



**San Francisco
County Transportation
Authority**

BD070924

RESOLUTION NO. 25-02

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

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs, 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



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

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the four enclosed 2023 Prop L 5YPP for the following programs: Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning; 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 and their impact on anticipated financing assumed in the Strategic Plan (Attachments 1 and 2); and

WHEREAS, At its June 26, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline amendment and after discussion adopted a motion of support for the staff recommendation amended to add a condition that the San Francisco Municipal Transportation Agency return to the next CAC meeting to provide a more detailed update and background on the Curbside Electric Vehicle Charging Study to, among other things, better understand how it fits in the context of the city's Transit First Policy; 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 2023 Prop L 5YPPs for the Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning programs.



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Attachments:

1. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
2. Prop L Strategic Plan Baseline Amendment Sources and Uses

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

1. Next Generation Transit Investments
2. Equity Priority Transportation Program
3. Development Oriented Transportation
4. Citywide/Modal Planning

Attachment 1:
Amended 2023 Strategic Plan Baseline Programming
 Pending July 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	\$ 152,116,523	8.45%	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	\$ 12,847,791	\$ -	\$ -	\$ -	\$ 49,432	\$ 138,076	\$ 337,706	\$ 429,827	\$ 420,017	\$ 457,768	\$ 595,710	\$ 605,571	\$ 718,536	\$ 705,281	\$ 713,423	\$ 712,280	\$ 707,416	\$ 701,452	\$ 701,452
				Total	\$ 151,280,643	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,201,432	\$ 2,290,076	\$ 2,489,706	\$ 5,507,270	\$ 5,578,698	\$ 5,698,988	\$ 5,918,026	\$ 6,015,851	\$ 6,215,380	\$ 6,290,074	\$ 6,387,572	\$ 6,477,216	\$ 6,564,590	\$ 6,652,340	\$ 6,742,628
202	Muni Rail Core Capacity	\$ 69,143,874	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	\$ 2,704,949
II. BART																							
203	BART Core Capacity	\$ 138,287,748	28.45%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,345,569	\$ -	\$ -	\$ -	\$ 495,423	\$ 737,838	\$ 1,054,956	\$ 947,822	\$ 2,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
				Total	\$ 129,641,569	\$ -	\$ 35,296,000	\$ -	\$ 495,423	\$ 737,838	\$ 1,054,956	\$ 947,822	\$ 57,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	\$ 2,074,839
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,863,245	28.17%	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	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	
				Interest Costs	\$ 116,871,442	\$ -	\$ -	\$ -	\$ 144,593	\$ 671,341	\$ 2,403,670	\$ 3,706,326	\$ 4,064,701	\$ 5,355,823	\$ 8,116,266	\$ 8,687,574	\$ 9,539,427	\$ 8,636,541	\$ 9,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
				Total	\$ 416,871,442	\$ -	\$ -	\$ 10,000,000	\$ 15,144,593	\$ 65,671,341	\$ 2,403,670	\$ 43,706,326	\$ 44,064,701	\$ 45,355,823	\$ 48,116,266	\$ 53,687,574	\$ 59,539,427	\$ 48,636,541	\$ 54,150,850	\$ 46,893,657	\$ 39,744,088	\$ 34,733,822	\$ 28,733,222
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,411,390	21.83%	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	\$ 169,064,802	\$ -	\$ -	\$ -	\$ 689,448	\$ 1,547,256	\$ 3,796,332	\$ 5,083,974	\$ 7,033,698	\$ 8,412,934	\$ 11,867,684	\$ 12,277,934	\$ 13,543,057	\$ 12,323,790	\$ 12,643,537	\$ 11,704,719	\$ 10,739,574	\$ 9,795,513	
				Total	\$ 766,824,294	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 27,271,448	\$ 68,699,256	\$ 5,948,332	\$ 52,469,346	\$ 109,537,235	\$ 56,036,527	\$ 59,609,234	\$ 45,147,433	\$ 21,538,466	\$ 20,447,125	\$ 45,896,845	\$ 20,090,079	\$ 19,259,100	\$ 18,451,350	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,175,946	1.43%	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	\$ 15,456,209	\$ -	\$ -	\$ -	\$ 465,120	\$ 903,465	\$ 1,944,221	\$ 1,935,634	\$ 1,599,698	\$ 1,661,618	\$ 2,033,854	\$ 1,783,159	\$ 1,663,264	\$ 1,182,276	\$ 283,898	\$ -	\$ -	\$ -	
				Total	\$ 803,456,209	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,645,120	\$ 2,080,465	\$ 36,826,221	\$ 33,935,634	\$ 36,599,698	\$ 27,737,618	\$ 28,110,854	\$ 33,783,159	\$ 31,663,264	\$ 31,182,276	\$ 20,283,898	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,400,712	22.43%	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	\$ 10,855,726	\$ -	\$ 98,388	\$ 392,635	\$ 257,187	\$ 278,352	\$ 400,309	\$ 433,464	\$ 370,585	\$ 403,268	\$ 523,985	\$ 531,878	\$ 630,199	\$ 617,726	\$ 624,028	\$ 622,227	\$ 617,205	\$ 611,256	
				Total	\$ 47,371,347	\$ -	\$ 12,623,388	\$ 392,635	\$ 257,187	\$ 278,352	\$ 400,309	\$ 2,049,014	\$ 2,011,983	\$ 2,070,929	\$ 2,217,449	\$ 2,253,331	\$ 2,379,195	\$ 2,394,705	\$ 2,429,439	\$ 2,456,524	\$ 2,480,851	\$ 2,504,721	
208	Caltrain Maintenance	\$ 138,287,748	11.95%	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	\$ 16,521,470	\$ -	\$ -	\$ 84,388	\$ 120,846	\$ 231,659	\$ 503,867	\$ 667,826	\$ 582,106	\$ 642,441	\$ 842,675	\$ 859,520	\$ 1,019,184	\$ 996,012	\$ 999,636	\$ 986,989	\$ 966,341	\$ 941,681	
				Total	\$ 131,523,470	\$ -	\$ 5,002,000	\$ 5,084,388	\$ 5,120,846	\$ 5,231,659	\$ 5,503,867	\$ 5,667,826	\$ 5,582,106	\$ 5,642,441	\$ 5,842,675	\$ 5,859,520	\$ 6,019,184	\$ 5,996,012	\$ 5,999,636	\$ 5,986,989	\$ 5,966,341	\$ 5,941,681	
209	Ferry Maintenance	\$ 6,914,387	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
II. Transit Enhancements																							
210	Transit Enhancements	\$ 40,103,447	3.95%	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	\$ 1,582,754	\$ -	\$ -	\$ 16,636	\$ 22,555	\$ 33,850	\$ 39,425	\$ 55,290	\$ 47,501	\$ 51,938	\$ 67,802	\$ 69,133	\$ 82,268	\$ 80,977	\$ 82,133	\$ 82,216	\$ 82,216	\$ 81,860	\$ 81,369
				Total	\$ 39,793,368	\$ -	\$ 1,884,000	\$ 1,496,636	\$ 898,555	\$ 33,850	\$ 39,425	\$ 1,393,889	\$ 1,407,517	\$ 1,433,714	\$ 1,470,958	\$ 1,495,479	\$ 1,531,436	\$ 1,553,332	\$ 1,578,045	\$ 1,602,062	\$ 1,626,024	\$ 1,650,239	
211	Bayview Caltrain Station	\$ 37,337,692	16.75%	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	\$ 6,253,614	\$ -	\$ -	\$ 61,636	\$ 80,108	\$ 123,982	\$ 168,574	\$ 216,402	\$ 212,744	\$ 238,839	\$ 310,416	\$ 315,171	\$ 373,523	\$ 366,216	\$ 370,037	\$ 369,051	\$ 366,151	\$ 362,699	
				Total	\$ 36,323,285	\$ -	\$ 2,086,000	\$ 4,705,636	\$ 80,108	\$ 1,923,982	\$ 168,574	\$ 1,462,684	\$ 1,478,926	\$ 1,525,320	\$ 1,616,802	\$ 1,643,558	\$ 1,722,749	\$ 1,737,029	\$ 1,762,783	\$ 1,784,081	\$ 1,803,821	\$ 1,823,371	
212	Mission Bay Ferry Landing	\$ 6,914,387	30.21%	Programming	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 2,089,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,922	\$ 160,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806	
				Total	\$ 6,589,066	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ 69,922	\$ 160,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806	
213	Next Generation Transit Investments	\$ 30,423,305	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 2,250,000	\$ 1,500,000	\$ -	\$ -	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,088,829	\$ -	\$ -	\$ -	\$ 11,000	\$ 32,625	\$ 60,045	\$ 65,208	\$ 55,906	\$ 61,005	\$ 79,483	\$ 80,892	\$ 96,088	\$ 94,416	\$ 95,604	\$ 67,521	\$ 43,896	\$ 24,699	
				Total	\$ 30,057,086	\$ -	\$ -	\$ 2,250,000	\$ 1,511,000	\$ 32,625	\$ 60,045	\$ 1,080,696	\$ 1,087,643	\$ 1,109,249	\$ 1,143,947	\$ 1,162,948	\$ 1,195,457	\$ 1,211,374	\$ 1,230,434	\$ 567,521	\$ 643,896	\$ 724,699	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,392,557,624	3.87%	Programming	\$ 1,048,169,228	\$ -	\$ 85,305,000	\$ 51,147,000	\$ 21,556,000	\$ 7,977,000	\$ 39,882,000	\$ 42,446,711	\$										

