1,049,574,833	\$ -	\$ 5,569,525	\$ 38,366,336	\$ 58,078,074	\$ 38,685,074	\$ 38,810,574	\$ 48,288,711	\$ 46,333,858	\$ 45,822,400	\$ 45,709,393	\$ 42,803,755	\$ 40,896,615	\$ 40,990,960	\$ 31,086,815	\$ 26,184,203	\$ 31,283,150	\$ 3	

Attachment 5

Amended 2023 Strategic Plan Baseline Cashflow¹

Pending June 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	\$ 124,460,861	11.99%	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	\$ 14,919,220	\$ -	\$ -	\$ -	\$ 100,970	\$ 356,018	\$ 676,227	\$ 806,083	\$ 691,138	\$ 751,700	\$ 977,852	\$ 993,302	\$ 1,177,038	\$ 1,153,893	\$ 1,047,084	\$ 927,662	\$ 806,640	\$ 806,640	\$ 697,776
				Total	\$ 124,023,698	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,970	\$ 11,103,018	\$ 5,712,227	\$ 6,707,335	\$ 4,961,878	\$ 5,039,971	\$ 5,332,474	\$ 5,419,895	\$ 5,674,456	\$ 5,723,269	\$ 3,047,084	\$ 2,927,662	\$ 2,806,640	\$ 2,947,776	
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,200,565	13.63%	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	\$ 28,644,528	\$ -	\$ -	\$ -	\$ 39,113	\$ 177,671	\$ 516,734	\$ 810,488	\$ 890,873	\$ 1,115,693	\$ 1,540,540	\$ 1,607,208	\$ 1,902,383	\$ 1,862,969	\$ 1,822,229	\$ 1,764,930	\$ 1,642,803	\$ 1,642,803	
				Total	\$ 209,743,143	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,113	\$ 8,276,671	\$ 9,705,734	\$ 13,757,741	\$ 13,727,311	\$ 12,395,942	\$ 10,851,709	\$ 10,039,709	\$ 9,453,804	\$ 9,535,214	\$ 8,322,229	\$ 8,514,930	\$ 8,706,334	\$ 8,642,803	
219	Curb Ramps	\$ 40,104,055	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	\$ 2,617,641	\$ -	\$ -	\$ -	\$ 4,668	\$ 21,476	\$ 57,511	\$ 99,393	\$ 85,177	\$ 92,821	\$ 120,979	\$ 123,116	\$ 146,149	\$ 143,521	\$ 145,262	\$ 145,072	\$ 144,126	\$ 142,959	
				Total	\$ 39,203,775	\$ -	\$ -	\$ 925,000	\$ 1,104,668	\$ 1,226,476	\$ 1,269,511	\$ 2,312,991	\$ 1,445,193	\$ 1,474,598	\$ 1,524,135	\$ 1,549,462	\$ 1,595,317	\$ 1,615,875	\$ 1,641,174	\$ 1,664,919	\$ 1,688,290	\$ 1,711,830	
220	Tree Planting	\$ 27,657,969	13.89%	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	\$ 3,840,839	\$ -	\$ -	\$ 14,910	\$ 25,716	\$ 48,547	\$ 105,412	\$ 152,789	\$ 130,706	\$ 142,189	\$ 185,005	\$ 187,966	\$ 222,778	\$ 218,438	\$ 220,762	\$ 220,159	\$ 218,421	\$ 216,360	
				Total	\$ 27,244,141	\$ -	\$ 250,000	\$ 1,027,410	\$ 1,088,216	\$ 1,163,547	\$ 1,280,412	\$ 1,990,961	\$ 1,068,648	\$ 1,095,138	\$ 1,152,699	\$ 1,171,653	\$ 1,222,204	\$ 1,233,855	\$ 1,252,426	\$ 1,268,329	\$ 1,283,362	\$ 1,298,339	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,063,188	16.88%	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	\$ 1,867,765	\$ -	\$ -	\$ 27,898	\$ 37,400	\$ 46,763	\$ 69,328	\$ 75,081	\$ 64,212	\$ 69,835	\$ 90,841	\$ 92,271	\$ 109,334	\$ 107,179	\$ 108,295	\$ 107,975	\$ 107,100	\$ 106,067	
				Total	\$ 10,512,112	\$ -	\$ 100,000	\$ 1,052,898	\$ 957,400	\$ 341,763	\$ 169,328	\$ 444,350	\$ 439,389	\$ 451,015	\$ 477,918	\$ 485,746	\$ 509,104	\$ 513,346	\$ 520,960	\$ 527,243	\$ 533,076	\$ 538,859	
