



Memorandum

AGENDA ITEM 5

DATE: October 22, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/9/2021 Board Meeting: Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt the 2021 Prop K Strategic Plan • Amend 11 5-Year Prioritization Programs (5YPPs) <p>SUMMARY</p> <p>The Prop K Strategic Plan is the 30-year financial plan for the sales tax. We typically update the plan every 5 years along with updates to the 5YPPs that establish the next 5 years of projects to be funded. We are in the middle of the 2019 5YPP period covering Fiscal Years (FYs) 2019/20-2023/24. This mid-cycle 2021 Strategic Plan update was triggered by the COVID-19 pandemic that has hit San Francisco’s sales tax revenues particularly hard. It helps ensure that we can meet our existing financial obligations and support new allocations as we lower revenues by 3.9% or \$129 million through the end of the plan period (FY 2033/34), with revenues down the most in the near term. We are pleased that despite lower revenues we can maintain current programming levels across all categories through FY 2024/25. We worked with project sponsors to revise reimbursement schedules to reflect current project delivery schedules, resulting in less debt and lower financing costs. We are also releasing the capital reserve from the past 3 years. The net impact is a reduction of only \$20 million for projects over the plan period. We are not proposing updates to Strategic Plan Policies, nor did we conduct a wholesale call for projects as we would for a full 5YPP update. We are, however, recommending a targeted set of programming updates to fund several new projects, increase funds for several existing projects, and advance funds for paratransit, Downtown Rail Extension, and new traffic signals. Related 5YPP amendments are summarized in Attachment 2 and detailed in Enclosure 2.</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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BACKGROUND

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K.

We last updated the Prop K Strategic Plan in fall 2018. Since that time, the COVID-19 pandemic has significantly impacted San Francisco's sales tax receipts. In FY 2018/19 (the last full year before the pandemic), Prop K sales tax receipts totaled approximately \$115.7 million. Sales tax revenues for FY 2019/20 (stay at home orders issued in March 2020) and FY 2020/21 (first full FY of the pandemic) dropped to \$99.3 million and \$86.5 million respectively, about a 25% drop since FY 2018/19.

DISCUSSION

Given reductions in Prop K sales tax revenues due to the global health pandemic, we initiated a mid-cycle update to the Prop K Strategic Plan to ensure there are sufficient funds to cover existing debt and grant obligations and to be confident that we can support future allocations. This update also allows us to ensure we have a bridge in funding for programmatic categories that are running out of funds in the next few years such as Paratransit and Traffic Calming, as we seek to reauthorize the sales tax in 2022. Reauthorization would continue the existing local sales tax for transportation for another 30 years and replenish funds available for ongoing programs, as well as add new types of projects that could be funded with the sales tax.

The 2021 Strategic Plan includes a true-up of actual revenues, expenditures, and financing costs for FYs 2018/19 - 2020/21 since the 2019 Strategic Plan was completed. The update also incorporates revised cash flow reimbursement schedules for many existing allocations and programmed, but unallocated funds to reflect delayed project delivery and/or



reimbursement schedules, which cumulatively push out or delay Strategic Plan expenditures. The update also includes the addition of loans to cover cash flows for the Yerba Buena Island Southgate Road Realignment and West Side Bridges Seismic Retrofit projects totaling \$164.5 million while we await reimbursements from federal and state grants and the Treasure Island Development Authority (TIDA), on whose behalf we are leading these projects. We will recoup the full cost of the loans from TIDA including associated financing costs and interest earnings to keep the Prop K program whole.

We are pleased to be able to announce that despite lower projected revenues, the total funds available to projects is very similar to the amount in the 2019 Strategic Plan (\$2.52 billion vs. \$2.54 billion or about \$20 million less). This is mainly the result of lower finance costs and releasing the capital reserve for FYs 2018/19 through 2020/21. This allowed us to maintain current programming levels across all categories through FY 2024/25 ensuring bridge funding for ongoing programs. While we are targeting the June 2022 election for sales tax reauthorization, we wanted to ensure bridge funding through 2024 in case the ballot measure is delayed or doesn't achieve the required 2/3 voter approval the first time.

As part of the proposed 2021 Strategic Plan, we are also recommending a targeted set of programming updates to reflect updated priorities, and to position projects for discretionary funding.

Below are additional highlights of what is included in the proposed 2021 Strategic Plan.

Lower Sales Tax Revenue Projections. To assist with development of our revenue forecasts, we contracted with MuniServices, economic consultants with expertise in sales taxes. The revised sales tax projections shown take into consideration several factors including but not limited to employment, disposable income, tourism and visitor expenditures, and inflation. As shown in the 30-Year Revenue Projections (Year of Expenditures or YOEs) chart in Attachment 1 (slide 8), we estimate sales tax revenue to be about 3.9% or \$128.8 million lower over the 30-year Expenditure Plan period, for a total of \$3.17 billion versus the \$3.30 billion in the 2019 Strategic Plan. The revised revenue projections reflect a return to pre-pandemic annual revenues of \$115 million in FY 2023/24.

Delayed Project Reimbursement Schedules. When the Board allocates sales tax funds to a project, the approval action includes a cash flow reimbursement schedule for the project based on the proposed project schedule. This is one of the key tools we have for minimizing financing costs and maximizing funds available for projects. As part of the 2021 Strategic Plan development, we have worked closely with project sponsors to update cash reimbursement schedules based on updated project delivery schedules for both existing grants and for projects with programmed but unallocated funds. This has resulted in lower anticipated debt needs and associated finance costs for the overall Prop K program which helps mitigate the impacts of lower sales tax revenues on projects.

Less Debt and Lower Financing Costs. The Strategic Plan provides the first cut at what the program's debt needs could be if project sponsors requested allocation of funds, and delivered projects and requested reimbursement at the schedules anticipated in the Strategic Plan and 5YPPs. In general, sponsors are more optimistic or aggressive in the cash need assumptions than we see in reality (see Attachment 1, slides 10-11). In the 2021 Strategic



Plan, we estimate a total long-term debt need of \$620 million, including the \$248 million revenue bond issued in 2017. This compares to the \$719 million in debt anticipated in the 2019 Strategic Plan. Similarly, estimated financing costs are down to \$274 million, which is \$48 million less than the \$322 million anticipated in the 2019 Strategic Plan. This reduction is primarily the result of project sponsors being slower to request allocations and reimbursements, and proactive cash and debt management by Transportation Authority staff.

It is important to note that the Strategic Plan uses conservative assumptions for financing cost to ensure we have sufficient funds to cover project needs and debt service costs. Based on 30-years of experience administering the sales tax, we expect actual financing costs to be significantly lower than what's shown in the 2021 update.

5YPP Amendments. As summarized in Attachment 2 and detailed in Enclosure 2, the 2021 Strategic Plan and associated amendments to 11 5YPPs include updates to the programming and reimbursement schedules for existing projects in the current 5YPP period (FYs 2019/20 - 2023/24). We have also proposed a minor, targeted programming refresh to reflect current project priorities and to position projects for discretionary funding, as follows:

- **Added New Projects.** We are recommending 5YPP amendments to add several new projects with funds deobligated from projects completed under budget, or funds reprogrammed from other projects. New projects include Muni Communication Based Train Control (\$18,850,785), Mission Geneva Pavement Renovation (\$1,093,827), Junipero Serra Blvd Pavement Renovation (\$4,397,129), BART Tunnel Waterproofing M-Line Project (\$1,269,471), Candlestick Active Mobility & Transit Crossing (\$1,260,728), and Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) (\$3,527,710).

In addition, we are recommending reprogramming about \$23 million from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to 5 Fulton Transit Improvements (\$1,950,000), 14 Downtown Mission Transit Improvements (\$12,554,233), 30 Stockton Transit Improvements (\$2,495,767), and Muni Forward (\$3,184,360) and transit enhancements (\$2.75 million) placeholders. The proposed amendment would leave \$10 million in Prop K funds programmed for the Geary Boulevard Improvement Project for a side-running alignment, which has a significantly lower cost than the center-running project alignment (see separate agenda item).

For more detail on scope, schedule, budget, cost and funding for new projects, see project information forms in Enclosure 1.

- **Increased Funding for Existing Projects.** Our recommendation includes increasing the amount of Prop K funds on the following projects in the amounts shown: Application-Based Traffic Calming Program (\$898,360), Muni Metro East Expansion (\$4,240,948), Muni Vehicle Mid-Life Overhauls (\$12,309,576), Paratransit (\$9,320,970), BART Accessibility Improvement Program (\$400,000), BART Elevator Renovation Program (\$500,000), Sunset Boulevard Pavement Renovation (\$100,000), and Traffic Signal Upgrade Contract 35 (\$5,345,910).



- **Advanced Funds to Meet Time Sensitive Funding Needs.** There are three projects for which we recommend advancing funds from the outyears of the Prop K program to the near term. These include:
 - **Paratransit operations** to advance funds to FYs 2022/23 - 2024/25 to increase programming from \$10.1 million to \$13.3 million during these years to provide near-term funding stability for the program;
 - **Downtown Rail Extension** to advance funds to FYs 2021/22 - 2023/24 to make \$19.5M available to support time sensitive project development activities while the project seeks entry into the Federal Transit Administration's Capital Investment Grant program; and
 - **New Signals Contract 66** to advance funds to FY 2022/23 to make \$3.45 million available to fully fund the construction phase of the project which was relying on Transportation Network Company (TNC) tax revenues which have been also hit hard by the pandemic and are unlikely to be available for this project when needed.

FINANCIAL IMPACT

The Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Adoption of the 2021 Strategic Plan and associated 5YPP amendments will program funds to specific projects by fiscal year. There is no impact of the recommended action on the agency's adopted FY 2021/22 budget since actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

The CAC will consider this item at its October 27, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - 2021 Strategic Plan Presentation
- Attachment 2 - Summary of Changes by Expenditure Plan Line item
- Attachment 3 - Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- Attachment 4 - Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- Enclosure 1 - Proposed 5YPP Amendments and Project Information Forms
- Enclosure 2 - Strategic Plan Policies

2021 Prop K Strategic Plan Update



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Agenda Item 5
October 27, 2021

Prop K Expenditure Plan

What does it do?

- Identifies eligible project types
- Identifies eligible project sponsors
- Sets maximum amount of sales tax funding for each program/project
- Allows for financing
- Establishes other administration requirements

In 2003, nearly 75% of SF votes approved the Prop K Expenditure Plan and extended the existing half-cent sales tax to fund the plan investments.



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Prop K Expenditure Plan

Other administration requirements include:

- Development of a Strategic Plan, a 30-year financial plan for the sales tax
- Prioritization process for programmatic categories to identify projects to fund (i.e. 5-Year Prioritization Programs or 5YPPS)



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Prop K Strategic Plan

The Strategic Plan is the primary tool that guides the implementation of 30-year Expenditure Plan

Specifically, the Strategic Plan

- Establishes policies for administration of program
- Forecasts sales tax revenue over 30 years
- Assigns Prop K funds to programs and projects by fiscal year
- Forecasts expenditures by fiscal year
- Estimates financing needs

It is typically updated every 5 years along with 5YPP updates



2021 Strategic Plan Mid-Cycle Update

Why Now?

- ✓ Respond to the COVID-19 pandemic and its impacts to sales tax revenue
- ✓ Bridge to reauthorization for programs running out of funds
- ✓ Minor, targeted programming refresh to reflect current project priorities and to position projects for discretionary funding



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2021 Strategic Plan Update

This is not a full update, but a targeted effort to:

- Update our sales tax revenue projections
- “True-up” of revenues, expenditures, and financing costs based on actuals for FYs 2018/19 - 2020/21
- Update cash reimbursement schedules based on updated project delivery schedules, etc.
- Update programming for current priorities
- *Does not include: changes to Strategic Plan policies or full 5YPP updates*



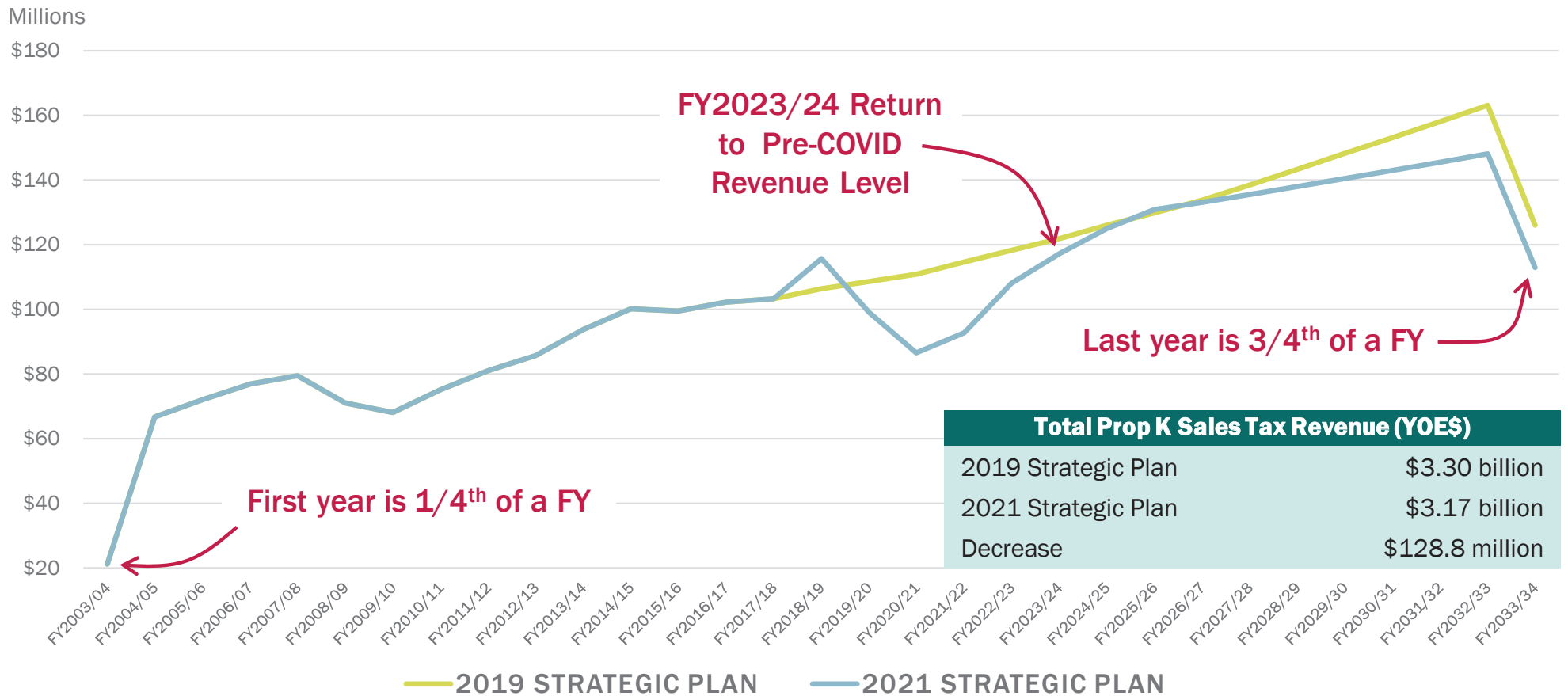
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30-Year Revenue Projections (YOESs)



ITEM	2019 STRATEGIC PLAN	2021 STRATEGIC PLAN
Total Sales Tax Revenues	\$3.3B	\$3.17B
Difference (\$) from 2019 Strategic Plan	-	-\$128.8M
Difference (%) from 2019 Strategic Plan	-	-3.9%
Current 5-Year Period (19/20-23/24) Revenues	\$575M	\$504M
Difference (\$) from 2019 Strategic Plan	-	-\$71M
Difference (%) from 2019 Strategic Plan	-	-12.3%
Average Growth Rate (03/04 - 33/34)	3.3%	3.1%
Return to FY18/19 Level (~\$115M)	-	FY2023/24