Attachment 1:
Amended 2023 Strategic Plan Baseline Programming
 Pending July 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	\$ 124,458,973	12.00%	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	\$ 14,936,057	\$ -	\$ -	\$ -	\$ 100,748	\$ 355,415	\$ 676,714	\$ 806,764	\$ 691,694	\$ 752,947	\$ 978,658	\$ 993,711	\$ 1,177,763	\$ 1,154,791	\$ 1,047,957	\$ 928,742	\$ 807,825	\$ 807,825	\$ 698,999
				Total	\$ 124,040,535	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,904,748	\$ 3,159,415	\$ 3,480,714	\$ 4,961,035	\$ 4,912,434	\$ 5,041,218	\$ 5,333,280	\$ 5,420,304	\$ 5,675,181	\$ 5,724,168	\$ 5,675,181	\$ 5,724,168	\$ 3,047,957	\$ 2,928,742	\$ 2,807,825
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,197,377	13.64%	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	\$ 28,679,253	\$ -	\$ -	\$ -	\$ 39,027	\$ 177,371	\$ 517,116	\$ 811,206	\$ 891,599	\$ 1,117,546	\$ 1,541,805	\$ 1,607,860	\$ 1,903,543	\$ 1,864,408	\$ 1,823,709	\$ 1,766,903	\$ 1,708,701	\$ 1,645,467	
				Total	\$ 209,777,868	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,175,027	\$ 8,178,371	\$ 7,025,116	\$ 7,786,459	\$ 7,978,456	\$ 8,317,794	\$ 8,852,974	\$ 9,040,361	\$ 9,454,964	\$ 9,536,653	\$ 9,536,653	\$ 9,536,653	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000
219	Curb Ramps	\$ 40,103,447	6.54%	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	\$ 2,620,771	\$ -	\$ -	\$ -	\$ 4,657	\$ 21,440	\$ 57,553	\$ 99,480	\$ 85,247	\$ 92,977	\$ 121,080	\$ 123,168	\$ 146,241	\$ 143,635	\$ 145,382	\$ 145,235	\$ 144,326	\$ 143,190	
				Total	\$ 39,206,904	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,657	\$ 1,233,440	\$ 1,332,553	\$ 1,438,079	\$ 1,445,263	\$ 1,474,753	\$ 1,524,236	\$ 1,549,515	\$ 1,595,409	\$ 1,615,989	\$ 1,641,294	\$ 1,665,082	\$ 1,688,490	\$ 1,712,060	
220	Tree Planting	\$ 27,657,550	13.90%	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	\$ 3,845,167	\$ -	\$ -	\$ 14,839	\$ 25,658	\$ 48,462	\$ 105,485	\$ 152,919	\$ 130,808	\$ 142,422	\$ 185,154	\$ 188,040	\$ 222,911	\$ 218,604	\$ 220,399	\$ 220,937	\$ 220,399	\$ 218,716	\$ 216,701
				Total	\$ 27,248,468	\$ -	\$ 1,000,000	\$ 1,064,839	\$ 1,125,658	\$ 1,208,462	\$ 1,325,485	\$ 1,076,090	\$ 1,068,750	\$ 1,095,371	\$ 1,152,848	\$ 1,171,727	\$ 1,222,337	\$ 1,234,021	\$ 1,252,601	\$ 1,268,569	\$ 1,283,657	\$ 1,298,681	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,063,020	16.90%	Programming	\$ 8,644,347	\$ -	\$ 2,000,000	\$ -	\$ 90,000	\$ 350,000	\$ -	\$ 369,297	\$ 375,157	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
				Interest Costs	\$ 1,869,417	\$ -	\$ -	\$ 27,765	\$ 37,314	\$ 46,679	\$ 69,369	\$ 75,137	\$ 64,255	\$ 69,941	\$ 90,904	\$ 92,297	\$ 107,249	\$ 109,387	\$ 108,369	\$ 108,081	\$ 108,081	\$ 108,081	\$ 106,223
				Total	\$ 10,513,764	\$ -	\$ 2,000,000	\$ 27,765	\$ 127,314	\$ 396,679	\$ 69,369	\$ 444,405	\$ 439,432	\$ 451,122	\$ 477,984	\$ 483,772	\$ 509,158	\$ 513,416	\$ 521,034	\$ 527,349	\$ 533,210	\$ 539,015	
222	Managed Lanes and Express Bus	\$ 13,828,775	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	\$ 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	\$ 27,657,550	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		\$ 626,443,499	8.77%	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	\$ 54,937,106	\$ -	\$ -	\$ 50,843	\$ 225,365	\$ 686,101	\$ 1,511,695	\$ 2,061,949	\$ 1,963,246	\$ 2,284,360	\$ 3,058,739	\$ 3,148,462	\$ 3,729,875	\$ 3,655,483	\$ 3,514,981	\$ 3,337,626	\$ 3,153,830	\$ 2,976,114	
				Total	\$ 622,894,437	\$ -	\$ 25,921,130	\$ 29,266,104	\$ 18,211,626	\$ 17,750,362	\$ 16,799,955	\$ 22,930,933	\$ 23,166,132	\$ 23,826,492	\$ 24,933,699	\$ 25,385,457	\$ 26,322,660	\$ 26,609,753	\$ 22,899,031	\$ 23,145,820	\$ 23,388,954	\$ 23,641,000	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,891,795	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	\$ 56,697,977	10.34%	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	\$ 5,860,005	\$ -	\$ 19,197	\$ 124,818	\$ 117,378	\$ 143,173	\$ 194,405	\$ 210,779	\$ 180,429	\$ 196,583	\$ 255,740	\$ 259,894	\$ 308,285	\$ 302,513	\$ 305,922	\$ 305,351	\$ 303,188	\$ 300,556	
				Total	\$ 56,204,023	\$ -	\$ 4,069,197	\$ 2,324,818	\$ 2,167,378	\$ 343,173	\$ 394,405	\$ 2,103,280	\$ 2,103,210	\$ 2,150,129	\$ 2,239,512	\$ 2,276,453	\$ 2,357,109	\$ 2,384,118	\$ 2,420,832	\$ 2,454,100	\$ 2,486,316	\$ 2,518,615	
226	Equity Priority Transportation Program	\$ 58,080,854	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 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	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 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	\$ 27,657,550	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 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	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 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	
228	Citywide / Modal Planning	\$ 13,828,775	7.90%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 1,100,000	\$ 150,000	\$ 700,000	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
				Interest Costs	\$ 1,093,088	\$ -	\$ -	\$ 5,439	\$ 11,295	\$ 18,882	\$ 37,886	\$ 41,100	\$ 35,201	\$ 38,373	\$ 49,946	\$ 50,782	\$ 60,267	\$ 59,166	\$ 59,859	\$ 59,773	\$ 59,375	\$ 58,884	
				Total	\$ 13,200,166	\$ -	\$ -	\$ 1,105,439	\$ 161,295	\$ 718,882	\$ 37,886	\$ 502,686	\$ 504,172	\$ 514,847	\$ 533,793	\$ 542,626	\$ 559,980	\$ 566,874	\$ 575,691	\$ 583,858	\$ 591,845	\$ 599,874	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,156,950	3.84%	Programming	\$ 172,725,120	\$ -	\$ 4,198,000	\$ 6,145,000	\$ 5,900,000	\$ 1,600,000	\$ 200,000	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967	
				Interest Costs	\$ 6,953,094	\$ -	\$ 19,197	\$ 130,257	\$ 128,672	\$ 162,055	\$ 232,291	\$ 251,879	\$ 215,630	\$ 234,956	\$ 305,686	\$ 310,677	\$ 368,552	\$ 361,678	\$ 365,781				