222	Managed Lanes and Express Bus	\$ 13,828,985	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	\$ 27,657,969	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 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	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 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		\$ 626,452,999	8.76%	Programming	\$ 567,957,331	\$ -	\$ 1,710,130	\$ 13,213,761	\$ 20,419,761	\$ 24,984,261	\$ 20,052,261	\$ 32,383,983	\$ 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	\$ 54,873,056			\$ -	\$ -	\$ 13,087	\$ 225,867	\$ 687,275	\$ 1,510,609	\$ 2,060,158	\$ 1,961,670	\$ 2,280,588	\$ 3,056,240	\$ 3,147,191	\$ 3,727,608	\$ 3,652,668	\$ 3,512,124	\$ 3,333,879	\$ 3,149,422	\$ 2,971,237			
Total	\$ 622,830,387			\$ -	\$ 1,710,130	\$ 13,264,848	\$ 20,645,627	\$ 25,671,535	\$ 21,562,869	\$ 34,444,141	\$ 29,664,556	\$ 27,902,720	\$ 26,931,200	\$ 26,384,186	\$ 26,320,394	\$ 26,606,938	\$ 22,896,174	\$ 23,142,073	\$ 23,384,546	\$ 23,636,123			
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,892,172	0.00%	Programming	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 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	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 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	\$ 56,698,837	10.33%	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	\$ 5,855,815	\$ -	\$ 19,278	\$ 125,420	\$ 117,652	\$ 143,440	\$ 194,305	\$ 210,639	\$ 180,321	\$ 196,298	\$ 255,582	\$ 259,841	\$ 308,158	\$ 302,339	\$ 305,736	\$ 305,074	\$ 302,833	\$ 300,138	
				Total	\$ 56,199,832	\$ -	\$ 1,374,278	\$ 4,020,420	\$ 2,242,652	\$ 1,268,440	\$ 394,305	\$ 2,103,141	\$ 2,103,102	\$ 2,149,844	\$ 2,239,354	\$ 2,276,400	\$ 2,356,982	\$ 2,383,944	\$ 2,420,646	\$ 2,453,823	\$ 2,485,962	\$ 2,518,196	
226	Equity Priority Transportation Program	\$ 58,081,735	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	\$ 27,657,969	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	\$ 13,828,985	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		\$ 181,159,697	3.23%	Programming	\$ 174,600,618	\$ -	\$ 2,161,939	\$ 5,924,877	\$ 4,017,877	\$ 3,017,877	\$ 2,092,877	\$ 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	\$ 5,855,815			\$ -	\$ 19,278	\$ 125,420	\$ 117,652	\$ 143,440	\$ 194,305	\$ 210,639	\$ 180,321	\$ 196,298	\$ 255,582	\$ 259,841	\$ 308,158	\$ 302,339	\$ 305,736	\$ 305,074	\$ 302,833	\$ 300,138			
Total	\$ 180,456,432			\$ -	\$ 2,181,216	\$ 6,050,297	\$ 4,135,530	\$ 3,161,317	\$ 2,287,182	\$ 6,257,412	\$ 6,323,842	\$ 6,438,115	\$ 6,593,976	\$ 6,702,992	\$ 6,854,400	\$ 6,953,320	\$ 7,063,132	\$ 7,170,588	\$ 7,278,195	\$ 7,387,105			
TOTAL PROP L STRATEGIC PLAN		\$ 3,288,532,521	10.72%	Programming	\$ 2,623,940,295	\$ -	\$ 19,276,594	\$ 85,312,974	\$ 145,696,712	\$ 120,441,212													