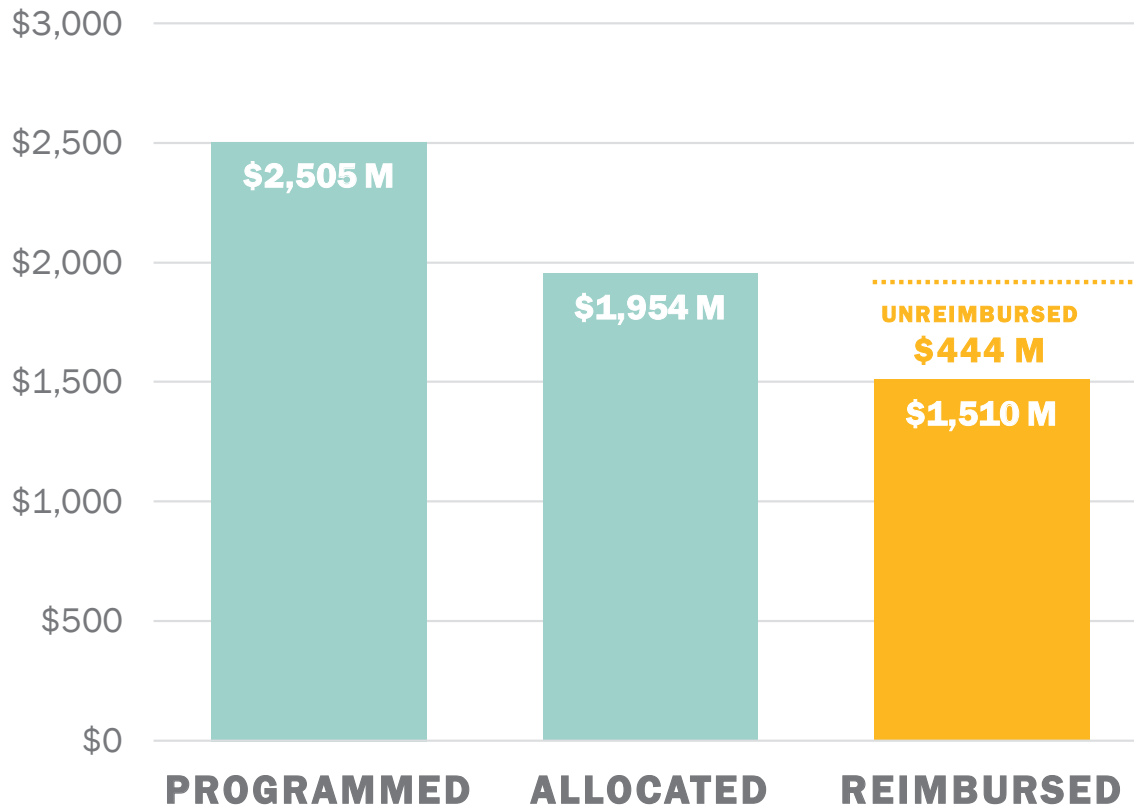
30-Year Revenue Projections (YOESs)



Prop K Capital Program Overview



Millions (Year of Expenditure \$'s)



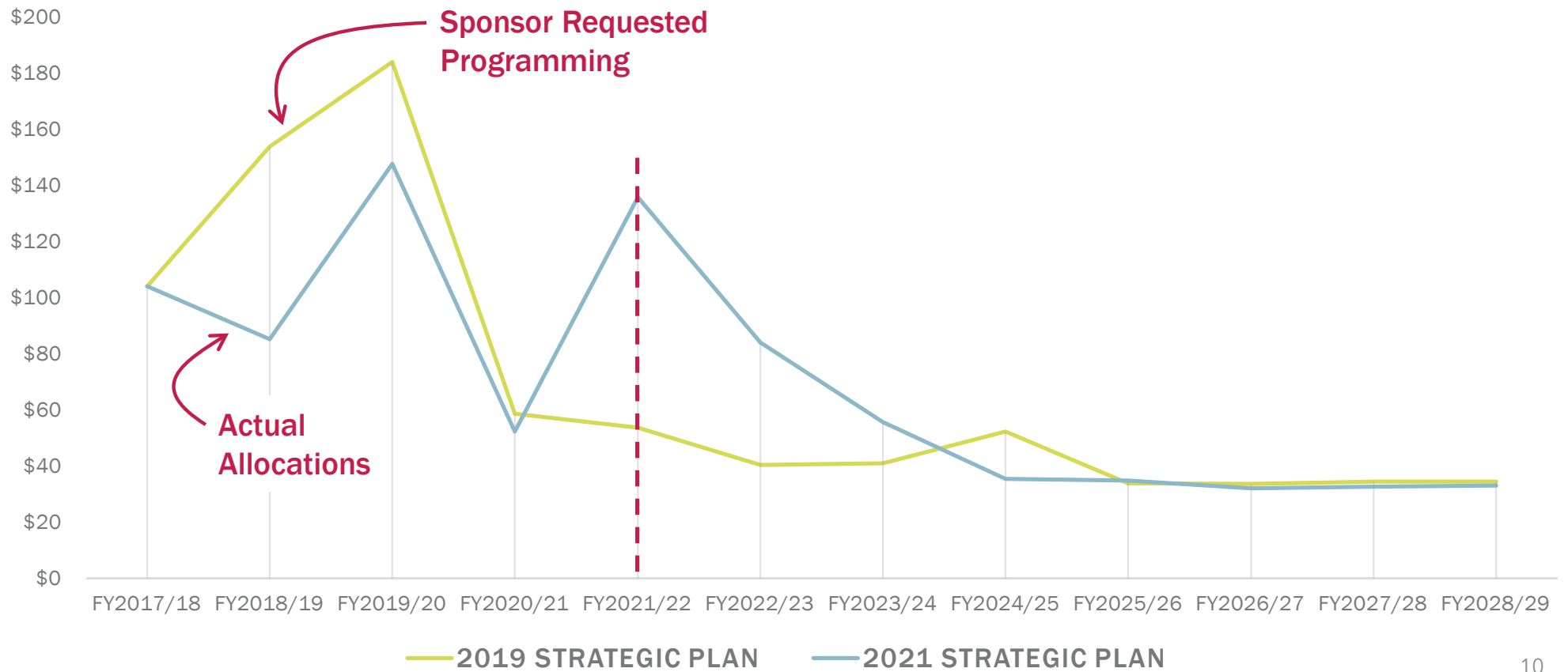
ABOUT 83% OF THE \$444 MILLION NOT YET REIMBURSED IS DUE TO THE FOLLOWING TYPES OF PROJECTS:

- Muni Light Rail Vehicles (\$175M)
- Muni Guideways (\$31M)
- Muni Motor Coaches and Trolleybuses (\$27M)
- Caltrain State of Good Repair (\$22M)
- Muni Vehicle Rehabs/Overhauls (\$21M)
- Traffic Calming (\$21M)
- Bicycle (\$20M)
- Bus Rapid Transit (\$18M)
- Muni Facilities Improvements (\$16M)
- Signals (\$15M)

Programming and Allocations



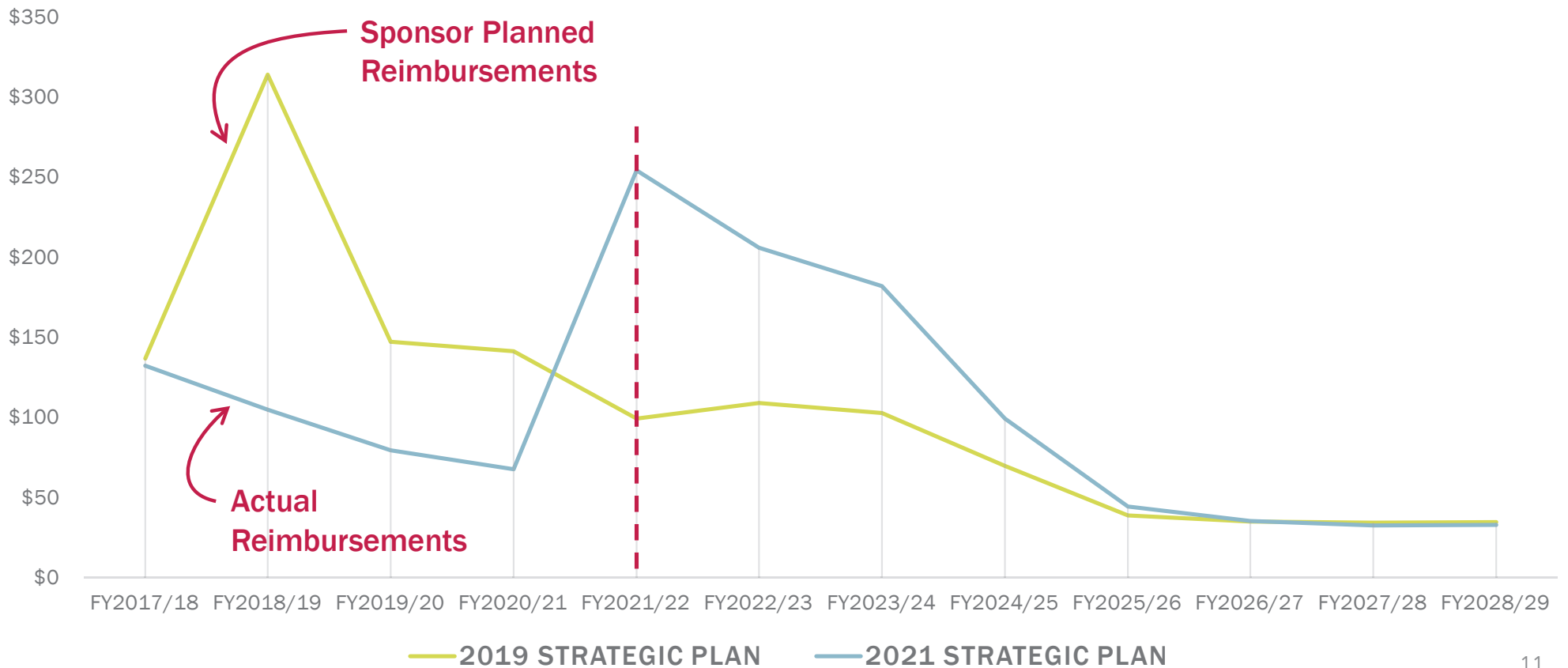
Millions (Year of Expenditure \$'s)



Planned vs. Actual Reimbursements



Millions (Year of Expenditure \$'s)



Strategic Plan Debt Assumptions (in millions YOESs)



The Strategic Plan takes a conservative approach towards debt to ensure funds are there if needed. Based on historic trends, actual debt needs will be much lower than shown.

CATEGORIES	2005 SP	2009 SP UPDATE	2014 SP UPDATE	2019 SP UPDATE	2021 SP UPDATE
Total estimated bond principle over 30-year plan period	\$1,025	\$843	\$676	\$719 ¹	\$620 ¹
Total estimated financing costs ²	\$758	\$859	\$296	\$322	\$274

1 Includes 2017 sales tax revenue bond for \$248 million in principle and assumes one or more bonds in the future

2 Includes short term (revolving credit agreement) and long term (bond) interest costs, and \$82.3 million in financing costs

30-Year Revenues and Expenditures Comparison



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REVENUES (IN MILLIONS YOES)	2021 STRATEGIC PLAN	2019 STRATEGIC PLAN	CHANGE
Sales Tax Revenue	3,169.9	3,298.7	(128.8)
Investment Income	53.9	45.7	8.3
Exchanges & Loans	184.1	19.6	164.5
Long Term Bond Proceeds	620.1	718.6	(98.5)
TOTAL	4,028.0	4,082.5	(54.5)

EXPENDITURES (IN MILLIONS YOES)	2021 STRATEGIC PLAN	2019 STRATEGIC PLAN	CHANGE
Planning, Programming, Project Delivery Oversight, & Admin	188.2	194.4	(6.2)
Exchanges & Loans	183.5	19.0	164.5
Funds Available for Projects	2,519.8	2,540.3	(20.5)
Financing Costs	274.1	322.2	(48.2)
Capital Reserve	242.3	288.0	(45.6)
Long Term Bond Debt Service	620.1	718.6	(98.5)
TOTAL	4,028.0	4,082.5	(54.5)

Note: Amounts may change slightly as we finalize the draft 2021 Strategic Plan.

Programming Highlights

Increased funding

- Application-Based Traffic Calming Program
- BART Priorities
- Muni Metro East Expansion
- Muni Vehicle Mid-life Overhauls
- Paratransit

Advanced funds

- Downtown Rail Extension
- New Signals Contract 66



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New Programming Highlights

Added new projects

- Candlestick Active Mobility & Transit Crossing
- Mission Geneva Pavement Renovation
- Muni Communications Based Train Control
- Muni Forward projects (5 Fulton, 30 Stockton, 14 Downtown Mission)
- West Side Rail Planning



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Thank you



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2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
1	Bus Rapid Transit/Muni Metro Network	<p>5YPP Amendment to reprogram \$20.1M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) and \$93,049 in deobligated funds from projects completed under budget, to four MuniForward projects in FY2021/22: 5-Fulton Transit Improvements, 14-Downtown Mission Transit Improvements, 30-Stockton Transit Improvements, and a MuniForward Placeholder.</p> <p>The proposed amendment would leave \$10M in Prop K funds programmed for the Geary Boulevard Improvement Project. The SFMTA is requesting to update the scope of the project to a side-running alignment, which has a lower cost than the center-running BRT alignment. The reduction in Prop K funds is commensurate with the reduced project cost.</p> <p>See enclosed Project Information Forms for details.</p>	FY2021/22	FY2022/23
2	Third Street Light Rail (Phase 1)		FY2023/24	FY2023/24
3	Central Subway (Third Street Light Rail Phase 2)		FY2018/19	FY2018/19
4	Geary Light Rail		Priority 3 Funds Only	Priority 3 Funds Only
5	Downtown Extension to a Rebuilt Transbay Terminal	<p>Advancing funds from the outyears to FY2021/22 - 2023/24 to make \$19.5M available to support time sensitive project development activities. Includes \$16.7M for Downtown Extension while the project seeks entry into the FTA Capital Investment Grant program, \$500,000 for 4th/King Street Station Railyards planning and oversight, and \$2.5M in planning funds for Pennsylvania Avenue Extension.</p>	2033/34	FY2023/24
6	Electrification		FY2016/17	FY2016/17
7	Capital Improvement Program		FY2020/21	FY2021/22
8	BART Station Access, Safety and Capacity	<p>5YPP Amendment to reprogram \$400,000 from BART Station Wayfinding to the construction phase of the BART Accessibility Improvement Program in FY2021/22, increasing Prop K funds to \$1.1M for construction and allowing BART to increase the scope of the project. See enclosed Project Information Form for details.</p> <p>BART Station Wayfinding work in San Francisco includes wayfinding signage at the Glen Park station, which was listed on the National Register of Historic Places in 2019. BART anticipates additional time will be needed to implement wayfinding work at the station to comply with potential National Register requirements.</p>	FY2028/29	FY2027/28
9	Ferry		FY2027/28	FY2023/24

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
10	Extension of Honeybus Lines/Motor Coach		FY2032/33	FY2031/32
11	F-Line Extension to Fort Mason		FY2032/33	FY2031/32
12	Purchase/Rehab Historic Street Cars		FY2031/32	FY2029/30
13	Balboa Park BART/MUNI Station Access		FY2030/31	FY2029/30
14	Relocation of Paul St to Oakdale-Caltrain Station		FY2032/33	FY2031/32
15	Purchase Additional Light Rail Vehicles		FY2019/20	FY2019/20
16	Other Transit Enhancements	<p>5YPP Amendment to reprogram a total of \$3,527,710, including \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, and \$1,778,352 from Muni Subway Expansion (19th Ave M-line) programming, to Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) in Fiscal Years 2021/22 and 2022/23.</p> <p>5YPP Amendment to reprogram \$2.75M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements Placeholder in FY2022/23.</p> <p>5YPP Amendment to reprogram \$500,000 from the Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22, increasing Prop K funds to \$1.29M total for construction (including funds programmed in the BART Facility category) and allowing BART to increase the scope of the project.</p> <p>The Market St. /Balboa Park New Elevator Master Plan is going to be a joint study of SFMTA and BART. SFMTA is not able to advance the study at this time due to agency financial constraints, and BART is requesting to reprogram the Prop K funds to shovel-ready elevator renovations.</p> <p>See enclosed Project Information Forms for details.</p>	FY2021/22	FY2021/22
17B	New and Renovated Vehicles BART		FY2032/33	FY2031/32
17M	New and Renovated Vehicles MUNI	<p>5YPP Amendment to reprogram \$12,309,576 in funds deobligated from projects completed under budget to the Mid-Life Overhauls Placeholder, increasing placeholder funds from \$2,035,607 to \$14,345,183 in FY2021/22. See enclosed Project Information Form for details.</p>	FY2020/21	FY2022/23

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
17P	New and Renovated Vehicles Caltrain		FY2020/21	FY2021/22
17U	New and Renovated Vehicles Discretionary		FY2019/20	FY2019/20
18	Trolleybus wheelchair-lift O&M		Completed	Completed
19	F-Line O&M		Completed	Completed
20B	Rehab/Upgrades Existing facilities-BART		FY2032/33	FY2030/31
20M	Rehab/Upgrades Existing facilities-MUNI	5YPP Amendment to reprogram \$4,240,948 in funds deobligated from projects completed under budget to the Muni Metro East Expansion project, increasing the Prop K funds from from \$2,800,000 to \$7,040,948 in FYs 2021/22 and 2022/23. See enclosed Project Information Form for details.	FY2022/23	FY2022/23
20P	Rehab/Upgrades Existing facilities-Caltrain		FY2020/21	FY2021/22
20U	Rehab/Upgrades Existing facilities-Discretionary		FY2032/33	FY2031/32
21	Muni MMX O&M		Completed	Completed
22B	Guideways-BART	5YPP Amendment to reprogram a total of \$1,269,471, including \$1.2M in funds from Traction Power Substation Replacement construction and \$69,471 in funds deobligated from projects completed under budget, to the Tunnel Waterproofing M Line project in FY2021/22. See enclosed Project Information Form for details. The Traction Power Substation Replacement project would retain \$1.5M in Prop K funds for design in FY2021/22. The construction phase will be funded by non-Prop K sources.	FY2032/33	FY2031/32
22M	Guideways-MUNI	5YPP Amendment to reprogram a total of \$18,850,785, including \$6,452,901 in deobligated funds from projects completed under budget and \$12,397,884 from multiple project placeholders to the planning phase of Communications Based Train Control in FY2021/22. See enclosed Project Information Form for details. Some of the projects for which these placeholder funds were intended were done in-house with non-Prop K funds. Also, priority was reduced for several traction power projects, and SFMTA has not identified new cable car infrastructure projects to advance with these funds.	FY2031/32	FY2030/31