Attachment 1:
Amended 2023 Strategic Plan Baseline Programming
 Pending July 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 692,315	\$ 678,767	\$ 660,366	\$ 636,692	\$ 607,381	\$ 572,026	\$ 531,157	\$ 489,183	\$ 386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -
		\$ 6,738,417	\$ 6,821,606	\$ 6,901,491	\$ 6,977,672	\$ 7,051,166	\$ 7,121,626	\$ 7,188,577	\$ 7,256,459	\$ 4,386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -
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	\$ -	\$ -
		\$ 8,847,115	\$ 7,888,280	\$ 6,926,590	\$ 5,971,336	\$ 5,033,541	\$ 4,125,307	\$ 3,266,450	\$ 2,494,173	\$ 1,727,104	\$ 963,430	\$ 355,166	\$ 6,861	\$ -	\$ -
		\$ 17,641,446	\$ 16,823,319	\$ 16,004,589	\$ 15,194,580	\$ 14,406,319	\$ 13,651,998	\$ 12,949,969	\$ 12,337,485	\$ 8,854,016	\$ 4,328,052	\$ 3,834,738	\$ 3,551,008	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 602,578	\$ 590,099	\$ 536,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	
		\$ 2,526,338	\$ 2,544,639	\$ 1,386,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 910,592	\$ 871,976	\$ 825,938	\$ 772,722	\$ 712,735	\$ 646,472	\$ 575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	
		\$ 5,910,592	\$ 5,871,976	\$ 5,825,938	\$ 5,772,722	\$ 5,712,735	\$ 5,646,472	\$ 5,575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	
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	\$ -	\$ -	\$ -
		\$ 80,500	\$ 79,108	\$ 77,138	\$ 74,537	\$ 71,264	\$ 67,273	\$ 62,619	\$ 57,815	\$ 51,983	\$ 45,097	\$ 20,466	\$ -	\$ -	
		\$ 1,674,473	\$ 1,698,584	\$ 1,722,525	\$ 1,746,250	\$ 1,770,080	\$ 1,793,986	\$ 1,817,757	\$ 1,841,915	\$ 1,865,591	\$ 1,996,578	\$ 770,466	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,623	\$ 350,287	\$ 340,471	\$ 327,962	\$ 285,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -	
		\$ 1,841,666	\$ 1,858,075	\$ 1,872,383	\$ 1,884,384	\$ 885,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -	
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -	
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	\$ 200,000	\$ -	\$ -
		\$ 24,591	\$ 24,314	\$ 23,850	\$ 23,178	\$ 22,288	\$ 21,166	\$ 19,824	\$ 18,419	\$ 16,663	\$ 14,547	\$ 11,601	\$ -	\$ -	
		\$ 1,233,811	\$ 1,252,882	\$ 1,272,074	\$ 1,291,374	\$ 1,311,045	\$ 1,331,086	\$ 1,351,308	\$ 1,371,874	\$ 1,392,504	\$ 1,494,981	\$ 1,542,612	\$ 200,000	\$ -	
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	\$ 40,554,415	\$ -	\$ -
		\$ 2,071,052	\$ 1,999,281	\$ 1,875,728	\$ 1,714,260	\$ 1,517,156	\$ 1,301,402	\$ 1,089,675	\$ 789,464	\$ 517,627	\$ 274,470	\$ 62,778	\$ -	\$ -	
		\$ 35,556,870	\$ 36,088,872	\$ 35,434,940	\$ 34,498,818	\$ 36,397,628	\$ 35,635,744	\$ 35,478,907	\$ 34,234,623	\$ 42,019,768	\$ 42,042,847	\$ 42,191,747	\$ 40,554,415	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,296	\$ 160,022	\$ 155,610	\$ 149,960	\$ 142,989	\$ 134,598	\$ 124,917	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -	
		\$ 1,207,623	\$ 1,221,058	\$ 1,233,622	\$ 1,245,221	\$ 1,256,006	\$ 1,265,893	\$ 1,274,834	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -	