Attachment 5

Amended 2023 Strategic Plan Baseline Cashflow¹

Pending June 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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 691,119	\$ 677,489	\$ 659,215	\$ 635,675	\$ 606,508	\$ 571,310	\$ 530,608	\$ 488,836	\$ 385,677	\$ 219,109	\$ 81,324	\$ -	\$ -	\$ -	\$ -
		\$ 6,737,221	\$ 6,820,328	\$ 6,900,339	\$ 6,976,655	\$ 7,050,293	\$ 7,120,910	\$ 7,188,028	\$ 7,256,112	\$ 4,385,677	\$ 219,109	\$ 81,324	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,839,501	\$ 1,607,441	\$ 1,377,697	\$ 1,152,284	\$ 934,147	\$ 726,538	\$ 534,105	\$ 363,812	\$ 212,125	\$ 79,664	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,839,501	\$ 1,607,441	\$ 1,377,697	\$ 1,152,284	\$ 934,147	\$ 726,538	\$ 534,105	\$ 363,812	\$ 212,125	\$ 79,664	\$ -	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,300,263	\$ 5,587,260	\$ 4,876,060	\$ 4,172,030	\$ 3,483,591	\$ 2,820,035	\$ 2,195,948	\$ 1,637,235	\$ 1,124,716	\$ 660,460	\$ 271,243	\$ 6,317	\$ -	\$ -	
		\$ 6,300,263	\$ 5,587,260	\$ 4,876,060	\$ 4,172,030	\$ 3,483,591	\$ 2,820,035	\$ 2,195,948	\$ 1,637,235	\$ 1,124,716	\$ 660,460	\$ 271,243	\$ 6,317	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 8,830,883	\$ 7,872,189	\$ 6,912,722	\$ 5,959,988	\$ 4,117,882	\$ 3,260,661	\$ 2,489,882	\$ 1,722,518	\$ 959,232	\$ 352,568	\$ 6,317	\$ -	\$ -	\$ -	
		\$ 17,625,214	\$ 16,807,228	\$ 15,990,711	\$ 15,183,232	\$ 14,397,024	\$ 13,644,573	\$ 12,944,181	\$ 12,333,193	\$ 8,849,430	\$ 4,323,855	\$ 3,832,140	\$ 3,550,464	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 601,720	\$ 589,167	\$ 535,657	\$ 454,763	\$ 375,966	\$ 300,372	\$ 229,654	\$ 166,609	\$ 109,384	\$ 58,211	\$ 16,829	\$ -	\$ -	\$ -	
		\$ 2,525,479	\$ 2,543,707	\$ 1,385,657	\$ 454,763	\$ 375,966	\$ 300,372	\$ 229,654	\$ 166,609	\$ 109,384	\$ 58,211	\$ 16,829	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 909,033	\$ 870,340	\$ 824,492	\$ 771,473	\$ 711,684	\$ 645,625	\$ 575,009	\$ 401,420	\$ 245,774	\$ 108,705	\$ 2,785	\$ -	\$ -	\$ -	
		\$ 5,909,033	\$ 5,870,340	\$ 5,824,492	\$ 5,771,473	\$ 5,711,684	\$ 5,645,625	\$ 5,575,009	\$ 401,420	\$ 245,774	\$ 108,705	\$ 2,785	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	
		\$ 80,370	\$ 78,968	\$ 77,012	\$ 74,426	\$ 71,169	\$ 67,195	\$ 62,560	\$ 57,778	\$ 51,925	\$ 45,022	\$ 20,407	\$ -	\$ -	\$ -	
		\$ 1,674,343	\$ 1,698,444	\$ 1,722,400	\$ 1,746,139	\$ 1,769,985	\$ 1,793,908	\$ 1,817,698	\$ 1,841,878	\$ 1,865,533	\$ 1,996,503	\$ 770,407	\$ -	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 357,036	\$ 349,658	\$ 339,906	\$ 327,467	\$ 284,620	\$ 226,628	\$ 172,445	\$ 124,191	\$ 80,502	\$ 41,557	\$ 10,350	\$ -	\$ -	\$ -	
		\$ 1,841,080	\$ 1,857,446	\$ 1,871,819	\$ 1,883,889	\$ 884,620	\$ 226,628	\$ 172,445	\$ 124,191	\$ 80,502	\$ 41,557	\$ 10,350	\$ -	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 94,975	\$ 83,308	\$ 71,736	\$ 60,359	\$ 49,321	\$ 38,785	\$ 28,983	\$ 20,285	\$ 12,480	\$ 5,601	\$ 269	\$ -	\$ -	\$ -	
		\$ 94,975	\$ 83,308	\$ 71,736	\$ 60,359	\$ 49,321	\$ 38,785	\$ 28,983	\$ 20,285	\$ 12,480	\$ 5,601	\$ 269	\$ -	\$ -	\$ -	
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		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 41,913,840	\$ -	\$ -	
		\$ 2,043,134	\$ 1,971,441	\$ 1,848,804	\$ 1,688,488	\$ 1,492,760	\$ 1,278,605	\$ 1,068,651	\$ 770,283	\$ 500,066	\$ 259,096	\$ 50,640	\$ -	\$ -	\$ -	
		\$ 35,528,953	\$ 36,061,032	\$ 35,408,016	\$ 34,473,045	\$ 36,373,232	\$ 35,612,947	\$ 35,457,883	\$ 34,215,442	\$ 42,002,207	\$ 42,027,473	\$ 42,179,609	\$ 41,913,840	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	
		\$ 4,459,480	\$ 3,926,595	\$ 3,397,102	\$ 2,875,324	\$ 2,367,800	\$ 1,881,741	\$ 1,427,932	\$ 1,024,001	\$ 658,812	\$ 333,848	\$ 74,797	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,017	\$ 159,724	\$ 155,341	\$ 149,723	\$ 142,786	\$ 134,432	\$ 124,790	\$ 90,556	\$ 59,480	\$ 31,686	\$ 9,203	\$ -	\$ -	\$ -	
		\$ 1,207,344	\$ 1,220,759	\$ 1,233,353	\$ 1,244,984	\$ 1,255,803	\$ 1,265,727	\$ 1,274,708	\$ 90,556	\$ 59,480	\$ 31,686	\$ 9,203	\$ -	\$ -	\$ -	