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
22P	Guideways-Caltrain		FY2021/22	FY2021/22
22U	Guideways-Discretionary		FY2031/32	FY2030/31
23	Paratransit	Reprogram \$6,372,336 in deobligated funds and advance \$2,948,634 from outyears to FYs 2022/23 - 2024/25 to increase programming from \$10.1M to \$13.3M for the next three fiscal years to provide near-term funding stability for the paratransit program.	FY2025/26	FY2024/25
24	Golden Gate Bridge South Access (Doyle Drive)		FY2017/18	FY2017/18
25	Bernal Heights Street System Upgrading		Completed	Completed
26	Great Highway Erosion Repair	Reprogram \$1,339,769 from projects completed under budget to the Great Highway Roadway Improvements placeholder in FY2025/26. See enclosed Project Information Form for details.	FY2019/20	FY2025/26
27	Visitacion Valley Watershed	5YPP Amendment to reprogram \$1,260,728 in deobligated funds from the Geneva-Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, to the Candlestick Active Mobility & Transit Crossing project. See enclosed Project Information Form for details.	FY2032/33	FY2031/32
28	Illinois Street Bridge		Completed	Completed
29	Golden Gate Park/SR1Traffic Study		Completed	Completed
30	Other Upgrades to Major Arterials		FY2020/21	FY2021/22
31	New Signals and Signs	Advancing funds to FY2022/23 to make an additional \$3.45M available to fully fund New Signal Contract 66 construction. This would increase programming to \$6.75M and fill a gap in the funding plan due to lower than anticipated TNC Tax revenues. See enclosed Project Information Form for details.	FY2032/33	FY2028/29
32	Advanced Technology and Information Systems (SFgo)		FY2032/33	FY2031/32

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
33	Signals and Signs	<p>5YPP Amendment to reprogram a total of \$5,345,910, including \$997,819 in funds deobligated from projects completed under budget and reprogram a total of \$4,348,09 from multiple project placeholders (see below) to the Traffic Signal Upgrade Contract 35, increasing the Prop K funds from \$1,758,000 to \$7,103,910. See enclosed Project Information Form for details.</p> <p>The funds will be reprogrammed from the following project placeholders: Traffic Signal Conduits (City Coordination Opportunities) in FYs 2020/21 and 2021/22 which did not advance as anticipated due to limited coordination opportunities with repaving projects; Traffic Sign Replacement in FYs 2020/21 and 2021/22 which are delayed due to the COVID-19 pandemic; and 3rd Street Traffic Detection Phase 3 and a portion of the Contract 36 construction funds, both of which will be funded by non-Prop K sources.</p>	FY2032/33	FY2031/32
34	Street Resurfacing, Rehabilitation, and Maintenance	<p>5YPP amendment as follows:</p> <ul style="list-style-type: none"> -add Junipero Serra Blvd Pavement Renovation with \$4,397,129 for construction in FY2021/22. Funding available from \$1,397,129 in funds reprogrammed from 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation which cost less than anticipated, \$2,927,331 reprogrammed from Claremont, Juanita, and Yerba Buena Pavement Renovation which will proceed in Spring 2022 with non-Prop K sources (e.g. gas tax or general obligation bond funds), and \$72,669 from McAllister St, 20th St, and 24th St Pavement (see below) -add Mission St and Geneva Ave Improvement Project and reprogram \$1,093,827 in funds deobligated from projects completed under budget to the project's construction phase in FY2021/22 -delay Sunset Blvd Pavement Renovation from FY2021/22 to FY2022/23 and slightly increase funding from \$3M to \$3.1M with \$100,000 reprogrammed from McAllister, 20th St, and 24th St Pavement Renovation -delay McAllister St, 20th St, and 24th St Pavement Renovation from FY 2022/23 to 2023/24 and slightly reduce funding to \$2,927,331 (a decrease of \$172,669). Project remains fully funded. <p>See enclosed Project Information Forms for details.</p>	FY2029/30	FY2028/29
35	Street Repair and Cleaning Equipment		FY2032/33	FY2031/32
36	Embarcadero Roadway Incremental O&M		Completed	Completed
37	Pedestrian and Bicycle Facility Maintenance		FY2032/33	FY2030/31

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
38	Traffic Calming	5YPP Amendment to reprogram \$898,360 in funds deobligated from projects completed under budget to the Application Based Traffic Calming Program, increasing the Prop K funds from from \$1,200,000 to \$2,098,360 in FY2022/23 to meet increased demands on the program. See enclosed Project Information Form for details.	FY2025/26	<i>FY2023/24</i>
39	Bicycle Circulation and Safety		FY2025/26	<i>FY2023/24</i>
40	Pedestrian Circulation and Safety		FY2027/28	<i>FY2026/27</i>
41	Curb Ramps		FY2032/33	<i>FY2031/32</i>
42	Tree Planting and Maintenance		FY2032/33	<i>FY2031/32</i>
43	Transportation Demand Management / Parking Management		FY2028/29	<i>FY2027/28</i>
44	Transportation/Land Use Coordination		FY2027/28	<i>FY2025/26</i>

¹ Updates to programming and cash flow schedules resulting in slower reimbursement are not reflected here.

² 2021 Strategic Plan Update has resulted in eliminating the last year(s) of funding for certain categories due to the impacts of lower revenues over the 30-year plan period.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19				
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Vehicles	\$ 588,942,877	10.15%	Programming	\$ 528,141,510	\$ -	\$ 30,169,154	\$ 2,947,402	\$ 5,103,771	\$ 5,831,665	\$ 6,034,000	\$ 8,318,630	\$ 1,313,458	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 14,766,903	\$ 221,454			
			Finance Costs	\$ 59,757,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ 587,898,822	\$ -	\$ 30,169,154	\$ 2,947,402	\$ 5,103,771	\$ 5,831,665	\$ 6,034,000	\$ 8,318,630	\$ 1,313,458	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 14,766,903	\$ 221,454			
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,959,648	3.72%	Programming	\$ 1,840,374	\$ -	\$ -	\$ 383,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000		
				Finance Costs	\$ 72,889	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,913,264	\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,140	9.84%	Programming	\$ 69,161,046	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214	\$ 7,514,655	\$ 201,654		
				Finance Costs	\$ 7,777,872	\$ -	\$ -	\$ -	\$ -	\$ 42,992	\$ 19,368	\$ 14,470	\$ 29,299	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,744	\$ 2,744	\$ 10,721	\$ 31,213		
				Total	\$ 76,938,918	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214	\$ 7,514,655	\$ 201,654		
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,574	12.49%	Programming	\$ 6,713,001	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ 11	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296	\$ 369,601	\$ 369,601		
				Finance Costs	\$ 1,007,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,720,226	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ 11	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296	\$ 369,601	\$ 369,601	
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 9,856,563	0.97%	Programming	\$ 9,535,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 99,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,637,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Facilities Subtotal	\$ 98,798,926	9.06%	Programming	\$ 87,250,411	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 7,884,256	\$ 7,884,256			
			Finance Costs	\$ 8,954,164	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,744	\$ 2,744	\$ 34,158	\$ 232,867			
			Total	\$ 96,204,575	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 535,704	\$ 640,910	\$ 551,159	\$ 12,313,542	\$ 15,361,970	\$ 2,826,908	\$ 26,273	\$ 3,708,090	\$ 4,018,278	\$ 3,838,095	\$ 8,332,008	\$ 2,556,668	\$ 8,117,123	\$ 8,117,123			
21	Muni MAX O&M	\$ 16,518,835	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Facilities	\$ 115,317,760	7.76%	Programming	\$ 104,031,411	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,742,981	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 7,884,256	\$ 7,884,256				
			Finance Costs	\$ 8,954,164	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,744	\$ 2,744	\$ 34,158	\$ 232,867			
			Total	\$ 112,985,575	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,032,704	\$ 3,791,910	\$ 2,865,159	\$ 12,313,542	\$ 15,361,970	\$ 2,826,908	\$ 26,273	\$ 3,708,090	\$ 4,018,278	\$ 3,838,095	\$ 8,332,008	\$ 2,556,668	\$ 8,117,123	\$ 8,117,123			
22B	Guideways-BART	\$ 7,189,971	1.34%	Programming	\$ 7,014,003	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ (12,500)	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	\$ -	\$ -	\$ (69,471)		
				Finance Costs	\$ 96,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,110,466	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ (12,500)	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	\$ -	\$ -	\$ (69,471)	
22M	Guideways-MUNI	\$ 286,160,855	3.59%	Programming	\$ 272,820,808	\$ -	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ (639,240)	\$ (4,774,698)	\$ -	\$ (563,431)	\$ 15,459,613	\$ 14,388,295	\$ 15,969,351			
				Finance Costs	\$ 10,270,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 283,090,956	\$ -	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ (639,240)	\$ (4,774,698)	\$ -	\$ (563,431)	\$ 15,459,613	\$ 14,388,295	\$ 15,969,351			
22P	Guideways-Caltrain	\$ 28,657,171	9.61%	Programming	\$ 25,136,242	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,153,737	\$ 1,398,240	\$ 1,358,704	\$ 1,076,631	\$ 857,383			
				Finance Costs	\$ 2,752,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 27,889,026	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,153,737	\$ 1,398,240	\$ 1,358,704	\$ 1,076,631	\$ 857,383			
22U	Guideways-Discretionary	\$ 35,744,428	4.16%	Programming	\$ 33,986,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ 1,485,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 35,471,783	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Guideways	\$ 357,752,426	4.08%	Programming	\$ 338,957,395	\$ -	\$ 5,668,626	\$ 2,119,340	\$ 3,731,904	\$ 5,403,354	\$ 5,482,751	\$ 81,779,680	\$ 4,004,349	\$ 23,209,615	\$ 2,583,522	\$ (2,961,370)	\$ 1,403,737	\$ 994,810	\$ 16,818,317	\$ 15,466,926	\$ 16,757,263				
			Finance Costs	\$ 14,604,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
			Total	\$ 353,562,331	\$ -	\$ 5,668,626	\$ 2,119,340	\$ 3,731,904	\$ 5,403,354	\$ 5,482,751	\$ 81,779,680	\$ 4,004,349	\$ 23,209,615	\$ 2,583,522	\$ (2,961,370)	\$ 1,403,737	\$ 994,810	\$ 16,818,317	\$ 15,470,345	\$ 16,791,658				
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,062,013,063	7.83%	Programming	\$ 971,130,316	\$ -	\$ 42,720,787	\$ 10,714,329	\$ 12,863,358	\$ 14,979,000	\$ 14,360,929	\$ 102,396,641	\$ 20,649,807	\$ 27,179,320	\$ 18,163,989	\$ 18,123,500	\$ 149,282,924	\$ 104,965,138	\$ 55,833,989	\$ 55,019,860	\$ 39,408,422				
			Finance Costs	\$ 83,316,312	\$ -	\$ -	\$ 1,304,947	\$ 899,438	\$ 658,490	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,744	\$ 34,158				
			Total	\$ 1,054,446,628	\$ -	\$ 42,720,787	\$ 10,714,329	\$ 12,866,379	\$ 15,026,929	\$ 15,065,929	\$ 14,381,909	\$ 102,411,852	\$ 20,674,787	\$ 27,209,290	\$ 18,174,262	\$ 18,131,591	\$ 149,290,169	\$ 104,967,883	\$ 55,836,735	\$ 55,057,437	\$ 39,897,337			
TOTAL TRANSIT	\$ 1,790,990,930	8.01%	Programming	\$ 1,630,035,175	\$ 4,742,132	\$ 139,686,501	\$ 39,061,679	\$ 37,235,332	\$ 72,657,233	\$ 26,128,926	\$ 150,212,728	\$ 42,890,966	\$ 85,120,735	\$ 45,099,145	\$ 50,733,238	\$ 209,366,426	\$ 128,015,218	\$ 92,878,203	\$ 62,445,666	\$ 57,856,744				
			Finance Costs	\$ 143,419,188	\$ -	\$ -	\$ 1,304,947	\$ 899,438	\$ 658,490	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,744	\$ 34,158				
			Total	\$ 1,773,454,363	\$ 4,742,132	\$ 139,686,501	\$ 40,366,626	\$ 38,134,770	\$ 73,315,723	\$ 26,585,324	\$ 150,332,951	\$ 165,433,683	\$ 165,433,683	\$ 110,150,706	\$ 55,									

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19				
STREETS AND TRAFFIC SAFETY																								
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 92,383,411	9.24%	Programming	\$ 69,094,362	\$ 2,832,840	\$ 1,977,839	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ -	\$ (991)	\$ -	\$ -	\$ -	\$ 20,400,000	\$ -	\$ 2,000,000	\$ -			
				Finance Costs	\$ 8,534,435	\$ -	\$ 458,997	\$ 16,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,547	\$ 220,439	\$ 105,619	\$ 91,969	\$ 92,068	\$ 94,224	\$ 122,209	\$ 354,145	\$ 864,110	\$ -	
				Total	\$ 77,628,797	\$ 2,832,840	\$ 2,436,836	\$ 16,575	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ 153,547	\$ 219,448	\$ 105,619	\$ 91,969	\$ 92,068	\$ 20,494,224	\$ 122,209	\$ 2,354,145	\$ 864,110	\$ -	\$ -	
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 2,367,908	1.65%	Programming	\$ 2,041,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,594	\$ 245,802	\$ (214)	\$ 70,012	\$ -	\$ 81,099		
				Finance Costs	\$ 39,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,080,716	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,594	\$ 245,802	\$ (214)	\$ 70,012	\$ -	\$ 81,099	
27	Walcanton Valley Watershed	\$ 17,496,858	0.68%	Programming	\$ 16,994,290	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 184,500	\$ 1,778,050	\$ -	\$ -	\$ -		
				Finance Costs	\$ 118,514	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 17,114,804	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 184,500	\$ 1,778,050	\$ -	\$ -	\$ -	\$ -	
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1 Traffic Study	\$ 233,291	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
30	Other Upgrades to Major Arterials	\$ 4,146,755	8.10%	Programming	\$ 3,562,192	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 182,521		
				Finance Costs	\$ 335,979	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 3,898,166	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 182,521	
Total New and Upgraded Streets	\$ 28,796,813	1.71%	Programming	\$ 27,150,691	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 392,867	\$ 200,000	\$ 49,594	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 263,620	\$ -			
			Finance Costs	\$ 493,979	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Total	\$ 27,644,270	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 392,867	\$ 200,000	\$ 49,594	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 263,620	\$ -	\$ -		
31	New Signals and Signs	\$ 42,109,105	4.36%	Programming	\$ 38,494,493	\$ -	\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,449,017	\$ 495,896	\$ 39,819	\$ 2,332,458	\$ 326,166	\$ 2,060,000	\$ 280,000	\$ 1,407,547	\$ 2,049,359	\$ 5,289,722	\$ 705,000			
				Finance Costs	\$ 1,836,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 40,330,673	\$ -	\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,449,882	\$ 495,896	\$ 39,819	\$ 2,332,458	\$ 326,166	\$ 2,060,000	\$ 280,000	\$ 1,407,547	\$ 2,049,359	\$ 5,289,722	\$ 705,000			
32	Advanced Technology and Information Systems (ATIS)	\$ 20,179,710	1.54%	Programming	\$ 19,739,875	\$ -	\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ -	\$ 5,509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 310,621	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 20,050,495	\$ -	\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ -	\$ 5,509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
33	Signals and Signs	\$ 102,531,589	1.35%	Programming	\$ 99,907,383	\$ -	\$ 2,343,676	\$ 8,636,568	\$ 274,956	\$ 4,391,291	\$ 583,307	\$ 239,921	\$ 391,405	\$ 1,028,717	\$ 3,916,651	\$ 444,550	\$ 251,252	\$ 8,474,277	\$ 3,886,176	\$ 10,298,081	\$ -			
				Finance Costs	\$ 1,387,285	\$ -	\$ -	\$ 34,984	\$ 37,422	\$ 23,589	\$ 5,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 101,294,668	\$ -	\$ 2,343,676	\$ 8,636,568	\$ 309,940	\$ 4,428,713	\$ 606,895	\$ 245,089	\$ 391,405	\$ 1,028,717	\$ 3,916,651	\$ 444,550	\$ 251,252	\$ 8,474,277	\$ 3,886,176	\$ 10,298,081	\$ -	\$ -		
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 137,991,888	8.86%	Programming	\$ 121,617,655	\$ -	\$ 10,946,649	\$ 12,630,000	\$ 3,250,000	\$ 13,488,709	\$ 2,880,000	\$ 2,496,953	\$ 1,703,167	\$ 2,259,537	\$ 4,485,000	\$ 4,540,463	\$ (1,678,365)	\$ 13,884,546	\$ 3,431,648	\$ 4,097,351	\$ 3,150,000			
				Finance Costs	\$ 12,229,008	\$ -	\$ -	\$ 480,962	\$ 771,912	\$ 546,583	\$ 288,815	\$ 184,777	\$ 316,027	\$ 261,442	\$ 106,313	\$ 90,337	\$ 76,218	\$ 25,478	\$ 24,078	\$ 64,762	\$ 163,361	\$ -		
				Total	\$ 133,846,663	\$ -	\$ 10,946,649	\$ 13,110,962	\$ 4,021,912	\$ 14,035,293	\$ 3,168,815	\$ 2,681,730	\$ 2,019,193	\$ 2,520,979	\$ 4,591,313	\$ 4,630,800	\$ (1,602,146)	\$ 13,910,024	\$ 3,455,726	\$ 4,162,013	\$ 3,313,361	\$ -		
35	Street Repair and Cleaning Equipment	\$ 26,595,224	0.94%	Programming	\$ 25,833,579	\$ -	\$ 1,033,625	\$ 535,166	\$ 664,504	\$ 608,592	\$ 670,000	\$ 699,000	\$ 606,915	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 1,499,408	\$ -	\$ 936,719			
				Finance Costs	\$ 250,049	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 26,083,628	\$ -	\$ 1,037,000	\$ 535,166	\$ 664,504	\$ 608,592	\$ 670,000	\$ 699,000	\$ 606,915	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 1,499,408	\$ -	\$ 936,719			
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,296,355	2.27%	Programming	\$ 18,890,641	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 539,120	\$ 554,710	\$ 619,799	\$ 586,960	\$ 599,307	\$ 625,000	\$ 458,793	\$ 664,334	\$ 687,494	\$ 711,397	\$ 586,957			
				Finance Costs	\$ 661,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,879	\$ 2,691	\$ 5,982	\$ 5,614	\$ 2,287	\$ 2,294	\$ 1,143	\$ 210	\$ -	\$ -	\$ -		
				Total	\$ 19,352,070	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 540,995	\$ 557,401	\$ 557,401	\$ 597,401	\$ 625,711	\$ 592,574	\$ 601,594	\$ 627,294	\$ 459,935	\$ 664,544	\$ 687,494	\$ 711,397	\$ 586,957	
38	Traffic Calming	\$ 70,920,598	8.23%	Programming	\$ 64,188,751	\$ -	\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	\$ 2,570,275			
				Finance Costs	\$ 5,838,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 70,027,672	\$ -	\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	\$ 2,570,275			
39	Bicycle Circulation and Safety	\$ 32,194,219	7.82%	Programming	\$ 29,103,139	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	\$ 3,059,717			
				Finance Costs	\$ 2,516,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 31,619,462	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	\$ 3,059,717			
40	Pedestrian Circulation and Safety	\$ 27,761,682	6.49%	Programming	\$ 24,535,976	\$ -	\$ 347,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 393,416	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	\$ 1,944,390			
				Finance Costs	\$ 1,802,434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 26,338,410	\$ -	\$ 347,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,													