Attachment 1:
Amended 2023 Strategic Plan Baseline Programming
 Pending July 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	\$ -	\$ -	\$ -	\$ -	
		\$ 599,660	\$ 508,842	\$ 434,635	\$ 383,145	\$ 365,741	\$ 343,817	\$ 318,645	\$ 292,934	\$ 262,281	\$ 183,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
		\$ 3,099,660	\$ 3,258,842	\$ 3,684,635	\$ 4,383,145	\$ 5,637,929	\$ 5,668,817	\$ 5,729,645	\$ 5,793,934	\$ 5,855,281	\$ 3,433,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,572,958	\$ 1,498,075	\$ 1,428,001	\$ 1,367,971	\$ 1,302,672	\$ 1,223,448	\$ 1,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
		\$ 8,572,958	\$ 8,748,075	\$ 9,178,001	\$ 9,867,971	\$ 10,153,591	\$ 10,173,448	\$ 8,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,402	\$ 138,708	\$ 135,019	\$ 130,244	\$ 124,312	\$ 117,140	\$ 108,832	\$ 100,290	\$ 90,003	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,374	\$ 1,758,184	\$ 1,780,406	\$ 1,801,957	\$ 1,823,128	\$ 1,843,852	\$ 1,863,970	\$ 1,884,390	\$ 1,903,611	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,714	\$ 209,374	\$ 203,548	\$ 196,109	\$ 186,944	\$ 175,927	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,005	\$ 1,326,254	\$ 1,338,298	\$ 1,349,014	\$ 1,358,542	\$ 1,366,764	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,738	\$ 102,590	\$ 99,716	\$ 96,054	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -	\$ -
		\$ 544,454	\$ 549,342	\$ 553,616	\$ 557,216	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 2,795,768	\$ 2,617,612	\$ 2,456,529	\$ 2,323,483	\$ 2,201,050	\$ 2,056,472	\$ 1,817,672	\$ 1,417,715	\$ 1,043,580	\$ 622,298	\$ 226,257	\$ -	\$ -	\$ -	\$ -
		\$ 23,893,291	\$ 24,400,695	\$ 25,428,140	\$ 26,986,636	\$ 28,215,870	\$ 28,418,461	\$ 25,304,197	\$ 17,008,109	\$ 16,892,849	\$ 12,956,779	\$ 9,621,101	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,569	\$ 290,696	\$ 282,750	\$ 272,551	\$ 259,944	\$ 244,754	\$ 227,210	\$ 209,200	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -	\$ -
		\$ 2,550,117	\$ 2,580,300	\$ 2,608,988	\$ 2,636,007	\$ 2,661,719	\$ 2,685,968	\$ 2,708,612	\$ 2,731,549	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,126	\$ 56,997	\$ 55,460	\$ 53,479	\$ 51,025	\$ 48,062	\$ 44,636	\$ 41,115	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -	\$ -
		\$ 607,771	\$ 615,437	\$ 622,835	\$ 629,932	\$ 636,824	\$ 643,480	\$ 649,856	\$ 656,322	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 5,003,058	\$ 5,383,396	\$ 5,567,315	\$ 5,670,636	\$ -	\$ -	
		\$ 354,695	\$ 347,693	\$ 338,210	\$ 326,031	\$ 310,969	\$ 292,816	\$ 271,845	\$ 250,315	\$ 166,207	\$ 90,728	\$ 29,146	\$ -	\$ -	\$ -	\$ -
		\$ 7,555,053	\$ 7,663,257	\$ 7,770,822	\$ 7,877,562	\$ 7,984,932	\$ 8,092,794	\$ 8,200,227	\$ 8,309,526	\$ 5,169,266	\$ 5,474,123	\$ 5,596,461	\$ 5,670,636	\$ -	\$ -	\$ -
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	\$ 69,481,380	\$ 62,850,876	\$ 60,570,700	\$ 59,338,396	\$ -	\$ -	
		\$ 18,535,551	\$ 16,786,775	\$ 15,000,194	\$ 13,215,319	\$ 11,434,386	\$ 9,660,717	\$ 7,875,808	\$ 5,977,265	\$ 4,115,040	\$ 2,286,308	\$ 749,221	\$ 6,861	\$ -	\$ -	\$ -
		\$ 89,113,582	\$ 88,910,052	\$ 88,041,629	\$ 87,437,804	\$ 89,376,419	\$ 87,683,717	\$ 83,363,466	\$ 72,915,340	\$ 73,596,420	\$ 65,137,184	\$ 61,319,921	\$ 59,345,257	\$ -	\$ -	\$ -
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	\$ -
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	\$ -