Attachment 5

Amended 2023 Strategic Plan Baseline Cashflow¹

Pending June 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	\$ -	\$ -	\$ -	\$ -	
		\$ 598,489	\$ 507,721	\$ 433,691	\$ 382,337	\$ 365,028	\$ 343,209	\$ 318,149	\$ 292,571	\$ 261,835	\$ 183,200	\$ 69,627	\$ -	\$ -	\$ -	\$ -
		\$ 3,098,489	\$ 3,257,721	\$ 3,683,691	\$ 4,382,337	\$ 5,637,216	\$ 5,668,209	\$ 5,729,149	\$ 5,793,571	\$ 5,854,835	\$ 3,433,200	\$ 69,627	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,570,192	\$ 1,495,189	\$ 1,425,435	\$ 1,300,035	\$ 1,241,132	\$ 1,169,991	\$ 1,083,037	\$ 802,339	\$ 545,525	\$ 313,634	\$ 120,919	\$ -	\$ -	\$ -	\$ -
		\$ 8,570,192	\$ 8,745,189	\$ 9,175,435	\$ 9,865,710	\$ 10,151,648	\$ 10,171,853	\$ 8,083,037	\$ 802,339	\$ 545,525	\$ 313,634	\$ 120,919	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,156	\$ 138,446	\$ 134,782	\$ 130,035	\$ 124,132	\$ 116,991	\$ 108,718	\$ 100,217	\$ 89,896	\$ 47,596	\$ 13,444	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,129	\$ 1,757,922	\$ 1,780,169	\$ 1,801,748	\$ 1,822,948	\$ 1,843,704	\$ 1,863,856	\$ 1,884,317	\$ 1,903,504	\$ 47,596	\$ 13,444	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,350	\$ 208,985	\$ 203,198	\$ 195,801	\$ 186,681	\$ 175,712	\$ 135,004	\$ 98,675	\$ 65,609	\$ 35,942	\$ 11,723	\$ -	\$ -	\$ -	\$ -
		\$ 1,312,641	\$ 1,325,865	\$ 1,337,948	\$ 1,348,706	\$ 1,358,278	\$ 1,366,549	\$ 135,004	\$ 98,675	\$ 65,609	\$ 35,942	\$ 11,723	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,570	\$ 102,410	\$ 99,555	\$ 95,913	\$ 78,284	\$ 61,463	\$ 45,825	\$ 31,952	\$ 19,517	\$ 8,571	\$ 124	\$ -	\$ -	\$ -	\$ -
		\$ 544,287	\$ 549,162	\$ 553,455	\$ 557,075	\$ 78,284	\$ 61,463	\$ 45,825	\$ 31,952	\$ 19,517	\$ 8,571	\$ 124	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 2,790,774	\$ 2,612,475	\$ 2,452,001	\$ 2,319,520	\$ 2,197,639	\$ 2,053,661	\$ 1,815,523	\$ 1,416,309	\$ 1,041,862	\$ 620,629	\$ 225,041	\$ -	\$ -	\$ -	
		\$ 23,888,298	\$ 24,395,558	\$ 25,423,613	\$ 26,982,672	\$ 28,212,459	\$ 28,415,650	\$ 25,302,048	\$ 17,006,702	\$ 16,891,131	\$ 12,955,110	\$ 9,619,886	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,118	\$ 290,209	\$ 282,315	\$ 272,172	\$ 259,624	\$ 244,498	\$ 227,022	\$ 209,096	\$ 140,595	\$ 78,942	\$ 28,169	\$ -	\$ -	\$ -	\$ -
		\$ 2,549,665	\$ 2,579,813	\$ 2,608,553	\$ 2,635,628	\$ 2,661,399	\$ 2,685,713	\$ 2,708,424	\$ 2,731,444	\$ 140,595	\$ 78,942	\$ 28,169	\$ -	\$ -	\$ -	\$ -
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	\$ 8,330,320	\$ 8,466,739	\$ 8,603,793	\$ 8,741,542	\$ 8,879,996	