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs																			
				FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19				
TOTAL STREETS AND TRAFFIC SAFETY				\$ 669,663,987	5.47%	Programming	\$ 605,004,672	\$ 2,832,840	\$ 26,330,992	\$ 28,149,870	\$ 13,473,540	\$ 27,813,092	\$ 17,451,007	\$ 43,765,802	\$ 6,945,370	\$ 14,228,610	\$ 15,371,328	\$ 13,359,147	\$ 5,924,282	\$ 49,447,335	\$ 20,925,835	\$ 31,319,382	\$ 15,215,808
						Finance Costs	\$ 36,451,401	\$ -	\$ 500,445	\$ 499,317	\$ 806,895	\$ 584,006	\$ 315,144	\$ 192,634	\$ 478,121	\$ 489,327	\$ 215,698	\$ 184,600	\$ 169,429	\$ 119,912	\$ 146,287	\$ 418,927	\$ 1,027,470
						Total	\$ 641,456,072	\$ 2,832,840	\$ 26,831,436	\$ 28,649,187	\$ 14,280,436	\$ 28,397,098	\$ 17,766,151	\$ 43,958,437	\$ 7,447,491	\$ 14,717,937	\$ 15,587,026	\$ 13,543,746	\$ 6,093,712	\$ 49,567,247	\$ 21,072,122	\$ 31,738,309	\$ 16,243,278
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																							
43	Transportation Demand Management / Parking Management	\$ 13,530,904	7.00%	Programming	\$ 12,322,136	\$ -	\$ 434,849	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 977,000	\$ 1,205,000		
				Finance Costs	\$ 947,306	\$ -	\$ 6,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 13,169,442	\$ -	\$ 441,418	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 977,000	\$ 1,205,000		
44	Transportation/Land Use Coordination	\$ 20,529,647	7.32%	Programming	\$ 18,102,442	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 690,083		
				Finance Costs	\$ 1,502,182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 19,604,625	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 690,083		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES				\$ 34,060,550	7.19%	Programming	\$ 30,324,579	\$ -	\$ 478,849	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	\$ 1,895,083
						Finance Costs	\$ 2,449,488	\$ -	\$ 6,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
						Total	\$ 32,774,066	\$ -	\$ 485,418	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	\$ 1,895,083
TOTAL STRATEGIC PLAN				\$ 2,730,223,179	7.6%	Programming	\$ 2,471,014,702	\$ 7,574,972	\$ 176,166,241	\$ 77,424,537	\$ 61,031,872	\$ 110,573,674	\$ 54,295,217	\$ 203,819,851	\$ 58,862,376	\$ 107,224,705	\$ 69,626,543	\$ 75,875,505	\$ 227,559,889	\$ 188,685,950	\$ 126,071,910	\$ 104,250,341	\$ 85,256,183
						Finance Costs	\$ 211,910,318	\$ -	\$ 507,033	\$ 2,275,612	\$ 2,371,443	\$ 1,674,600	\$ 995,931	\$ 487,444	\$ 1,597,640	\$ 1,494,134	\$ 649,872	\$ 692,050	\$ 423,110	\$ 406,816	\$ 2,003,160	\$ 5,364,280	
						Total	\$ 2,682,925,019	\$ 7,574,972	\$ 176,673,274	\$ 79,700,149	\$ 63,403,315	\$ 112,248,274	\$ 55,291,148	\$ 204,807,295	\$ 60,446,017	\$ 108,718,839	\$ 70,276,415	\$ 76,562,614	\$ 228,251,940	\$ 189,109,060	\$ 126,678,726	\$ 106,253,501	\$ 90,620,463

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
TRANSIT																	
1	Bus Rapid Transit/Muni Metro Network	\$ -	\$ -	\$ 22,159,360	\$ 8,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 153,657	\$ 550,418	\$ 1,209,369	\$ 1,246,079	\$ 1,182,843	\$ 1,043,907	\$ 897,859	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,313,017	\$ 8,875,418	\$ 1,209,369	\$ 1,246,079	\$ 1,182,843	\$ 1,043,907	\$ 897,859	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ 3,990,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 3,990,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 4,801,820	\$ 2,644,557	\$ 6,000,000	\$ 3,000,000	\$ 10,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,263,527	\$ 2,025,384	\$ 1,617,984	\$ 2,497,467	\$ 3,896,408	\$ 3,540,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -	\$ -
		\$ 7,065,346	\$ 4,669,941	\$ 7,617,984	\$ 5,497,467	\$ 14,396,408	\$ 3,540,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -	\$ -
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 235,067	\$ 219,122	\$ 174,033	\$ 266,044	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074	
		\$ 235,067	\$ 219,122	\$ 174,033	\$ 266,044	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074	
7	Capital Improvement Program	\$ 2,908,012	\$ 472,015	\$ 1,502,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 98,075	\$ 102,388	\$ 133,147	\$ 225,161	\$ 350,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -	\$ -
		\$ 3,006,687	\$ 574,403	\$ 1,635,623	\$ 225,161	\$ 350,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 672,975	\$ -	\$ 1,100,000	\$ -	\$ -	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 33,671	\$ 33,881	\$ 32,722	\$ 55,791	\$ 106,760	\$ 95,876	\$ 94,617	\$ 95,836	\$ 99,043	\$ 86,074	\$ 72,922	\$ 57,349	\$ 42,990	\$ -	\$ -	\$ -
		\$ 706,646	\$ 33,881	\$ 1,132,722	\$ 55,791	\$ 106,760	\$ 95,876	\$ 94,617	\$ 95,836	\$ 99,043	\$ 86,074	\$ 72,922	\$ 57,349	\$ 42,990	\$ -	\$ -	\$ -
9	Ferry	\$ 240,000	\$ (135,955)	\$ 347,000	\$ 335,905	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 4,447	\$ 4,775	\$ 18,038	\$ 30,321	\$ 44,242	\$ 47,794	\$ 54,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -	\$ -
		\$ 240,000	\$ (131,499)	\$ 351,775	\$ 353,943	\$ 1,330,321	\$ 44,242	\$ 47,794	\$ 54,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,891,422	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,913,312	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 3,826	\$ 3,381	\$ 3,100	\$ 3,024	\$ 4,159	\$ 6,563	\$ 15,124	\$ -	\$ -	\$ -
		\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,179,553	\$ 192,103	\$ 198,417	\$ 206,023	\$ 214,232	\$ 237,913	\$ 252,926	\$ 270,402	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 374,809	\$ -	\$ 545,986	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,790	\$ 53,271	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 5,462	\$ 6,564	\$ 5,978	\$ 5,908	\$ 5,939	\$ 6,111	\$ 6,476	\$ 7,140	\$ 6,648	\$ 646	\$ -	\$ -	\$ -
		\$ 374,809	\$ -	\$ 545,986	\$ 5,462	\$ 6,564	\$ 51,767	\$ 53,587	\$ 55,468	\$ 57,744	\$ 60,226	\$ 60,411	\$ 6,648	\$ 646	\$ -	\$ -	\$ -
13	Balboa Park BART(MUNI) Station Access	\$ -	(1)	\$ -	\$ 748,000	\$ 1,208,408	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 2,752	\$ 24,281	\$ 54,955	\$ 48,611	\$ 48,640	\$ 49,739	\$ 52,261	\$ 59,586	\$ 45,137	\$ 28,781	\$ -	\$ -	\$ -
		\$ -	(1)	\$ -	\$ 750,752	\$ 1,232,689	\$ 54,955	\$ 350,175	\$ 362,478	\$ 375,214	\$ 390,620	\$ 407,303	\$ 452,683	\$ 45,137	\$ 28,781	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,732	\$ 1,457,830	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,732	\$ 1,476,523	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 62,169	\$ 53,313	\$ 38,542	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -	\$ -
		\$ 158,830	\$ 53,313	\$ 38,542	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -	\$ -
16	Other Transit Enhancements	\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,027,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 212,323	\$ 151,848	\$ 153,582	\$ 137,162	\$ 122,703	\$ 107,706	\$ 91,395	\$ 74,147	\$ 52,596	\$ 22,658	\$ -	\$ -	\$ -
		\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,059,243	\$ 151,848	\$ 153,582	\$ 137,162	\$ 122,703	\$ 107,706	\$ 91,395	\$ 74,147	\$ 52,596	\$ 22,658	\$ -	\$ -	\$ -
Total Transit Enhancements (10-16)	\$ 614,159	\$ -	\$ 7,771,636	\$ 3,236,118	\$ -	\$ 3,411,898	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,105,187	\$ 7,604,531	\$ -	\$ -	\$ -	
	\$ 62,169	\$ 53,313	\$ 41,294	\$ 118,644	\$ 297,102	\$ 283,377	\$ 257,646	\$ 236,618	\$ 216,227	\$ 195,844	\$ 180,615	\$ 135,913	\$ 125,032	\$ -	\$ -	\$ -	
	\$ 676,327	\$ 53,313	\$ 7,812,930	\$ 3,354,762	\$ 297,102	\$ 3,695,275	\$ 1,463,811	\$ 1,487,654	\$ 1,519,054	\$ 1,552,115	\$ 1,675,603	\$ 1,241,099	\$ 7,729,562	\$ -	\$ -	\$ -	
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,706,290	\$ -	\$ -	\$ -
17A	New and Renovated Vehicles-MUNI	\$ 68,727,687	\$ (455,794)	\$ 13,556,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 230,044	\$ 340,095	\$ 1,495,395	\$ 4,185,290	\$ 6,646,090	\$ 5,809,570	\$ 5,225,900	\$ 4,722,623	\$ 4,192,505	\$ 3,622,368	\$ 3,037,404	\$ 2,333,913	\$ 1,988,789	\$ -	\$ -	\$ -
		\$ 68,957,731	\$ (115,699)	\$ 15,051,696	\$ 4,185,290	\$ 6,646,090	\$ 5,809,570	\$ 5,225,900	\$ 4,722,623	\$ 4,192,505	\$ 3,622,368	\$ 3,037,404	\$ 2,333,913	\$ 1,988,789	\$ -	\$ -	\$ -
179	New and Renovated Vehicles-Caltrain	\$ 2,249,999	\$ 1,663,825	\$ 58,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 6,146	\$ 114,408	\$ 210,843	\$ 322,609	\$ 281,568	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,350	\$ 128,293	\$ 84,792	\$ 16,319	\$ -	\$ -	\$ -
		\$ 2,249,999	\$ 1,669,971	\$ 172,778	\$ 210,843	\$ 322,609	\$ 281,568	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,350	\$ 128,293	\$ 84,792	\$ 16,319	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ 1,042,900	\$ 1,139,926	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,766,914	\$ 4,482,251
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ 1,042,900	\$ 1,139,926	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,766,914	\$ 4,482,251
Vehicles Subtotal	\$ 81,523,636	\$ 1,208,031	\$ 13,614,671	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -	\$ -	
	\$ 230,044	\$ 346,241	\$ 1,609,803	\$ 4,396,133	\$ 8,011,599	\$ 7,221,064	\$ 6,513,955	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251	\$ -	
	\$ 81,753,680	\$ 1,554,272	\$ 15,224,474	\$ 4,396,133	\$ 8,011,599	\$ 7,863,159	\$ 6,960,147	\$ 6,381,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251	\$ -	