Attachment 1:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending July 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	\$ 152,116,523	8.45%	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	\$ 12,847,791	\$ -	\$ -	\$ -	\$ 49,432	\$ 138,076	\$ 337,706	\$ 429,827	\$ 420,017	\$ 457,768	\$ 595,710	\$ 605,571	\$ 718,536	\$ 705,281	\$ 713,423	\$ 712,280	\$ 712,280	\$ 707,416	\$ 701,452
				Total	\$ 151,280,643	\$ -	\$ -	\$ 3,600,000	\$ 5,465,432	\$ 5,448,076	\$ 5,716,706	\$ 7,007,270	\$ 7,078,698	\$ 5,698,988	\$ 5,918,026	\$ 6,015,851	\$ 6,215,380	\$ 6,290,074	\$ 6,387,572	\$ 6,477,216	\$ 6,564,590	\$ 6,652,340	
202	Muni Rail Core Capacity	\$ 69,143,874	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	\$ 138,287,748	28.45%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,345,569	\$ -	\$ -	\$ -	\$ 495,423	\$ 737,838	\$ 1,054,956	\$ 947,822	\$ 2,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
				Total	\$ 129,641,569	\$ -	\$ -	\$ -	\$ 27,623,423	\$ 8,905,838	\$ 1,054,956	\$ 947,822	\$ 57,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,863,245	28.17%	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	\$ 116,871,442	\$ -	\$ -	\$ -	\$ 144,593	\$ 671,341	\$ 2,403,670	\$ 3,706,326	\$ 4,064,701	\$ 5,355,823	\$ 8,116,266	\$ 8,687,574	\$ 9,539,427	\$ 8,636,541	\$ 9,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
				Total	\$ 416,871,442	\$ -	\$ -	\$ 10,000,000	\$ 15,144,593	\$ 25,671,341	\$ 42,403,670	\$ 43,706,326	\$ 44,064,701	\$ 45,355,823	\$ 48,116,266	\$ 33,687,574	\$ 9,539,427	\$ 8,636,541	\$ 34,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,411,390	21.83%	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	\$ 169,064,802	\$ -	\$ -	\$ -	\$ 5,083,974	\$ 689,448	\$ 1,547,256	\$ 3,796,332	\$ 7,033,698	\$ 8,412,934	\$ 11,867,684	\$ 12,277,934	\$ 13,543,057	\$ 12,323,790	\$ 12,643,537	\$ 11,704,719	\$ 10,739,574	\$ 9,795,513	
				Total	\$ 766,824,294	\$ -	\$ -	\$ 14,400,000	\$ 50,061,448	\$ 41,076,256	\$ 50,226,332	\$ 53,969,346	\$111,037,235	\$ 56,036,527	\$ 59,609,234	\$ 45,147,433	\$ 21,538,466	\$ 20,447,125	\$ 45,896,845	\$ 20,090,079	\$ 19,259,100	\$ 18,451,350	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,175,946	1.43%	Programming	\$ 788,000,000	\$ -	\$ -	\$ 19,380,000	\$ 49,620,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
				Interest Costs	\$ 15,456,209	\$ -	\$ -	\$ -	\$ 465,120	\$ 903,465	\$ 1,944,221	\$ 1,935,634	\$ 1,599,698	\$ 1,661,618	\$ 2,033,854	\$ 1,783,159	\$ 1,663,264	\$ 1,182,276	\$ 283,898	\$ -	\$ -	\$ -	
				Total	\$ 803,456,209	\$ -	\$ -	\$ 19,380,000	\$ 50,085,120	\$ 30,903,465	\$ 31,944,221	\$ 33,935,634	\$ 36,599,698	\$ 36,661,618	\$ 37,033,854	\$ 33,783,159	\$ 31,663,264	\$ 31,182,276	\$ 20,283,898	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,400,712	22.43%	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	\$ 10,855,726	\$ -	\$ 98,388	\$ 392,635	\$ 257,187	\$ 278,352	\$ 400,309	\$ 433,464	\$ 370,585	\$ 403,268	\$ 523,985	\$ 531,878	\$ 630,199	\$ 617,726	\$ 624,028	\$ 622,227	\$ 617,205	\$ 611,256	
				Total	\$ 47,371,347	\$ -	\$ 3,360,626	\$ 9,655,397	\$ 257,187	\$ 278,352	\$ 400,309	\$ 2,049,014	\$ 2,011,983	\$ 2,070,929	\$ 2,217,449	\$ 2,253,331	\$ 2,379,195	\$ 2,394,705	\$ 2,429,439	\$ 2,456,524	\$ 2,480,851	\$ 2,504,721	
208	Caltrain Maintenance	\$ 138,287,748	11.95%	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	\$ 16,521,470	\$ -	\$ -	\$ 84,388	\$ 120,846	\$ 231,659	\$ 503,867	\$ 667,826	\$ 582,106	\$ 642,441	\$ 842,675	\$ 859,520	\$ 1,019,184	\$ 996,012	\$ 999,636	\$ 986,989	\$ 966,341	\$ 941,681	
				Total	\$ 131,523,470	\$ -	\$ 1,776,000	\$ 4,910,888	\$ 4,820,846	\$ 5,731,659	\$ 6,203,867	\$ 8,167,826	\$ 5,582,106	\$ 5,642,441	\$ 5,842,675	\$ 5,859,520	\$ 6,019,184	\$ 5,996,012	\$ 5,999,636	\$ 5,986,989	\$ 5,966,341	\$ 5,941,681	
209	Ferry Maintenance	\$ 6,914,387	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	\$ 40,103,447	3.95%	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	\$ 1,582,754	\$ -	\$ -	\$ 16,636	\$ 22,555	\$ 33,850	\$ 39,425	\$ 55,290	\$ 47,501	\$ 51,938	\$ 67,802	\$ 69,133	\$ 82,268	\$ 80,977	\$ 82,133	\$ 82,216	\$ 81,860	\$ 81,369	
				Total	\$ 39,793,368	\$ -	\$ 300,000	\$ 1,408,636	\$ 1,091,055	\$ 929,350	\$ 331,425	\$ 1,685,889	\$ 1,407,517	\$ 1,433,714	\$ 1,470,958	\$ 1,495,479	\$ 1,531,436	\$ 1,553,332	\$ 1,578,045	\$ 1,602,062	\$ 1,626,024	\$ 1,650,239	
211	Bayview Caltrain Station	\$ 37,337,692	16.75%	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	\$ 1,327,178	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673	
				Interest Costs	\$ 6,253,614	\$ -	\$ -	\$ 61,636	\$ 80,108	\$ 123,982	\$ 168,574	\$ 212,442	\$ 238,839	\$ 310,416	\$ 315,717	\$ 373,523	\$ 366,216	\$ 370,037	\$ 369,051	\$ 366,151	\$ 362,699		
				Total	\$ 36,323,285	\$ -	\$ -	\$ 2,947,636	\$ 2,202,108	\$ 1,845,982	\$ 168,574	\$ 2,262,684	\$ 2,278,965	\$ 1,725,320	\$ 1,616,802	\$ 1,643,149	\$ 1,722,749	\$ 1,737,029	\$ 1,762,783	\$ 1,784,081	\$ 1,803,821	\$ 1,823,371	
212	Mission Bay Ferry Landing	\$ 6,914,387	30.21%	Programming	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 2,089,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,922	\$ 160,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806
				Total	\$ 6,589,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,319,922	\$ 2,410,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806
213	Next Generation Transit Investments	\$ 30,423,305	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 675,000	\$ 1,175,000	\$ 1,200,000	\$ 700,000	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,088,829	\$ -	\$ -	\$ -	\$ 11,000	\$ 32,625	\$ 60,045	\$ 65,208	\$ 55,906	\$ 61,005	\$ 79,483	\$ 80,892	\$ 96,088	\$ 94,416	\$ 95,604	\$ 67,521	\$ 43,896	\$ 24,699	
				Total	\$ 30,057,086	\$ -	\$ -	\$ 675,000	\$ 1,186,000	\$ 1,232,625	\$ 760,045	\$ 1,080,696	\$ 1,087,643	\$ 1,109,249	\$ 1,143,947	\$ 1,162,948	\$ 1,195,457	\$ 1,211,374	\$ 1,230,434	\$ 567,521	\$ 643,89		