		\$ 296,118	\$ 290,209	\$ 282,315	\$ 272,172	\$ 259,624	\$ 244,498	\$ 227,022	\$ 209,096	\$ 140,595	\$ 78,942	\$ 28,169	\$ -	\$ -	\$ -	
		\$ 7,496,476	\$ 7,605,772	\$ 7,714,927	\$ 7,823,703	\$ 7,933,587	\$ 8,044,476	\$ 8,155,404	\$ 8,268,306	\$ 8,384,936	\$ 8,501,261	\$ 8,618,908	\$ 8,736,762	\$ 8,854,996	\$ 8,973,996	
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 70,106,762	\$ 63,523,800	\$ 61,266,615	\$ 61,406,650	\$ -	\$ -	
		\$ 18,420,390	\$ 16,672,909	\$ 14,893,194	\$ 13,115,492	\$ 11,342,068	\$ 9,576,386	\$ 7,799,790	\$ 5,909,570	\$ 4,063,853	\$ 2,251,747	\$ 731,215	\$ 6,317	\$ -	\$ -	
		\$ 88,998,421	\$ 88,796,186	\$ 87,934,629	\$ 87,337,977	\$ 89,284,102	\$ 87,599,387	\$ 83,287,448	\$ 72,847,645	\$ 74,170,615	\$ 65,775,548	\$ 61,997,830	\$ 61,412,967	\$ -	\$ -	
Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,044,470	\$ 14,720,746	\$ 14,297,961	\$ 13,763,163	\$ 13,108,337	\$ 12,324,519	\$ 11,424,115	\$ 10,503,586	\$ 9,397,803	\$ 8,110,908	\$ 6,377,440	\$ 1,839,636	\$ -	\$ -	
		\$ 15,044,470	\$ 14,720,746	\$ 14,297,961	\$ 13,763,163	\$ 13,108,337	\$ 12,324,519	\$ 11,424,115	\$ 10,503,586	\$ 9,397,803	\$ 8,110,908	\$ 6,377,440	\$ 1,839,636	\$ -	\$ -	

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 TWO 2023 PROP L 5-YEAR PRIORITIZATION PROGRAMS
AND AMENDING THE PROP L STRATEGIC PLAN BASELINE

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

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

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

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

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

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



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

WHEREAS, The Transportation Authority previously adopted 20 Prop L 5YPPs through approval of Resolutions 24-02, 24-13, 24-17, 24-22, 24-29 and 24-35; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the two enclosed 2023 Prop L 5YPP for the following programs: Mission Bay Ferry Landing and Transformative Freeway and Major Street Projects; 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 (Attachments 2, 3); and

WHEREAS, At its May 22, 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

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

Attachments:

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

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

1. Mission Bay Ferry Landing
2. Transformative Freeway and Major Street Projects