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 81,523,636	\$ 1,208,031	\$ 13,614,671	\$ -	\$ -	\$ 632,095	\$ 446,192	\$ 482,928	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,477,763	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,609,803	\$ 4,396,133	\$ 8,011,599	\$ 7,231,064	\$ 6,513,955	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,474	\$ 4,396,133	\$ 8,011,599	\$ 7,863,159	\$ 6,980,147	\$ 6,381,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251
20B	Rehab/Upgrades Existing facilities-BART	\$ -	\$ -	\$ 790,000	\$ -	\$ -	\$ 69,981	\$ 72,748	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 381	\$ 6,610	\$ 6,069	\$ 5,981	\$ 5,942	\$ 6,062	\$ 6,395	\$ 7,517	\$ 9,164	\$ 5,381
		\$ -	\$ -	\$ 790,000	\$ 381	\$ 6,610	\$ 76,050	\$ 78,749	\$ 81,464	\$ 84,773	\$ 88,446	\$ 98,182	\$ 96,227	\$ 5,381	\$ -	\$ -
		\$ 1,500,000	\$ 713,428	\$ 3,059,139	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 190,976	\$ 273,234	\$ 383,957	\$ 655,244	\$ 1,101,718	\$ 975,817	\$ 873,320	\$ 783,634	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -
		\$ 1,690,976	\$ 986,659	\$ 3,443,096	\$ 3,455,244	\$ 1,101,718	\$ 975,817	\$ 873,320	\$ 783,634	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 730,506	\$ 400,000	\$ 68,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,148	\$ 35,207	\$ 49,564	\$ 81,208	\$ 118,346	\$ 97,747	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,263	\$ 35,106	\$ 17,958	\$ -	\$ -
		\$ 757,654	\$ 435,207	\$ 117,942	\$ 81,208	\$ 118,346	\$ 97,747	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,263	\$ 35,106	\$ 17,958	\$ -	\$ -
		\$ 1,000,000	\$ 4,848,403	\$ -	\$ -	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ -	\$ -
		\$ 1,000,000	\$ 4,848,403	\$ 2,485	\$ 10,784	\$ 401	\$ 551,479	\$ 393,869	\$ 406,859	\$ 423,358	\$ 439,005	\$ 487,329	\$ 517,158	\$ 551,406	\$ -	\$ -
		\$ 3,230,506	\$ 5,961,827	\$ 3,917,507	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,006	\$ 747,637	\$ 1,227,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 661,452	\$ 548,993	\$ 412,534	\$ 242,972	\$ -	\$ -
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,513	\$ 3,547,637	\$ 1,227,074	\$ 1,701,092	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 3,230,506	\$ 5,961,827	\$ 3,917,507	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,006	\$ 747,637	\$ 1,227,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 661,452	\$ 548,993	\$ 412,534	\$ 242,972	\$ -	\$ -
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,513	\$ 3,547,637	\$ 1,227,074	\$ 1,701,092	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -
22B	Guideways-BART	\$ -	\$ -	\$ 2,769,471	\$ -	\$ -	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 4,010	\$ -	\$ 8,344	\$ 7,697	\$ 8,344	\$ 7,355	\$ 7,402	\$ 9,458	\$ 13,774	\$ 29,776	\$ -	\$ -
		\$ -	\$ -	\$ 2,769,471	\$ 4,010	\$ -	\$ 385,934	\$ 288,420	\$ 297,525	\$ 309,325	\$ 322,157	\$ 358,410	\$ 381,901	\$ 411,585	\$ -	\$ -
		\$ 1,032,072	\$ (285,983)	\$ 21,947,049	\$ 9,892,086	\$ 8,840,062	\$ 4,548,536	\$ 7,167,844	\$ 10,510,213	\$ 10,958,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 984,269	\$ 1,107,892	\$ 1,103,861	\$ 1,105,662	\$ 1,121,337	\$ 1,170,488	\$ 1,315,819	\$ 1,535,284	\$ 1,195,536	\$ -	\$ -	\$ -
		\$ 1,032,072	\$ (285,983)	\$ 21,947,049	\$ 9,892,086	\$ 9,434,331	\$ 5,656,429	\$ 8,271,705	\$ 11,615,875	\$ 12,080,109	\$ 12,580,035	\$ 13,475,473	\$ 13,373,363	\$ 1,195,536	\$ -	\$ -
22P	Guideways-Caltrain	\$ 2,494,327	\$ 2,462,273	\$ 2,121,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,382	\$ 24,636	\$ 150,237	\$ 290,155	\$ 427,999	\$ 353,617	\$ 316,448	\$ 283,915	\$ 250,286	\$ 213,858	\$ 175,745	\$ 128,747	\$ 68,745	\$ -	\$ -
		\$ 2,524,710	\$ 2,486,909	\$ 2,271,462	\$ 290,155	\$ 427,999	\$ 353,617	\$ 316,448	\$ 283,915	\$ 250,286	\$ 213,858	\$ 175,745	\$ 128,747	\$ 68,745	\$ -	\$ -
		\$ 11,608,000	\$ 13,339,032	\$ -	\$ -	\$ -	\$ 1,181,477	\$ 1,216,242	\$ 1,259,304	\$ 1,215,901	\$ 1,245,537	\$ 1,400,649	\$ 1,476,199	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 155,444	\$ 164,790	\$ 161,403	\$ 159,499	\$ 156,276	\$ 156,250	\$ 169,415	\$ 200,766	\$ 161,597	\$ -	\$ -	\$ -
		\$ 11,608,000	\$ 13,339,032	\$ -	\$ 155,444	\$ 1,350,267	\$ 1,397,646	\$ 1,418,803	\$ 1,372,177	\$ 1,421,788	\$ 1,570,064	\$ 1,676,966	\$ 1,615,997	\$ -	\$ -	\$ -
	Total Guideways	\$ 15,134,399	\$ 15,515,321	\$ 26,837,745	\$ 9,892,086	\$ 8,840,062	\$ 6,111,301	\$ 8,684,263	\$ 12,059,340	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 381,809	\$ -	\$ -
		\$ 30,382	\$ 24,636	\$ 150,237	\$ 290,155	\$ 1,811,722	\$ 1,634,946	\$ 1,590,053	\$ 1,556,773	\$ 1,535,254	\$ 1,547,698	\$ 1,670,436	\$ 1,890,572	\$ 1,465,654	\$ -	\$ -
		\$ 15,164,782	\$ 15,539,957	\$ 26,987,982	\$ 10,182,241	\$ 10,021,784	\$ 7,746,247	\$ 10,274,418	\$ 13,616,119	\$ 14,011,897	\$ 14,537,838	\$ 15,579,691	\$ 15,560,976	\$ 1,837,462	\$ -	\$ -
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 99,888,541	\$ 22,685,179	\$ 44,369,923	\$ 12,692,086	\$ 8,840,062	\$ 7,356,623	\$ 9,609,537	\$ 13,017,950	\$ 13,474,203	\$ 14,028,257	\$ 15,058,391	\$ 14,864,587	\$ 8,382,984	\$ -	\$ -
		\$ 478,350	\$ 676,318	\$ 2,196,046	\$ 5,633,925	\$ 10,420,395	\$ 9,993,873	\$ 9,078,500	\$ 8,330,459	\$ 7,561,644	\$ 6,777,582	\$ 6,089,617	\$ 5,354,824	\$ 4,009,048	\$ 1,766,914	\$ 4,482,251
		\$ 100,367,092	\$ 23,364,497	\$ 46,565,969	\$ 18,126,011	\$ 40,933,417	\$ 26,850,924	\$ 25,943,219	\$ 27,755,842	\$ 28,980,560	\$ 29,841,138	\$ 29,739,402	\$ 23,662,558	\$ 21,793,415	\$ 2,204,114	\$ 5,991,323
	TOTAL TRANSIT	\$ 109,125,507	\$ 25,665,846	\$ 83,250,395	\$ 27,589,109	\$ 24,230,872	\$ 11,075,135	\$ 11,137,795	\$ 14,605,452	\$ 15,128,998	\$ 15,384,528	\$ 16,553,380	\$ 15,969,773	\$ 16,187,515	\$ -	\$ -
		\$ 3,171,660	\$ 3,117,853	\$ 4,353,657	\$ 9,165,488	\$ 16,702,545	\$ 15,780,790	\$ 14,405,424	\$ 13,150,390	\$ 11,851,562	\$ 10,476,811	\$ 9,186,022	\$ 7,892,784	\$ 5,605,901	\$ 2,204,114	\$ 5,991,323
		\$ 112,297,167	\$ 28,783,699	\$ 87,604,052	\$ 36,754,597	\$ 40,933,417	\$ 26,850,924	\$ 25,943,219	\$ 27,755,842	\$ 28,980,560	\$ 29,841,138	\$ 29,739,402	\$ 23,662,558	\$ 21,793,415	\$ 2,204,114	\$ 5,991,323
PARATRANSIT		\$ 10,037,758	\$ 8,652,425	\$ 6,098,972	\$ 13,300,000	\$ 13,300,000	\$ 13,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,552	\$ 899,474	\$ 1,637,027	\$ 2,912,528	\$ 2,926,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
		\$ 11,234,218	\$ 9,772,978	\$ 6,998,447	\$ 14,937,027	\$ 16,212,528	\$ 16,226,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
	Total Paratransit	\$ 10,037,758	\$ 8,652,425	\$ 6,098,972	\$ 13,300,000	\$ 13,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,552	\$ 899,474	\$ 1,637,027	\$ 2,912,528	\$ 2,926,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
		\$ 11,234,218	\$ 9,772,978	\$ 6,998,447	\$ 14,937,027	\$ 16,212,528	\$ 16,226,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
STREETS AND TRAFFIC SAFETY																
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ (748,384)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 822,681	\$ 700,768	\$ 476,627	\$ 688,585	\$ 960,931	\$ 748,778	\$ 613,466	\$ 476,817	\$ 324,989	\$ 146,870	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 822,681	\$ 700,768	\$ (271,757)	\$ 688,585	\$ 960,931	\$ 748,778	\$ 613,466	\$ 476,817	\$ 324,989	\$ 146,870	\$ -	\$ -	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 1,229,834	\$ (1,253,392)	\$ -	\$ 259,119	\$ -	\$ -	\$ 1,339,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,718	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -	\$ -
		\$ 1,229,834	\$ (1,253,392)	\$ -	\$ 259,119	\$ -	\$ -	\$ 1,339,768	\$ 15,718	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -	\$ -
27	Visitation Valley Watershed	\$ (1,260,728)	\$ -	\$ 1,900,000	\$ 3,396,000	\$ 4,000,000	\$ 701,717	\$ 701,717	\$ 701,717	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,316	\$ 10,178	\$ 9,748	\$ 13,660	\$ 22,019	\$ 51,593	\$ -	\$ -
		\$ (1,260,728)	\$ -	\$ 1,900,000	\$ 3,396,000	\$ 4,000,000	\$ 701,717	\$ 701,717	\$ 713,033	\$ 754,151	\$ 784,095	\$ 870,668	\$ 925,257	\$ 987,515	\$ -	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1/Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ (101,126)	\$ 587,341	\$ 831,264	\$ 6,750,000	\$ 57,707	\$ 47,216	\$ 41,674	\$ 36,638	\$ 31,327	\$ 25,437	\$ 18,891	\$ 10,227	\$ -	\$ -	\$ -
		\$ (101,126)	\$ 587,341	\$ 858,230	\$ 39,890	\$ 57,707	\$ 47,216	\$ 41,674	\$ 36,638	\$ 31,327	\$ 25,437	\$ 18,891	\$ 10,227	\$ -	\$ -	\$ -
		\$ (101,126)	\$ 587,341	\$ 858,230	\$ 39,890	\$ 57,707	\$ 47,216	\$ 41,674	\$ 36,638	\$ 31,327	\$ 25,437	\$ 18,891	\$ 10,227	\$ -	\$ -	\$ -
	Total New and Upgraded Streets	\$ (132,020)	\$ (666,051)	\$ 2,731,264	\$ 3,655,119	\$ 4,000,000	\$ 701,717	\$ 2,041,485	\$ 701,717	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -
		\$ -	\$ -	\$ 26,966	\$ 39,890	\$ 57,707	\$ 47,216	\$ 63,672	\$ 53,669	\$ 43,262	\$ 35,683	\$ 32,247	\$ 51,593	\$ -	\$ -	\$ -
		\$ (132,020)	\$ (666,051)	\$ 2,758,230	\$ 3,695,009	\$ 4,057,707	\$ 748,933	\$ 2,083,159	\$ 765,389	\$ 797,642	\$ 817,609	\$ 892,691	\$ 935,484	\$ 987,515	\$ -	\$ -
31	New Signals and Signs	\$ 310,606	\$ (472,725)	\$ 3,426,084	\$ 6,750,000	\$ -	\$ 441,149	\$ 1,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 10,184	\$ 32,108	\$ 152,147	\$ 192,249	\$ 238,495	\$ 248,110	\$ 263,921	\$ 289,279	\$ 228,602	\$ 151,100	\$ 29,120	\$ -	\$ -
		\$ 310,606	\$ (472,725)	\$ 3,436,270	\$ 6,782,108	\$ 152,147	\$ 633,398	\$ 1,838,711	\$ 1,907,464	\$ 1,980,002	\$ 2,077,325	\$ 228,602	\$ 151,100	\$ 29,120	\$ -	\$ -
32	Advanced Technology and Information Systems (ATIS)	\$ 2,320,000	\$ -	\$ 661,167	\$ 1,405,452	\$ 742,601	\$ 898,392	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 17,124	\$ 22,677	\$ 26,679	\$ 25,091	\$ 24,382	\$ 24,872	\$ 31,260	\$ 44,571	\$ 93,965	\$ -	\$ -
		\$ 2,320,000	\$ -	\$ 661,167	\$ 1,405,452	\$ 759,725	\$ 921,070	\$ 839,373	\$ 870,573	\$ 906,050	\$ 1,008,058	\$ 1,075,707	\$ 1,159,418	\$ -	\$ -	\$ -
33	Signals and Signs	\$ 1,542,380	\$ (378,556)	\$ 14,000,428	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,643	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,180	\$ 117,429	\$ 107,780	\$ 102,355	\$ 130,489	\$ 190,382	\$ 413,204	\$ -	\$ -	
		\$ 1,542,380	\$ (378,556)	\$ 14,000,428	\$ 850,000	\$ 1,152,000	\$ 5,092,954	\$ 4,105,279	\$ 4,234,112	\$ 4,401,360	\$ 4,582,966	\$ 5,097,548	\$ 5,434,275	\$ 5,857,932	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 5,702,871	\$ (1,566,378)	\$ 8,963,507	\$ 3,100,000	\$ 2,927,331	\$ 2,405,144	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 272,996	\$ 300,078	\$ 285,206	\$ 573,290	\$ 926,969	\$ 890,120	\$ 932,454	\$ 946,130	\$ 966,764	\$ 1,012,631	\$ 825,893	\$ 593,786	\$ 281,627	\$ -	\$ -
		\$ 5,975,867	\$ (1,266,300)	\$ 9,248,713	\$ 3,673,290	\$ 3,854,300	\$ 3,295,264	\$ 5,586,020	\$ 5,252,537	\$ 5,660,768	\$ 5,898,256	\$ 825,893	\$ 593,786	\$ 281,627	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 1,265,966	\$ 871,364	\$ 908,990	\$ 977,315	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,735	\$ 21,785	\$ 19,344	\$ 17,828	\$ 17,473	\$ 23,917	\$ 37,521	\$ 86,071	\$ -	\$ -
		\$ 1,265,966	\$ 871,364	\$ 908,990	\$ 977,315	\$ 977,976	\$ 1,097,953	\$ 1,071,003	\$ 1,106,230	\$ 1,148,668	\$ 1,194,480	\$ 1,326,568	\$ 1,410,442	\$ 1,508,672	\$ -	\$ -
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 552,659	\$ 884,632	\$ 1,012,238	\$ 837,680	\$ 813,143	\$ 665,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 907,958	\$ 913,975	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,490	\$ 27,078	\$ 50,223	\$ 46,465	\$ 45,870	\$ 44,975	\$ 44,878	\$ 46,920	\$ 56,022	\$ 67,724	\$ 4,398	\$ -	\$ -
		\$ 552,659	\$ 884,632	\$ 1,017,728	\$ 864,759	\$ 863,366	\$ 711,872	\$ 814,631	\$ 842,361	\$ 876,028	\$ 913,260	\$ 1,013,979	\$ 981,700	\$ 4,398	\$ -	\$ -
38	Traffic Calming	\$ 11,940,998	\$ 10,709,107	\$ 10,928,383	\$ 4,008,360	\$ 4,130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 340,139	\$ 802,249	\$ 807,418	\$ 793,131	\$ 733,889	\$ 653,795	\$ 547,993	\$ 480,919	\$ 377,711	\$ 281,678	\$ -	\$ -
		\$ 11,940,998	\$ 10,709,107	\$ 10,928,383	\$ 4,348,499	\$ 4,932,249	\$ 807,418	\$ 793,131	\$ 733,889	\$ 653,795	\$ 547,993	\$ 480,919	\$ 377,711	\$ 281,678	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,339,945	\$ 1,850,523	\$ 4,876,273	\$ 4,599,758	\$ 2,487,758	\$ 178,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 19,691	\$ 125,713	\$ 283,679	\$ 371,992	\$ 363,782	\$ 327,894	\$ 291,009	\$ 251,329	\$ 210,583	\$ 161,531	\$ 109,120	\$ -	\$ -
		\$ 1,339,945	\$ 1,850,523	\$ 4,895,964	\$ 4,725,471	\$ 2,771,437	\$ 550,358	\$ 363,782	\$ 327,894	\$ 291,009	\$ 251,329	\$ 210,583	\$ 161,531	\$ 109,120	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 1,439,200	\$ 2,164,507	\$ 4,990,694	\$ -	\$ -	\$ 776,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 27,091	\$ 108,295	\$ 284,334	\$ 254,901	\$ 251,260	\$ 253,686	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,353	\$ -	\$ -	
		\$ 1,439,200	\$ 2,164,507	\$ 5,017,785	\$ 108,295	\$ 284,334	\$ 1,031,063	\$ 1,069,354	\$ 1,096,741	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,353	\$ -	\$ -	
41	Curb Ramps	\$ (83,752)	\$ 971,025	\$ 2,563,028	\$ 2,344,747	\$ 1,362,469	\$ 1,167,574	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,455	\$ 29,339	\$ 27,354	\$ 26,519	\$ 27,171	\$ 35,541	\$ 52,696	\$ 115,253	\$ -	
		\$ (83,752)	\$ 971,025	\$ 2,563,028	\$ 2,344,747	\$ 1,362,469	\$ 1,172,028	\$ 1,196,912	\$ 1,197,377	\$ 1,197,037	\$ 1,245,477	\$ 1,383,900	\$ 1,473,789	\$ 1,587,769	\$ -	
42	Tree Planting and Maintenance	\$ 1,401,841	\$ 1,438,936	\$ 1,493,064	\$ 1,548,980	\$ 1,592,306	\$ 1,914,560	\$ 1,490,017	\$ 1,542,782	\$ 1,602,913	\$ 1,670,583	\$ 1,851,860	\$ 1,954,864	\$ 2,018,115	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 12,960	\$ 33,299	\$ 53,091	\$ 51,713	\$ 48,881	\$ 47,663	\$ 48,770	\$ 61,177	\$ 86,949	\$ 182,528	\$ -	
		\$ 1,401,841	\$ 1,438,936	\$ 1,493,064	\$ 1,561,940	\$ 1,625,605	\$ 1,967,651	\$ 1,541,730	\$ 1,591,663	\$ 1,650,576	\$ 1,719,352	\$ 1,913,037	\$ 2,041,813	\$ 2,200,642	\$ -	