Attachment 1:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending July 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	\$ 124,458,973	12.00%	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	\$ 14,936,057	\$ -	\$ -	\$ -	\$ 355,415	\$ 676,714	\$ 806,764	\$ 691,694	\$ 752,947	\$ 978,658	\$ 993,711	\$ 1,177,763	\$ 1,154,791	\$ 1,047,957	\$ 928,742	\$ 807,825	\$ 698,999			
				Total	\$ 124,040,535	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,748	\$ 11,102,415	\$ 5,712,714	\$ 6,708,035	\$ 4,962,434	\$ 5,041,218	\$ 5,333,280	\$ 5,420,304	\$ 5,675,181	\$ 5,724,168	\$ 3,047,957	\$ 2,928,742	\$ 2,807,825	\$ 2,948,999		
II. Safer and Complete Streets																								
218	Safer and Complete Streets	\$ 210,197,377	13.64%	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	\$ 28,679,253	\$ -	\$ -	\$ -	\$ 39,027	\$ 177,371	\$ 517,116	\$ 811,206	\$ 891,599	\$ 1,117,546	\$ 1,541,805	\$ 1,607,860	\$ 1,903,543	\$ 1,864,408	\$ 1,823,709	\$ 1,766,903	\$ 1,708,701	\$ 1,645,467		
				Total	\$ 209,777,868	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,027	\$ 8,276,371	\$ 9,706,116	\$ 13,758,459	\$ 13,728,456	\$ 12,397,794	\$ 10,852,974	\$ 10,040,361	\$ 9,454,964	\$ 9,536,653	\$ 8,323,709	\$ 8,516,903	\$ 8,708,701	\$ 8,645,467		
219	Curb Ramps	\$ 40,103,447	6.54%	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	\$ -	\$ -	\$ -	\$ -	\$ 4,657	\$ 21,440	\$ 57,553	\$ 99,480	\$ 85,247	\$ 92,977	\$ 121,080	\$ 123,168	\$ 146,241	\$ 143,635	\$ 145,382	\$ 145,235	\$ 144,326	\$ 143,190		
				Total	\$ 39,206,904	\$ -	\$ -	\$ 925,000	\$ 1,104,657	\$ 1,226,440	\$ 1,269,553	\$ 2,313,079	\$ 1,445,263	\$ 1,474,753	\$ 1,524,236	\$ 1,549,515	\$ 1,595,409	\$ 1,615,989	\$ 1,641,294	\$ 1,665,082	\$ 1,688,490	\$ 1,712,060		
220	Tree Planting	\$ 27,657,550	13.90%	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	\$ 3,845,167	\$ -	\$ -	\$ 14,839	\$ 25,658	\$ 48,462	\$ 105,485	\$ 152,919	\$ 130,808	\$ 142,422	\$ 185,154	\$ 188,040	\$ 222,911	\$ 218,604	\$ 220,937	\$ 220,399	\$ 218,716	\$ 216,701		
				Total	\$ 27,248,468	\$ -	\$ 250,000	\$ 1,027,339	\$ 1,088,158	\$ 1,163,462	\$ 1,280,485	\$ 1,991,090	\$ 1,068,750	\$ 1,095,371	\$ 1,152,848	\$ 1,171,727	\$ 1,222,337	\$ 1,234,021	\$ 1,252,601	\$ 1,268,569	\$ 1,283,657	\$ 1,298,681		
III. Freeway Safety and Operational Improvements																								
221	Vision Zero Ramps	\$ 11,063,020	16.90%	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	\$ 1,869,417	\$ -	\$ -	\$ 27,765	\$ 37,314	\$ 46,679	\$ 69,369	\$ 75,137	\$ 64,255	\$ 69,942	\$ 90,904	\$ 92,297	\$ 109,387	\$ 107,249	\$ 108,369	\$ 108,081	\$ 107,233	\$ 106,223		
				Total	\$ 10,513,764	\$ -	\$ 100,000	\$ 1,052,765	\$ 957,314	\$ 341,679	\$ 169,369	\$ 444,405	\$ 439,432	\$ 451,122	\$ 477,981	\$ 485,772	\$ 509,158	\$ 513,416	\$ 521,034	\$ 527,349	\$ 533,210	\$ 539,015		
222	Managed Lanes and Express Bus	\$ 13,828,775	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	\$ 27,657,550	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		\$ 626,443,499	8.77%	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	\$ 54,937,106	\$ -	\$ -	\$ 50,843	\$ 225,365	\$ 686,101	\$ 1,511,695	\$ 2,061,949	\$ 1,963,246	\$ 2,284,360	\$ 3,058,739	\$ 3,148,462	\$ 3,729,875	\$ 3,655,483	\$ 3,514,981	\$ 3,337,626	\$ 3,153,830	\$ 2,976,114		
				Total	\$ 622,894,437	\$ -	\$ 1,710,130	\$ 13,264,604	\$ 20,645,126	\$ 25,670,362	\$ 21,563,955	\$ 34,445,933	\$ 29,666,132	\$ 27,906,492	\$ 26,933,699	\$ 26,385,457	\$ 26,322,660	\$ 26,609,753	\$ 22,899,031	\$ 23,145,820	\$ 23,388,954	\$ 23,641,000		
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																								
I. Transportation Demand Management																								
224	Transportation Demand Management	\$ 24,891,795	0.00%	Programming	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 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	\$ 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	\$ 56,697,977	10.34%	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	\$ 5,860,005	\$ -	\$ 19,197	\$ 124,818	\$ 117,378	\$ 143,173	\$ 194,405	\$ 210,779	\$ 180,429	\$ 196,583	\$ 255,740	\$ 259,894	\$ 308,285	\$ 302,513	\$ 305,922	\$ 305,351	\$ 303,188	\$ 300,556		
				Total	\$ 56,204,023	\$ -	\$ 1,374,197	\$ 4,019,818	\$ 2,242,378	\$ 1,268,173	\$ 394,405	\$ 2,103,280	\$ 2,103,210	\$ 2,150,129	\$ 2,239,512	\$ 2,276,453	\$ 2,357,109	\$ 2,384,118	\$ 2,420,832	\$ 2,454,100	\$ 2,486,316	\$ 2,518,615		
226	Equity Priority Transportation Program	\$ 58,080,854	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 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	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 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	\$ 27,657,550	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 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	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 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		
228	Citywide / Modal Planning	\$ 13,828,775	7.90%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 575,000	\$ 525,000	\$ 425,000	\$ 425,000	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990		
				Interest Costs	\$ 1,093,088	\$ -	\$ -	\$ 5,439	\$ 11,295	\$ 18,882	\$ 37,886	\$ 41,100	\$ 35,201	\$ 38,373	\$ 49,946	\$ 50,782	\$ 60,267	\$ 59,166	\$ 59,859	\$ 59,773	\$ 59,375	\$ 58,884		
				Total	\$ 13,200,166	\$ -	\$ -	\$ 580,439	\$ 536,295	\$ 443,882	\$ 462,886	\$ 502,686	\$ 504,172	\$ 514,847	\$ 533,793	\$ 542,626	\$ 559,980	\$ 566,874	\$ 575,691	\$ 583,858	\$ 591,845	\$ 599,874		
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,156,950	3.84%	Programming	\$ 172,725,120	\$ -	\$ 1,405,000	\$ 5,481,000	\$ 5,124,000	\$ 3,859,000	\$ 1,874,000	\$ 6,346,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967		
				Interest Costs	\$ 6,953,094	\$ -	\$ 19,197	\$ 130,257	\$ 128,672	\$ 162,055	\$ 232,291	\$ 251,879	\$ 215,630	\$ 234,956	\$ 305,686	\$ 310,677	\$ 368,552	\$ 361,678	\$ 365,781	\$ 365,124	\$ 362,562	\$ 359,440		
				Total	\$ 179,678,213	\$ -	\$ 1,424,197	\$ 5,																