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TOTAL STREETS AND TRAFFIC SAFETY		\$ 27,600,694	\$ 15,806,385	\$ 55,866,739	\$ 30,077,411	\$ 20,185,044	\$ 15,194,444	\$ 18,455,474	\$ 17,002,035	\$ 17,033,965	\$ 17,742,095	\$ 12,261,691	\$ 12,841,120	\$ 12,359,334	\$ -	\$ -
		\$ 1,095,677	\$ 1,000,846	\$ 851,284	\$ 1,948,061	\$ 3,568,661	\$ 3,584,297	\$ 3,546,777	\$ 3,323,223	\$ 3,036,742	\$ 2,759,583	\$ 2,258,920	\$ 1,880,570	\$ 1,648,557	\$ -	\$ -
		\$ 28,696,371	\$ 16,807,231	\$ 56,717,993	\$ 32,025,472	\$ 23,753,705	\$ 18,778,741	\$ 22,002,251	\$ 20,325,258	\$ 20,070,708	\$ 20,501,677	\$ 14,520,611	\$ 14,721,690	\$ 14,007,892	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRAT																
43	Transportation Demand Management / Parking Management	\$ 450,000	\$ 790,000	\$ 1,686,610	\$ 1,010,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 453,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,288	\$ 61,888	\$ 118,739	\$ 114,638	\$ 113,051	\$ 114,397	\$ 118,218	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -
		\$ 450,000	\$ 790,000	\$ 1,708,898	\$ 1,071,888	\$ 223,739	\$ 506,215	\$ 525,071	\$ 545,397	\$ 570,828	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 605,278	\$ 1,472,492	\$ 2,337,148	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 39,788	\$ 110,389	\$ 236,704	\$ 215,409	\$ 215,938	\$ 191,773	\$ 166,519	\$ 138,806	\$ 108,806	\$ 70,268	\$ 7,782	\$ -	\$ -
		\$ 605,278	\$ 1,472,492	\$ 2,376,936	\$ 2,360,389	\$ 486,704	\$ 688,641	\$ 793,915	\$ 191,773	\$ 166,519	\$ 138,806	\$ 108,806	\$ 70,268	\$ 7,782	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,055,278	\$ 2,262,492	\$ 4,023,758	\$ 3,260,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 62,076	\$ 172,278	\$ 355,444	\$ 330,047	\$ 328,869	\$ 306,170	\$ 284,737	\$ 239,829	\$ 191,843	\$ 131,130	\$ 40,276	\$ -	\$ -
		\$ 1,055,278	\$ 2,262,492	\$ 4,085,834	\$ 3,432,278	\$ 710,444	\$ 1,194,856	\$ 1,318,866	\$ 737,170	\$ 737,347	\$ 239,829	\$ 191,843	\$ 131,130	\$ 40,276	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 147,819,237	\$ 52,387,148	\$ 149,239,864	\$ 74,226,520	\$ 58,070,916	\$ 40,434,387	\$ 30,583,265	\$ 32,038,488	\$ 32,615,573	\$ 33,126,622	\$ 28,815,072	\$ 28,810,894	\$ 28,546,849	\$ -	\$ -
		\$ 5,463,797	\$ 5,239,251	\$ 6,166,462	\$ 12,922,853	\$ 23,539,177	\$ 22,621,949	\$ 21,049,653	\$ 19,294,283	\$ 17,429,328	\$ 15,458,259	\$ 13,347,738	\$ 11,105,174	\$ 8,506,623	\$ 2,204,114	\$ 5,591,325
		\$ 153,283,034	\$ 57,626,399	\$ 155,406,326	\$ 87,149,373	\$ 81,610,093	\$ 63,056,337	\$ 51,632,918	\$ 51,332,771	\$ 50,044,898	\$ 48,584,882	\$ 42,162,810	\$ 39,916,067	\$ 37,053,472	\$ 2,204,114	\$ 5,591,325

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2023/04	FY2024/05	FY2025/06	FY2026/07	FY2027/08	FY2028/09	FY2029/10	FY2030/11	FY2031/12	FY2032/13	FY2033/14	FY2034/15	FY2035/16	FY2036/17	FY2037/18	FY2038/19			
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Vehicles	\$ 588,942,877	10.15%	Programming	\$ 528,141,510	\$ -	\$ 3,058,347	\$ 1,870,767	\$ 8,697,702	\$ 12,955,068	\$ 5,010,322	\$ 7,401,505	\$ 10,307,531	\$ 4,476,590	\$ 5,976,681	\$ 16,346,082	\$ 4,735,367	\$ 26,662,235	\$ 50,279,211	\$ 39,874,632	\$ 35,922,811	\$ -		
			Finance Costs	\$ 59,797,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ 587,938,822	\$ -	\$ 3,058,347	\$ 1,870,767	\$ 8,697,702	\$ 12,955,068	\$ 5,010,322	\$ 7,401,505	\$ 10,307,531	\$ 4,476,590	\$ 5,976,681	\$ 16,346,082	\$ 4,735,367	\$ 26,662,235	\$ 50,279,211	\$ 39,874,632	\$ 35,922,811	\$ -		
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,959,648	3.72%	Programming	\$ 1,840,376	\$ -	\$ -	\$ 236,864	\$ 146,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,933	
				Finance Costs	\$ 72,289	\$ -	\$ -	\$ 9,021	\$ 5,327	\$ 1,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 1,913,264	\$ -	\$ -	\$ 245,885	\$ 152,088	\$ 1,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,933
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,140	9.84%	Programming	\$ 69,161,046	\$ -	\$ 800,780	\$ 35,784	\$ 174,116	\$ 577,391	\$ 787,633	\$ 95,861	\$ 1,176,506	\$ 2,624,947	\$ 1,913,212	\$ 4,667,074	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 10,769,783	\$ 7,814,109	\$ -	
				Finance Costs	\$ 7,777,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 76,938,918	\$ -	\$ 800,780	\$ 35,784	\$ 174,116	\$ 577,391	\$ 787,633	\$ 95,861	\$ 1,176,506	\$ 2,624,947	\$ 1,913,212	\$ 4,667,074	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 10,769,783	\$ 7,814,109	\$ -	
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,574	12.49%	Programming	\$ 6,713,001	\$ -	\$ 252	\$ (41,416)	\$ 27,287	\$ 2,279,311	\$ 368,859	\$ 392,863	\$ 396,729	\$ 110,833	\$ 2,859	\$ 10,147	\$ -	\$ -	\$ -	\$ -	\$ 453,322	\$ 435,430	
				Finance Costs	\$ 1,007,725	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 7,720,726	\$ -	\$ 252	\$ (41,416)	\$ 27,287	\$ 2,321,903	\$ 388,227	\$ 407,333	\$ 426,024	\$ 135,493	\$ 13,132	\$ 18,238	\$ 7,245	\$ 2,744	\$ -	\$ -	\$ -	\$ 453,322	\$ 435,430
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 9,856,563	0.97%	Programming	\$ 9,535,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 96,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 9,631,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities Subtotal	\$ 98,798,926	9.06%	Programming	\$ 87,250,411	\$ -	\$ 801,032	\$ (5,633)	\$ 438,267	\$ 3,003,453	\$ 1,156,493	\$ 488,724	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,221	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 11,223,105	\$ 8,348,472	\$ -		
			Finance Costs	\$ 8,954,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ 96,204,575	\$ -	\$ 801,032	\$ (5,633)	\$ 438,267	\$ 3,003,453	\$ 1,156,493	\$ 488,724	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,221	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 11,223,105	\$ 8,348,472	\$ -		
21	Muni HHV O&M	\$ 16,518,835	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Facilities	\$ 115,317,760	7.76%	Programming	\$ 104,031,411	\$ -	\$ 4,801,032	\$ 3,813,367	\$ 3,935,267	\$ 6,154,453	\$ 1,573,013	\$ 2,386,204	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,221	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 11,223,105	\$ 8,348,472	\$ -		
			Finance Costs	\$ 8,954,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Total	\$ 112,985,575	\$ -	\$ 4,801,032	\$ 3,813,367	\$ 3,935,267	\$ 6,154,453	\$ 1,573,013	\$ 2,386,204	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,221	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 11,223,105	\$ 8,348,472	\$ -		
22B	Guideways-BART	\$ 7,189,971	1.34%	Programming	\$ 7,014,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 96,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,110,466	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
22M	Guideways-MUNI	\$ 286,160,855	3.59%	Programming	\$ 272,820,808	\$ -	\$ 175,239	\$ 1,207,736	\$ 3,674,641	\$ 833,289	\$ 3,006,872	\$ 6,953,538	\$ 4,346,680	\$ 5,717,888	\$ 7,269,049	\$ 4,901,340	\$ 9,064,851	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924	\$ 16,475,290	\$ -	
				Finance Costs	\$ 10,270,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 283,090,956	\$ -	\$ 175,239	\$ 1,207,736	\$ 3,674,641	\$ 833,289	\$ 3,006,872	\$ 6,953,538	\$ 4,346,680	\$ 5,717,888	\$ 7,269,049	\$ 4,901,340	\$ 9,064,851	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924	\$ 16,475,290	\$ -	
22P	Guideways-Caltrain	\$ 28,657,171	9.61%	Programming	\$ 25,136,242	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 493,856	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,403,642	\$ 392,469	\$ 574,112	\$ 3,768,607	\$ 1,991,408	\$ -	
				Finance Costs	\$ 2,792,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,889,026	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 493,856	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,403,642	\$ 392,469	\$ 574,112	\$ 3,768,607	\$ 1,991,408	\$ -	
22U	Guideways-Discretionary	\$ 35,744,428	4.16%	Programming	\$ 33,986,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 1,485,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 35,471,783	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Guideways	\$ 357,752,426	4.08%	Programming	\$ 338,957,395	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,536	\$ 7,515,225	\$ 8,229,196	\$ 5,769,694	\$ 11,647,443	\$ 7,564,308	\$ 8,564,502	\$ 33,717,870	\$ 18,466,698	\$ -		
			Finance Costs	\$ 14,604,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Total	\$ 353,562,231	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,536	\$ 7,515,225	\$ 8,229,196	\$ 5,769,694	\$ 11,647,443	\$ 7,564,308	\$ 8,564,502	\$ 33,717,870	\$ 18,466,698	\$ -		
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,062,013,063	7.85%	Programming	\$ 971,130,316	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,877,900	\$ 20,395,114	\$ 9,873,700	\$ 17,276,248	\$ 16,721,302	\$ 14,727,594	\$ 16,121,948	\$ 26,792,997	\$ 20,144,615	\$ 36,241,701	\$ 63,860,868	\$ 84,815,606	\$ 6,681,073	\$ -		
			Finance Costs	\$ 83,316,312	\$ -	\$ -	\$ 9,021	\$ 47,929	\$ 20,940	\$ 15,211	\$ 29,970	\$ 24,641	\$ 10,273	\$ 8,091	\$ 7,248	\$ 2,744	\$ -	\$ -	\$ -	\$ -	\$ -		
			Total	\$ 1,054,446,628	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,882,921	\$ 20,441,043	\$ 9,894,681	\$ 17,291,459	\$ 16,751,271	\$ 14,752,254	\$ 16,132,221	\$ 26,801,088	\$ 20,151,861	\$ 36,244,446	\$ 63,863,614	\$ 84,833,183	\$ 6,682,896	\$ -		
TOTAL TRANSIT	\$ 1,790,990,930	8.01%	Programming	\$ 1,630,035,175	\$ 40,020	\$ 19,173,929	\$ 65,492,538	\$ 42,691,329	\$ 67,145,539	\$ 37,559,320	\$ 30,133,925	\$ 49,715,643	\$ 71,094,026	\$ 77,867,124	\$ 52,502,806	\$ 47,175,568	\$ 77,785,539	\$ 98,324,957	\$ 108,874,504	\$ 83,175,763	\$ -		
			Finance Costs	\$ 143,419,188	\$ -	\$ 1,204,947	\$ 899,438	\$ 458,450	\$ 456,798	\$ 320,223	\$ 772,421	\$ 473,422	\$ 273,698	\$ 283,203	\$ 343,673	\$ 210,619	\$ 327,701	\$ 1,148,991	\$ 3,291,878	\$ -			
			Total	\$ 1,773,454,363	\$ 40,020	\$ 19,173,929	\$ 66,792,505	\$ 43,590,767	\$ 67,803,990	\$ 38,015,718	\$ 30,454,148	\$ 50,488,064	\$ 71,722,448	\$ 78,140,822	\$ 52,786,009	\$ 47,517,243	\$ 77,996,158	\$ 98,652,658	\$ 110,023,495	\$ 86,467,441	\$ -		
PARATRANSIT	23 Paratransit	\$ 235,507,710	12.48%	Programming	\$ 205,650,276	\$ -	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,119,792	\$ 9,670,000	\$ 10,1						

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Fiscal Year																	
					FI2003/04	FI2004/05	FI2005/06	FI2006/07	FI2007/08	FI2008/09	FI2009/10	FI2010/11	FI2011/12	FI2012/13	FI2013/14	FI2014/15	FI2015/16	FI2016/17	FI2017/18	FI2018/19		
STREETS AND TRAFFIC SAFETY																						
24	Golden Gate Bridge South Access (Boyle Drive)	\$ 92,383,411	9.24%	Programming	\$ 69,094,362	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,375,938	\$ 1,036,835	\$ 4,085,200	\$ 14,899,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,748	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 556,057	\$ 2,108,828	
				Finance Costs	\$ 8,534,435	\$ -	\$ 498,997	\$ 16,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,243	\$ 220,439	\$ 105,819	\$ 91,869	\$ 62,068	\$ 94,224	\$ 122,209	\$ 354,165	\$ 864,110
				Total	\$ 77,628,797	\$ 70,000	\$ 5,199,676	\$ 16,575	\$ 688,625	\$ 1,375,938	\$ 1,036,835	\$ 4,085,200	\$ 15,046,939	\$ 9,642,239	\$ 3,172,645	\$ 2,242,736	\$ 1,893,308	\$ 21,721,124	\$ 962,071	\$ 910,222	\$ 2,972,938	
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 375,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 375,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	\$ 2,367,908	1.65%	Programming	\$ 2,041,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,855	\$ 21,527	\$ 93,695	\$ 27,037	\$ 28,737	\$ 72,629	
				Finance Costs	\$ 39,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,080,716	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,855	\$ 21,527	\$ 93,695	\$ 27,037	\$ 28,737	\$ 72,629
27	Vistancia Valley Watershed	\$ 17,496,858	0.68%	Programming	\$ 16,996,290	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 9,800	\$ 50,283	\$ 37,731	\$ 245,735	\$ 244,853	\$ 58,634	\$ 534,620	\$ -	
				Finance Costs	\$ 118,514	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 17,114,804	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 9,800	\$ 50,283	\$ 37,731	\$ 245,735	\$ 244,853	\$ 58,634	\$ 534,620	\$ -	
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1/Traffic Study	\$ 233,291	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
30	Other Upgrades to Major Arterials	\$ 4,146,755	8.10%	Programming	\$ 3,562,192	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ -	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 131,266	\$ 60,797	
				Finance Costs	\$ 336,093	\$ -	\$ -	\$ -	\$ 36,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 3,898,166	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ -	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 131,266	\$ 60,797	
Total New and Upgraded Streets	\$ 121,180,224	0.41%	Programming	\$ 27,150,691	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 413,228	\$ 388,779	\$ 115,285	\$ 247,942	\$ 65,586	\$ 267,262	\$ 612,045	\$ 258,274	\$ 694,624	\$ 133,426		
			Finance Costs	\$ 493,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Total	\$ 27,644,270	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 413,228	\$ 388,779	\$ 115,285	\$ 247,942	\$ 65,586	\$ 267,262	\$ 612,045	\$ 258,274	\$ 694,624	\$ 133,426		
31	New Signals and Signs	\$ 42,109,105	4.36%	Programming	\$ 38,494,493	\$ -	\$ 566,645	\$ 530,220	\$ 682,397	\$ 1,407,953	\$ 2,434,007	\$ 719,816	\$ 215,254	\$ 1,079,669	\$ 1,306,666	\$ 300,177	\$ 1,894,315	\$ 1,243,575	\$ 849,899	\$ 1,900,297	\$ -	
				Finance Costs	\$ 1,836,180	\$ -	\$ -	\$ -	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -	\$ 57,580	
				Total	\$ 40,330,673	\$ -	\$ 566,645	\$ 530,220	\$ 682,397	\$ 1,407,953	\$ 2,434,007	\$ 719,816	\$ 215,254	\$ 1,079,669	\$ 1,306,666	\$ 300,177	\$ 1,894,315	\$ 1,243,575	\$ 849,899	\$ 1,900,297	\$ -	
32	Advanced Technology and Information Systems (Sfgo)	\$ 20,179,710	1.54%	Programming	\$ 19,739,875	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -	\$ 57,580	
				Finance Costs	\$ 310,621	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 20,050,495	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -	\$ 57,580	
33	Signals and Signs	\$ 102,531,589	1.35%	Programming	\$ 99,907,383	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,771,727	\$ 3,694,837	\$ 3,085,705	\$ 819,930	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,607,637	\$ 1,514,962	\$ 3,218,153	\$ 2,098,352	\$ 2,077,454	
				Finance Costs	\$ 1,887,285	\$ -	\$ -	\$ 34,984	\$ 37,423	\$ 23,589	\$ 5,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 101,294,668	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,710	\$ 3,732,259	\$ 3,109,294	\$ 825,098	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,607,637	\$ 1,514,962	\$ 3,218,153	\$ 2,098,352	\$ 2,077,454	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 137,991,888	8.86%	Programming	\$ 121,617,655	\$ -	\$ 2,555,228	\$ 11,995,486	\$ 8,936,910	\$ 8,648,769	\$ 8,956,718	\$ 2,252,503	\$ 1,834,995	\$ 2,388,998	\$ 1,141,138	\$ 3,180,287	\$ 956,368	\$ 667,949	\$ 1,964,180	\$ 3,940,727	\$ 5,372,684	
				Finance Costs	\$ 12,229,008	\$ -	\$ -	\$ 480,962	\$ 771,912	\$ 946,983	\$ 288,815	\$ 184,772	\$ 316,027	\$ 261,462	\$ 106,313	\$ 90,337	\$ 76,218	\$ 25,478	\$ 24,078	\$ 64,762	\$ 163,361	
				Total	\$ 133,846,663	\$ -	\$ 2,555,228	\$ 12,076,449	\$ 9,708,822	\$ 9,195,352	\$ 9,245,533	\$ 2,437,280	\$ 1,915,022	\$ 2,550,460	\$ 1,247,451	\$ 1,270,624	\$ 1,032,586	\$ 693,423	\$ 1,988,258	\$ 4,005,489	\$ 5,536,045	
35	Street Repair and Cleaning Equipment	\$ 26,595,224	0.94%	Programming	\$ 25,833,579	\$ -	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514	\$ 48,801	
				Finance Costs	\$ 250,049	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 26,083,628	\$ -	\$ 798,375	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514	\$ 48,801	
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,296,355	2.27%	Programming	\$ 18,890,641	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,184,553	\$ 616,522	\$ 577,757	\$ 595,560	\$ 530,325	\$ 693,977	\$ 492,185	\$ 589,750	\$ 610,854	\$ 334,963	\$ 55,924	
				Finance Costs	\$ 461,428	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 19,352,070	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,184,428	\$ 619,214	\$ 583,709	\$ 601,174	\$ 532,612	\$ 696,271	\$ 493,328	\$ 589,960	\$ 610,854	\$ 334,963	\$ 55,924	
38	Traffic Calming	\$ 70,920,598	8.23%	Programming	\$ 64,188,751	\$ -	\$ 844,629	\$ 534,995	\$ 1,226,670	\$ 1,122,376	\$ 727,997	\$ 350,585	\$ 1,235,832	\$ 1,184,616	\$ 1,312,942	\$ 967,649	\$ 1,195,895	\$ 966,874	\$ 384,173	\$ 1,299,187	\$ 2,153,274	
				Finance Costs	\$ 5,936,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 70,027,672	\$ -	\$ 844,629	\$ 534,995	\$ 1,226,670	\$ 1,122,376	\$ 727,997	\$ 350,585	\$ 1,235,832	\$ 1,184,616	\$ 1,312,942	\$ 967,649	\$ 1,195,895	\$ 966,874	\$ 384,173	\$ 1,299,187	\$ 2,153,274	
39	Bicycle Circulation and Safety	\$ 32,194,219	7.82%	Programming	\$ 29,103,139	\$ -	\$ 302,872	\$ 326,497	\$ 536,091	\$ 576,622	\$ 283,131	\$ 521,503	\$ 848,697	\$ 1,182,644	\$ 1,166,829	\$ 520,153	\$ 468,057	\$ 1,640,884	\$ 1,085,246	\$ 327,583	\$ 368,436	
				Finance Costs	\$ 2,516,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 31,619,462	\$ -	\$ 302,872	\$ 326,497	\$ 536,091	\$ 576,622	\$ 283,131	\$ 521,503	\$ 848,697	\$ 1,182,644	\$ 1,166,829	\$ 520,153	\$ 468,057	\$ 1,640,884	\$ 1,085,246	\$ 327,583	\$ 368,436	
40	Pedestrian Circulation and Safety	\$ 27,761,682	6.49%	Programming	\$ 24,535,976	\$ -	\$ 356,707	\$ 272,472	\$ 322,245	\$ 307,623	\$ 263,905	\$ 947,700	\$ 575,876	\$ 461,307	\$ 705,529	\$ 700,377	\$ 925,858	\$ 1,469,571	\$ 1,166,190	\$ 653,235	\$ 640,305	
				Finance Costs	\$ 1,802,434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 26,338,410	\$ -	\$ 356,707	\$ 272,472	\$ 322,245	\$ 307,623	\$ 263,905	\$ 947,700	\$ 575,876	\$ 461,307	\$ 705,529	\$ 700,377	\$ 925,858	\$ 1,469,571	\$ 1,166,190	\$ 653,235	\$ 640,305	

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																
1	Bus Rapid Transit/Muni Metro Network	\$ 1,462,605	\$ 1,446,474	\$ 22,465,534	\$ 12,962,249	\$ 10,407,180	\$ 6,884,233	\$ 2,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 153,037	\$ 950,418	\$ 1,209,169	\$ 1,182,843	\$ 1,043,907	\$ 897,839	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -	\$ -
		\$ 1,462,605	\$ 1,446,474	\$ 22,618,571	\$ 13,912,667	\$ 11,616,349	\$ 8,130,312	\$ 3,227,843	\$ 1,043,907	\$ 897,839	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ 75,353	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 75,353	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 964,968	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 964,968	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 392,845	\$ 4,653,464	\$ 13,140,265	\$ 4,138,611	\$ 6,350,000	\$ 7,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,263,327	\$ 2,025,384	\$ 1,637,984	\$ 2,497,407	\$ 3,896,408	\$ 3,540,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -
		\$ 2,656,172	\$ 6,678,848	\$ 14,778,249	\$ 6,636,018	\$ 10,246,408	\$ 11,440,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -
6	Electrification	\$ 775,820	\$ 701,223	\$ 1,217,484	\$ 192,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 235,087	\$ 219,122	\$ 174,033	\$ 266,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,010,887	\$ 920,345	\$ 1,391,517	\$ 458,203	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074
7	Capital Improvement Program	\$ 1,025,594	\$ 948,895	\$ 3,499,021	\$ 978,412	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 98,076	\$ 102,388	\$ 133,147	\$ 225,161	\$ 350,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -
		\$ 1,124,269	\$ 1,051,282	\$ 3,632,168	\$ 1,203,573	\$ 850,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 86,403	\$ 344,048	\$ 661,625	\$ 400,000	\$ 700,000	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 33,071	\$ 33,881	\$ 32,722	\$ 55,791	\$ 106,760	\$ 95,076	\$ 94,617	\$ 95,036	\$ 99,603	\$ 86,074	\$ 72,622	\$ 57,349	\$ 42,990	\$ -	\$ -
		\$ 120,075	\$ 377,929	\$ 694,347	\$ 455,791	\$ 806,760	\$ 402,490	\$ 416,720	\$ 432,303	\$ 451,011	\$ 86,074	\$ 72,622	\$ 57,349	\$ 42,990	\$ -	\$ -
9	Ferry	\$ 234,095	\$ 300,000	\$ 206,000	\$ 476,905	\$ 200,000	\$ 550,000	\$ 250,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,447	\$ 4,378	\$ 4,378	\$ 18,038	\$ 30,331	\$ 44,942	\$ 47,794	\$ 54,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -
		\$ 234,095	\$ 304,447	\$ 210,375	\$ 494,943	\$ 230,321	\$ 594,242	\$ 297,794	\$ 354,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,954	\$ 401,295	\$ 444,133	\$ 468,091	\$ 589,142	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,954	\$ 401,295	\$ 444,133	\$ 468,091	\$ 589,142	\$ -	\$ -
11	Line Extension to Fort Mason	\$ -	\$ 5,609	\$ 920,491	\$ -	\$ -	\$ 2,175,253	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 3,826	\$ 3,881	\$ 3,908	\$ 3,924	\$ 4,039	\$ 4,263	\$ 4,524	\$ -	\$ -
		\$ -	\$ 5,609	\$ 920,491	\$ -	\$ -	\$ 2,179,253	\$ 192,103	\$ 198,917	\$ 206,831	\$ 215,132	\$ 237,793	\$ 250,627	\$ 260,002	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ -	\$ 25,441	\$ 622,361	\$ 272,993	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,433	\$ 53,750	\$ 53,271	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 6,564	\$ 5,578	\$ 5,508	\$ 5,539	\$ 6,311	\$ 6,676	\$ 7,140	\$ 4,648	\$ 4,646	\$ -	\$ -
		\$ -	\$ 25,441	\$ 622,361	\$ 278,555	\$ 6,564	\$ 51,767	\$ 53,587	\$ 55,468	\$ 57,744	\$ 60,226	\$ 60,411	\$ 4,648	\$ 4,646	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 944,287	\$ 129,683	\$ 994,518	\$ 900,000	\$ 638,314	\$ 300,656	\$ 313,868	\$ 326,374	\$ 340,880	\$ 355,043	\$ 393,097	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 2,792	\$ 24,281	\$ 24,955	\$ 49,519	\$ 48,611	\$ 48,640	\$ 49,739	\$ 52,261	\$ 59,586	\$ 45,137	\$ 28,781	\$ -	\$ -	
		\$ 944,287	\$ 129,683	\$ 997,270	\$ 924,281	\$ 693,269	\$ 350,175	\$ 362,478	\$ 375,214	\$ 390,620	\$ 407,303	\$ 452,683	\$ 45,137	\$ 28,781	\$ -	\$ -
14	Relocation of Faul St to Oakdale-Caltrain Station	\$ 60,655	\$ 5,655	\$ 2,442,284	\$ 363,825	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 60,655	\$ 5,655	\$ 2,442,284	\$ 363,825	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 62,169	\$ 53,313	\$ 38,542	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -
		\$ 62,169	\$ 53,313	\$ 135,203	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -
16	Other Transit Enhancements	\$ 27,694	\$ 126,163	\$ 3,048,687	\$ 2,975,000	\$ 2,475,000	\$ 727,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 31,533	\$ 151,848	\$ 652,863	\$ 137,162	\$ 122,703	\$ 107,706	\$ 91,395	\$ 74,147	\$ 52,596	\$ 22,658	\$ -	\$ -
		\$ 27,694	\$ 126,163	\$ 3,048,687	\$ 3,006,533	\$ 2,626,848	\$ 881,292	\$ 137,162	\$ 122,703	\$ 107,706	\$ 91,395	\$ 74,147	\$ 52,596	\$ 22,658	\$ -	\$ -
Total Transit Enhancements (10-16)		\$ 1,032,635	\$ 292,551	\$ 8,125,003	\$ 4,511,818	\$ 3,113,314	\$ 4,139,608	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,105,187	\$ 760,431	\$ -	\$ -
		\$ 42,169	\$ 53,313	\$ 412,984	\$ 118,644	\$ 297,102	\$ 282,177	\$ 257,664	\$ 236,618	\$ 216,227	\$ 195,844	\$ 180,615	\$ 139,913	\$ 135,012	\$ -	\$ -
		\$ 1,094,804	\$ 345,864	\$ 8,166,297	\$ 4,630,462	\$ 3,410,416	\$ 4,421,985	\$ 1,463,819	\$ 1,487,654	\$ 1,519,054	\$ 1,552,115	\$ 1,675,603	\$ 1,245,099	\$ 772,942	\$ -	\$ -
17a	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
17b	New and Renovated Vehicles-MUNI	\$ 15,239,801	\$ 14,459,356	\$ 74,763,578	\$ 69,663,519	\$ 12,942,873	\$ 7,894,255	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 230,344	\$ 340,995	\$ 1,695,795	\$ 4,185,700	\$ 6,646,090	\$ 5,809,370	\$ 5,225,800	\$ 4,723,633	\$ 4,192,505	\$ 3,622,348	\$ 3,037,404	\$ 2,333,913	\$ 1,588,789	\$ -	\$ -
		\$ 15,469,845	\$ 14,799,451	\$ 76,258,973	\$ 73,849,209	\$ 19,588,963	\$ 13,703,825	\$ 5,525,900	\$ 5,022,633	\$ 4,192,505	\$ 3,622,348	\$ 3,037,404	\$ 2,333,913	\$ 1,588,789	\$ -	\$ -
17c	New and Renovated Vehicles-Caltrain	\$ 734,388	\$ 1,308,792	\$ 6,163,151	\$ 1,501,153	\$ 415,956	\$ 415,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,146	\$ 6,146	\$ 114,608	\$ 310,833	\$ 322,609	\$ 281,568	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,330	\$ 138,293	\$ 84,792	\$ 16,319	\$ -	\$ -
		\$ 734,388	\$ 1,314,898	\$ 6,277,560	\$ 1,711,996	\$ 738,565	\$ 697,525	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,330	\$ 138,293	\$ 84,792	\$ 16,319	\$ -	\$ -
17d	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ 18,791,873	\$ 51,411,888	\$ 6,786,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,900	\$ 1,139,526	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,764,914	\$ 4,482,251
		\$ -	\$ -	\$ -	\$ 18,791,873	\$ 52,454,788	\$ 7,824,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles Subtotal		\$ 15,974,190	\$ 15,768,108	\$ 80,926,729	\$ 89,956,945	\$ 64,770,717	\$ 15,728,839	\$ 766,192	\$ 782,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ 230,344	\$ 346,241	\$ 1,609,803	\$ 4,196,133	\$ 6,011,999	\$ 7,211,664	\$ 6,213,953	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,623	\$	