Attachment 1:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending July 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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 692,315	\$ 678,767	\$ 660,366	\$ 636,692	\$ 607,381	\$ 572,026	\$ 531,157	\$ 489,183	\$ 386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -	\$ -
		\$ 6,738,417	\$ 6,821,606	\$ 6,901,491	\$ 6,977,672	\$ 7,051,166	\$ 7,121,626	\$ 7,188,577	\$ 7,256,459	\$ 4,386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -	
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -	
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -	
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 8,847,115	\$ 7,888,280	\$ 6,926,590	\$ 5,971,336	\$ 4,125,307	\$ 3,266,450	\$ 2,494,173	\$ 1,727,104	\$ 963,430	\$ 355,166	\$ 6,861	\$ -	\$ -	\$ -	
		\$ 17,641,446	\$ 16,823,319	\$ 16,004,589	\$ 15,194,580	\$ 14,406,319	\$ 13,651,998	\$ 12,949,969	\$ 12,337,485	\$ 8,854,016	\$ 4,328,052	\$ 3,834,738	\$ 3,551,008	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 602,578	\$ 590,099	\$ 536,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	\$ -	
		\$ 2,526,338	\$ 2,544,639	\$ 1,386,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 910,592	\$ 871,976	\$ 825,938	\$ 772,722	\$ 712,735	\$ 646,472	\$ 575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	\$ -	
		\$ 5,910,592	\$ 5,871,976	\$ 5,825,938	\$ 5,772,722	\$ 5,712,735	\$ 5,646,472	\$ 5,575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	
		\$ 80,500	\$ 79,108	\$ 77,138	\$ 74,537	\$ 71,264	\$ 67,273	\$ 62,619	\$ 57,815	\$ 51,983	\$ 45,097	\$ 20,466	\$ -	\$ -	\$ -	
		\$ 1,674,473	\$ 1,698,584	\$ 1,722,525	\$ 1,746,250	\$ 1,770,080	\$ 1,793,986	\$ 1,817,757	\$ 1,841,915	\$ 1,865,591	\$ 1,996,578	\$ 770,466	\$ -	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 357,623	\$ 350,287	\$ 340,471	\$ 327,962	\$ 285,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -		
		\$ 1,841,666	\$ 1,858,075	\$ 1,872,383	\$ 1,884,384	\$ 885,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -		
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -		
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -		
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	\$ 200,000	\$ -	\$ -	
		\$ 24,591	\$ 24,314	\$ 23,850	\$ 23,178	\$ 22,288	\$ 21,166	\$ 19,824	\$ 18,419	\$ 16,663	\$ 14,547	\$ 11,601	\$ -	\$ -		
		\$ 1,233,811	\$ 1,252,882	\$ 1,272,074	\$ 1,291,374	\$ 1,311,045	\$ 1,331,086	\$ 1,351,308	\$ 1,371,874	\$ 1,392,504	\$ 1,494,981	\$ 1,542,612	\$ 200,000	\$ -		
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	\$ 40,554,415	\$ -	\$ -	
		\$ 2,071,052	\$ 1,999,281	\$ 1,875,728	\$ 1,714,260	\$ 1,517,156	\$ 1,301,402	\$ 1,089,675	\$ 789,464	\$ 517,627	\$ 274,470	\$ 62,778	\$ -	\$ -		
		\$ 35,556,870	\$ 36,088,872	\$ 35,434,940	\$ 34,498,818	\$ 36,397,628	\$ 35,635,744	\$ 35,478,907	\$ 34,234,623	\$ 42,019,768	\$ 42,042,847	\$ 42,191,747	\$ 40,554,415	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -		
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -		
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -		
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,296	\$ 160,022	\$ 155,610	\$ 149,989	\$ 144,989	\$ 134,598	\$ 124,917	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -		
		\$ 1,207,623	\$ 1,221,058	\$ 1,233,622	\$ 1,245,221	\$ 1,258,006	\$ 1,265,893	\$ 1,274,834	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -		