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Vehicles		\$ 15,974,190	\$ 15,768,108	\$ 80,926,729	\$ 89,956,945	\$ 64,770,717	\$ 15,728,839	\$ 766,192	\$ 782,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ 230,244	\$ 346,241	\$ 1,609,803	\$ 4,296,133	\$ 8,011,599	\$ 7,231,664	\$ 6,218,855	\$ 5,899,014	\$ 5,256,282	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251
		\$ 16,204,433	\$ 16,114,348	\$ 82,536,532	\$ 94,253,078	\$ 72,782,316	\$ 22,959,903	\$ 7,280,147	\$ 6,481,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251
200	Rehab/Upgrades Existing facilities-BART	\$ 11,067	\$ -	\$ -	\$ 600,000	\$ 190,000	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 11,067	\$ -	\$ -	\$ 600,381	\$ 196,610	\$ 76,050	\$ 78,749	\$ 81,464	\$ 84,773	\$ 88,446	\$ 98,182	\$ 96,227	\$ 5,381	\$ -	\$ -	
200M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,887,728	\$ 5,284,447	\$ 11,222,478	\$ 3,360,797	\$ 3,492,462	\$ 1,681,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 190,976	\$ 273,234	\$ 383,977	\$ 655,244	\$ 1,101,718	\$ 975,817	\$ 873,320	\$ 783,434	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -	
	\$ 2,078,705	\$ 5,557,682	\$ 11,606,455	\$ 4,016,041	\$ 4,594,180	\$ 2,457,636	\$ 873,320	\$ 783,434	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -	
200P	Rehab/Upgrades Existing facilities-Caltrain	\$ 72,102	\$ 549,969	\$ 1,393,535	\$ 260,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 27,148	\$ 35,207	\$ 49,564	\$ 81,208	\$ 118,346	\$ 97,347	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,243	\$ 35,106	\$ 17,958	\$ -	\$ -	
	\$ 99,250	\$ 585,175	\$ 1,443,099	\$ 342,129	\$ 118,346	\$ 97,347	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,243	\$ 35,106	\$ 17,958	\$ -	\$ -	
200Q	Rehab/Upgrades Existing facilities-Discretionary	\$ -	\$ -	\$ 5,348,403	\$ 500,000	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ 10,796	\$ -	\$ 401	\$ 7256	\$ 4,208	\$ 5,609	\$ 6,235	\$ 7,517	\$ 9,164	\$ 11,289	\$ -	\$ -	
	\$ -	\$ -	\$ 5,359,888	\$ 510,784	\$ 401	\$ 551,479	\$ 393,569	\$ 406,859	\$ 422,358	\$ 439,005	\$ 487,329	\$ 517,188	\$ 551,406	\$ -	\$ -	
Facilities Subtotal		\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,482,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,641	\$ 436,006	\$ 747,637	\$ 1,237,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 641,452	\$ 548,993	\$ 432,334	\$ 242,972	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,422	\$ 5,469,355	\$ 4,909,336	\$ 3,382,911	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -
21	Muni HMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Facilities		\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,482,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,641	\$ 436,006	\$ 747,637	\$ 1,237,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 641,452	\$ 548,993	\$ 432,334	\$ 242,972	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,422	\$ 5,469,355	\$ 4,909,336	\$ 3,382,911	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -
220	Guideways-BART	\$ (7,421)	\$ -	\$ 200,000	\$ 1,550,000	\$ 1,019,471	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,550,000	\$ 1,023,481	\$ 385,934	\$ 288,620	\$ 297,525	\$ 309,325	\$ 322,157	\$ 358,410	\$ 381,901	\$ 411,585	\$ -	\$ -
	\$ (7,421)	\$ -	\$ -	\$ 200,000	\$ 1,550,000	\$ 1,023,481	\$ 385,934	\$ 288,620	\$ 297,525	\$ 309,325	\$ 322,157	\$ 358,410	\$ 381,901	\$ 411,585	\$ -	\$ -
220M	Guideways-MUNI	\$ 17,119,192	\$ 4,012,546	\$ 10,092,621	\$ 17,279,792	\$ 25,121,360	\$ 23,112,637	\$ 10,620,136	\$ 10,786,568	\$ 10,958,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 17,119,192	\$ 4,012,546	\$ 10,092,621	\$ 17,279,792	\$ 25,115,629	\$ 24,220,530	\$ 11,723,997	\$ 11,892,231	\$ 12,080,109	\$ 12,580,035	\$ 13,475,473	\$ 13,373,363	\$ 11,935,536	\$ -	\$ -	
220P	Guideways-Caltrain	\$ 749,439	\$ 491,007	\$ 7,412,485	\$ 2,326,362	\$ 113,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 30,382	\$ 24,336	\$ 150,237	\$ 280,155	\$ 427,999	\$ 353,617	\$ 316,448	\$ 283,915	\$ 250,286	\$ 213,858	\$ 175,745	\$ 128,747	\$ 87,245	\$ -	\$ -	
	\$ 779,621	\$ 515,643	\$ 7,562,922	\$ 2,416,517	\$ 541,749	\$ 353,617	\$ 316,448	\$ 283,915	\$ 250,286	\$ 213,858	\$ 175,745	\$ 128,747	\$ 87,245	\$ -	\$ -	
220Q	Guideways-Discretionary	\$ -	\$ 1,236,708	\$ 9,539,187	\$ 7,965,125	\$ 5,628,600	\$ 1,762,889	\$ 1,236,242	\$ 1,259,304	\$ 1,215,901	\$ 1,265,537	\$ 1,400,649	\$ 1,476,199	\$ -	\$ -	
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ 1,236,708	\$ 9,539,187	\$ 7,965,125	\$ 5,784,644	\$ 1,927,679	\$ 1,397,646	\$ 1,418,803	\$ 1,372,177	\$ 1,421,788	\$ 1,570,664	\$ 1,676,966	\$ 1,617,597	\$ -	\$ -	
Total Guideways		\$ 17,861,209	\$ 5,740,262	\$ 27,244,493	\$ 29,121,279	\$ 31,883,181	\$ 25,252,814	\$ 12,136,655	\$ 12,335,701	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 381,809	\$ -	\$ -
		\$ 30,382	\$ 24,336	\$ 150,237	\$ 280,155	\$ 1,181,722	\$ 1,634,566	\$ 1,590,055	\$ 1,556,773	\$ 1,535,254	\$ 1,547,998	\$ 1,670,036	\$ 1,889,272	\$ 1,455,854	\$ -	\$ -
		\$ 17,891,592	\$ 5,764,698	\$ 27,394,730	\$ 29,411,434	\$ 33,064,902	\$ 26,887,760	\$ 13,726,710	\$ 13,892,474	\$ 14,011,897	\$ 14,537,838	\$ 15,579,691	\$ 15,560,976	\$ 1,837,662	\$ -	\$ -
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)		\$ 35,806,296	\$ 27,342,785	\$ 126,135,639	\$ 123,799,942	\$ 100,336,360	\$ 43,276,699	\$ 13,361,829	\$ 13,994,306	\$ 13,474,203	\$ 14,028,257	\$ 15,058,391	\$ 14,864,587	\$ 8,582,984	\$ -	\$ -
		\$ 478,350	\$ 679,218	\$ 2,196,046	\$ 5,333,225	\$ 10,420,299	\$ 9,953,878	\$ 9,078,500	\$ 8,330,459	\$ 7,563,644	\$ 6,777,582	\$ 6,089,617	\$ 5,354,204	\$ 4,009,048	\$ 1,766,914	\$ 4,482,251
		\$ 36,284,646	\$ 28,022,103	\$ 128,331,684	\$ 129,233,867	\$ 110,756,755	\$ 53,230,574	\$ 22,440,328	\$ 21,924,765	\$ 21,037,847	\$ 20,805,839	\$ 21,148,008	\$ 20,219,411	\$ 12,592,032	\$ 1,766,914	\$ 4,482,251
TOTAL TRANSIT		\$ 41,781,261	\$ 36,029,440	\$ 175,805,923	\$ 147,460,096	\$ 121,606,854	\$ 66,647,963	\$ 17,285,087	\$ 15,481,808	\$ 15,128,998	\$ 15,384,528	\$ 16,553,280	\$ 15,969,773	\$ 16,187,515	\$ -	\$ -
		\$ 3,171,640	\$ 3,117,833	\$ 4,333,037	\$ 9,165,088	\$ 16,702,545	\$ 15,780,790	\$ 14,405,424	\$ 13,150,280	\$ 11,851,562	\$ 10,746,111	\$ 9,186,022	\$ 7,692,284	\$ 5,605,901	\$ 2,204,114	\$ 5,991,328
		\$ 44,952,921	\$ 39,147,292	\$ 180,159,580	\$ 156,625,584	\$ 138,309,399	\$ 82,428,793	\$ 31,690,311	\$ 28,632,197	\$ 26,980,560	\$ 25,841,338	\$ 25,739,402	\$ 23,662,558	\$ 21,793,415	\$ 2,204,114	\$ 5,991,328
PARATRANSIT		\$ 10,627,497	\$ 6,139,952	\$ 9,990,803	\$ 12,578,010	\$ 13,300,000	\$ 13,300,000	\$ 3,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,032	\$ 899,274	\$ 1,637,037	\$ 2,912,328	\$ 2,926,816	\$ 2,148,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,490	\$ 1,211,788	\$ -	\$ -
		\$ 11,823,958	\$ 7,260,504	\$ 10,490,278	\$ 14,215,037	\$ 16,212,328	\$ 16,226,816	\$ 6,093,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,490	\$ 1,211,788	\$ -	\$ -
TOTAL PARATRANSIT		\$ 10,627,497	\$ 6,139,952	\$ 9,990,803	\$ 12,578,010	\$ 13,300,000	\$ 13,300,000	\$ 3,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,032	\$ 899,274	\$ 1,637,037	\$ 2,912,328	\$ 2,926,816	\$ 2,148,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,490	\$ 1,211,788	\$ -	\$ -
		\$ 11,823,958	\$ 7,260,504	\$ 10,490,278	\$ 14,215,037	\$ 16,212,328	\$ 16,226,816	\$ 6,093,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,490	\$ 1,211,788	\$ -	\$ -

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
STREETS AND TRAFFIC SAFETY																
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 38,068	\$ 227,864	\$ 252,280	\$ 25,000	\$ 20,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 10,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
		\$ 822,081	\$ 700,748	\$ 476,537	\$ 688,585	\$ 960,331	\$ 748,278	\$ 473,666	\$ 476,817	\$ 324,989	\$ 146,870	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 860,749	\$ 928,633	\$ 728,507	\$ 713,585	\$ 980,931	\$ 763,278	\$ 628,466	\$ 491,817	\$ 334,989	\$ 151,870	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 35,353	\$ 27,466	\$ 108,438	\$ 129,560	\$ 129,559	\$ -	\$ -	\$ 1,339,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 35,353	\$ 27,466	\$ 108,438	\$ 129,560	\$ 129,559	\$ -	\$ -	\$ 1,339,768	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -	
27	Vaticano Valley Watershed	\$ -	\$ -	\$ 950,000	\$ 2,648,000	\$ 1,698,000	\$ 2,201,717	\$ 2,451,717	\$ 1,451,717	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 950,000	\$ 2,648,000	\$ 1,698,000	\$ 2,201,717	\$ 2,451,717	\$ 1,463,033	\$ 754,151	\$ 784,095	\$ 870,468	\$ 925,257	\$ 987,515	\$ -	
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SRI Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 129,418	\$ 452,434	\$ 1,787,796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 129,418	\$ 452,434	\$ 1,814,762	\$ 39,890	\$ 57,707	\$ 47,216	\$ 41,674	\$ 36,638	\$ 31,327	\$ 25,437	\$ 18,891	\$ 10,227	\$ -	\$ -	
Total New and Upgraded Streets	\$ 164,771	\$ 479,900	\$ 2,846,233	\$ 2,777,560	\$ 1,827,559	\$ 2,201,717	\$ 2,451,717	\$ 2,791,485	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 164,771	\$ 479,900	\$ 2,873,199	\$ 2,817,450	\$ 1,885,266	\$ 2,248,933	\$ 2,493,391	\$ 2,855,157	\$ 797,442	\$ 817,609	\$ 892,691	\$ 935,484	\$ 987,515	\$ -	
31	New Signals and Signs	\$ 4,871,241	\$ 847,679	\$ 2,286,794	\$ 1,713,043	\$ 3,500,000	\$ 2,691,149	\$ 2,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,871,241	\$ 847,679	\$ 2,296,977	\$ 1,745,151	\$ 3,452,147	\$ 2,883,398	\$ 2,838,711	\$ 1,907,464	\$ 1,980,002	\$ 2,077,325	\$ 228,602	\$ 151,100	\$ 29,120	\$ -	
32	Advanced Technology and Information Systems (IT/Go)	\$ 616,521	\$ 1,269,457	\$ 2,777,741	\$ 2,339,557	\$ 1,457,797	\$ 898,392	\$ 898,392	\$ 812,494	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 616,521	\$ 1,269,457	\$ 2,777,741	\$ 2,339,557	\$ 1,474,921	\$ 921,070	\$ 925,072	\$ 837,785	\$ 869,883	\$ 906,050	\$ 1,008,058	\$ 1,079,707	\$ 1,159,418	\$ -	
33	Signals and Signs	\$ 5,026,992	\$ 4,681,755	\$ 6,289,908	\$ 8,304,483	\$ 6,484,819	\$ 6,708,440	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,026,992	\$ 4,681,755	\$ 6,289,908	\$ 8,304,483	\$ 6,484,819	\$ 6,830,620	\$ 4,105,279	\$ 4,234,112	\$ 4,401,360	\$ 4,582,966	\$ 5,097,548	\$ 5,434,275	\$ 5,857,932	\$ -	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 7,785,423	\$ 4,780,224	\$ 6,720,668	\$ 7,543,936	\$ 4,730,397	\$ 5,629,424	\$ 6,248,611	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 272,996	\$ 300,078	\$ 385,206	\$ 372,200	\$ 926,969	\$ 890,120	\$ 952,654	\$ 946,120	\$ 966,264	\$ 1,012,631	\$ 825,893	\$ 593,286	\$ 281,627	\$ -	\$ -
		\$ 8,058,419	\$ 5,080,302	\$ 7,005,874	\$ 8,117,226	\$ 5,657,366	\$ 6,519,544	\$ 7,201,265	\$ 5,252,527	\$ 5,660,268	\$ 5,898,256	\$ 825,893	\$ 593,286	\$ 281,627	\$ -	
35	Street Repair and Cleaning Equipment	\$ 371,952	\$ 267,860	\$ 3,042,349	\$ 960,169	\$ 960,429	\$ 1,564,206	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,452	\$ 1,372,921	\$ 1,422,601	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 371,952	\$ 267,860	\$ 3,042,349	\$ 960,169	\$ 960,429	\$ 1,586,941	\$ 1,071,003	\$ 1,106,230	\$ 1,148,668	\$ 1,194,480	\$ 1,326,568	\$ 1,410,442	\$ 1,508,472	\$ -	
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 131,701	\$ 1,050,264	\$ 1,998,211	\$ 1,165,739	\$ 838,143	\$ 740,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 997,958	\$ 913,975	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 131,701	\$ 1,050,264	\$ 2,003,701	\$ 1,192,818	\$ 888,366	\$ 786,872	\$ 814,631	\$ 842,361	\$ 876,028	\$ 913,260	\$ 1,013,979	\$ 981,700	\$ 4,398	\$ -	
38	Traffic Calming	\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 14,807,111	\$ 7,520,361	\$ 3,915,530	\$ 1,830,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 15,147,251	\$ 8,322,610	\$ 4,722,548	\$ 2,623,131	\$ 1,183,889	\$ 653,795	\$ 567,993	\$ 480,919	\$ 377,711	\$ 281,678	\$ -	
39	Bicycle Circulation and Safety	\$ 1,224,228	\$ 1,568,177	\$ 5,107,537	\$ 3,921,975	\$ 2,730,610	\$ 3,609,000	\$ 786,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,224,228	\$ 1,568,177	\$ 5,127,227	\$ 4,047,688	\$ 3,014,289	\$ 3,980,992	\$ 1,150,148	\$ 327,894	\$ 291,009	\$ 251,229	\$ 210,583	\$ 161,531	\$ 109,120	\$ -	
40	Pedestrian Circulation and Safety	\$ 106,258	\$ 2,622,251	\$ 3,583,775	\$ 2,856,521	\$ 3,160,963	\$ 776,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 106,258	\$ 2,622,251	\$ 3,610,866	\$ 2,964,816	\$ 3,445,297	\$ 1,031,063	\$ 1,069,354	\$ 1,096,741	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,333	\$ -		
41	Curbs Ramps	\$ 287,965	\$ 12,890	\$ 2,382,038	\$ 1,862,523	\$ 2,024,956	\$ 2,406,091	\$ 1,692,003	\$ 1,125,023	\$ 1,170,918	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,916	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 287,965	\$ 12,890	\$ 2,382,038	\$ 1,862,523	\$ 2,024,956	\$ 2,410,545	\$ 1,721,241	\$ 1,152,377	\$ 1,197,037	\$ 1,245,477	\$ 1,383,900	\$ 1,473,289	\$ 1,587,269	\$ -	
42	Tree Planting and Maintenance	\$ 2,195,044	\$ 1,683,818	\$ 2,635,220	\$ 1,548,980	\$ 1,592,306	\$ 1,914,560	\$ 1,490,017	\$ 1,542,782	\$ 1,602,913	\$ 1,670,583	\$ 1,851,860	\$ 1,954,864	\$ 2,018,115	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,195,044	\$ 1,683,818	\$ 2,635,220	\$ 1,561,940	\$ 1,625,605	\$ 1,967,651	\$ 1,541,730	\$ 1,591,663	\$ 1,650,576	\$ 1,719,352	\$ 1,913,037	\$ 2,041,813	\$ 2,200,642	\$ -	

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
	TOTAL STREETS AND TRAFFIC SAFETY	\$ 25,174,619	\$ 26,374,012	\$ 50,684,480	\$ 49,826,597	\$ 36,848,340	\$ 33,070,059	\$ 24,636,546	\$ 19,356,803	\$ 17,043,965	\$ 17,747,095	\$ 12,266,691	\$ 12,846,120	\$ 12,359,334	\$ -	\$ -
		\$ 1,095,677	\$ 1,000,846	\$ 851,254	\$ 1,948,061	\$ 3,568,661	\$ 3,584,297	\$ 3,546,777	\$ 3,223,223	\$ 3,036,742	\$ 2,759,583	\$ 2,258,920	\$ 1,880,570	\$ 1,648,297	\$ -	\$ -
		\$ 26,270,296	\$ 27,374,859	\$ 51,535,735	\$ 51,774,658	\$ 40,417,001	\$ 36,654,356	\$ 28,183,323	\$ 22,580,626	\$ 20,084,708	\$ 20,506,677	\$ 14,525,611	\$ 14,726,690	\$ 14,007,631	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIA																
43	Transportation Demand Management / Parking Management	\$ 213,180	\$ 424,867	\$ 3,217,096	\$ 1,213,777	\$ 840,000	\$ 581,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,288	\$ 61,888	\$ 118,739	\$ 114,638	\$ 113,051	\$ 114,397	\$ 118,218	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -
		\$ 213,180	\$ 424,867	\$ 3,239,385	\$ 1,275,666	\$ 958,739	\$ 696,215	\$ 525,071	\$ 545,397	\$ 570,828	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 1,669,989	\$ 666,924	\$ 2,870,815	\$ 2,059,365	\$ 1,875,000	\$ 623,232	\$ 652,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 39,788	\$ 110,389	\$ 236,704	\$ 215,409	\$ 215,938	\$ 191,773	\$ 166,519	\$ 138,806	\$ 108,806	\$ 70,268	\$ 7,782	\$ -	\$ -
		\$ 1,669,989	\$ 666,924	\$ 2,910,603	\$ 2,169,754	\$ 2,111,704	\$ 838,641	\$ 868,915	\$ 191,773	\$ 166,519	\$ 138,806	\$ 108,806	\$ 70,268	\$ 7,782	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																
		\$ 1,883,168	\$ 1,091,791	\$ 6,087,911	\$ 3,273,142	\$ 2,715,000	\$ 1,204,809	\$ 1,064,997	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 62,076	\$ 172,278	\$ 355,444	\$ 330,047	\$ 328,989	\$ 306,170	\$ 284,737	\$ 239,829	\$ 191,843	\$ 131,130	\$ 40,376	\$ -	\$ -
		\$ 1,883,168	\$ 1,091,791	\$ 6,149,987	\$ 3,445,420	\$ 3,070,444	\$ 1,534,856	\$ 1,393,986	\$ 737,170	\$ 737,347	\$ 239,829	\$ 191,843	\$ 131,130	\$ 40,376	\$ -	\$ -
TOTAL STRATEGIC PLAN																
		\$ 79,466,546	\$ 69,835,194	\$ 242,169,118	\$ 213,137,845	\$ 174,470,394	\$ 114,222,831	\$ 46,311,629	\$ 35,469,611	\$ 32,625,573	\$ 33,131,622	\$ 28,820,072	\$ 28,815,894	\$ 28,546,849	\$ -	\$ -
		\$ 5,463,797	\$ 5,239,251	\$ 6,166,462	\$ 12,922,853	\$ 23,539,177	\$ 22,621,949	\$ 21,049,653	\$ 19,294,283	\$ 17,429,326	\$ 15,458,359	\$ 13,247,738	\$ 11,105,174	\$ 8,506,623	\$ 2,204,114	\$ 5,591,325
		\$ 84,930,343	\$ 75,074,445	\$ 248,335,579	\$ 226,060,698	\$ 198,009,571	\$ 136,844,780	\$ 67,361,282	\$ 54,763,894	\$ 50,054,898	\$ 48,589,981	\$ 42,167,810	\$ 39,921,067	\$ 37,053,472	\$ 2,204,114	\$ 5,591,325