Attachment 1:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending July 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	\$ -	\$ -	\$ -	\$ -	
		\$ 599,660	\$ 508,842	\$ 434,635	\$ 383,145	\$ 365,741	\$ 343,817	\$ 318,645	\$ 292,934	\$ 262,281	\$ 314,511	\$ 69,966	\$ -	\$ -	\$ -	\$ -
		\$ 3,099,660	\$ 3,258,842	\$ 3,684,635	\$ 4,383,145	\$ 5,637,929	\$ 5,668,817	\$ 5,729,645	\$ 5,793,934	\$ 5,855,281	\$ 3,433,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,572,958	\$ 1,498,075	\$ 1,428,001	\$ 1,367,971	\$ 1,302,672	\$ 1,223,448	\$ 1,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
		\$ 8,572,958	\$ 8,748,075	\$ 9,178,001	\$ 9,867,971	\$ 10,153,591	\$ 10,173,448	\$ 8,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,402	\$ 138,708	\$ 135,019	\$ 130,244	\$ 124,312	\$ 117,140	\$ 108,832	\$ 100,290	\$ 90,003	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,374	\$ 1,758,184	\$ 1,780,406	\$ 1,801,957	\$ 1,823,128	\$ 1,843,852	\$ 1,863,970	\$ 1,884,390	\$ 1,903,611	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,714	\$ 209,374	\$ 203,548	\$ 196,109	\$ 186,944	\$ 175,927	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,005	\$ 1,326,254	\$ 1,338,298	\$ 1,349,014	\$ 1,358,542	\$ 1,366,764	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,738	\$ 102,590	\$ 99,716	\$ 96,054	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -	\$ -
		\$ 544,454	\$ 549,342	\$ 553,616	\$ 557,216	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 2,795,768	\$ 2,617,612	\$ 2,456,529	\$ 2,323,483	\$ 2,201,050	\$ 2,056,472	\$ 1,817,672	\$ 1,417,715	\$ 1,043,580	\$ 622,298	\$ 226,257	\$ -	\$ -	\$ -	
		\$ 23,893,291	\$ 24,400,695	\$ 25,428,140	\$ 26,986,636	\$ 28,215,870	\$ 28,418,461	\$ 25,304,197	\$ 17,008,109	\$ 16,892,849	\$ 12,956,779	\$ 9,621,101	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,569	\$ 290,696	\$ 282,750	\$ 272,551	\$ 259,944	\$ 244,754	\$ 227,210	\$ 209,200	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -	\$ -
		\$ 2,550,117	\$ 2,580,300	\$ 2,608,988	\$ 2,636,007	\$ 2,661,719	\$ 2,685,968	\$ 2,708,612	\$ 2,731,549	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,126	\$ 56,997	\$ 55,460	\$ 53,479	\$ 51,025	\$ 48,062	\$ 44,636	\$ 41,115	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -	\$ -
		\$ 607,771	\$ 615,437	\$ 622,835	\$ 629,932	\$ 636,824	\$ 643,480	\$ 649,856	\$ 656,322	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,192,058	\$ 8,328,396	\$ 8,464,661	\$ 8,601,914	\$ 8,739,167	\$ 8,876,420	
		\$ 354,695	\$ 347,693	\$ 338,210	\$ 326,031	\$ 310,969	\$ 292,816	\$ 271,845	\$ 250,315	\$ 166,207	\$ 90,728	\$ 29,146	\$ -	\$ -	\$ -	
		\$ 7,555,053	\$ 7,663,257	\$ 7,770,822	\$ 7,877,562	\$ 7,984,932	\$ 8,092,794	\$ 8,200,227	\$ 8,309,526	\$ 8,358,265	\$ 8,419,124	\$ 8,493,807	\$ 8,569,161	\$ 8,646,167	\$ 8,722,420	
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	\$ 69,481,380	\$ 62,850,876	\$ 60,570,700	\$ 59,338,396	\$ -	\$ -	
		\$ 18,535,551	\$ 16,786,775	\$ 15,000,194	\$ 13,215,319	\$ 11,434,386	\$ 9,660,717	\$ 7,875,808	\$ 5,977,265	\$ 4,115,040	\$ 2,286,308	\$ 749,221	\$ 6,861	\$ -	\$ -	
		\$ 89,113,582	\$ 88,910,052	\$ 88,041,629	\$ 87,437,804	\$ 89,376,419	\$ 87,683,717	\$ 83,363,466	\$ 72,915,340	\$ 73,596,420	\$ 65,137,184	\$ 61,319,921	\$ 59,345,257	\$ -	\$ -	

Prop. K Related Cashflow (since 7/1/22)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	\$ -
	\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	\$ -

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

Attachment 2: Prop L Strategic Plan Baseline Amendment Sources and Uses (6.20.24)

SOURCES	(YOES)
Sales Tax Revenue	\$4,674.6 M
Investment Income	\$4.4 M
Long Term Bond Proceeds	\$773.0 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M
TOTAL	\$5,578.9 M

USES	(YOES)
Funds Available for Projects	\$3,024.1 M
Long Term Bond Principal	\$981.3 M
Financing Costs	\$680.2 M
Capital Reserve	\$468.5 M
Program Administration and Operating Costs	\$304.6 M
Loans - Yerba Buena Island Capital Projects	\$120.2 M
TOTAL	\$5,578.9 M