



RESOLUTION ADOPTING THE 2021 PROP K STRATEGIC PLAN AND AMENDING 11 5-YEAR  
PRIORITIZATION PROGRAMS

WHEREAS, In November 2003, the voters of the City and County of San Francisco approved an extension to the half-cent sales tax for transportation and a new 30-year Expenditure Plan specifying the use of those funds; and

WHEREAS, The Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectation for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial tool that guides the timing of allocation of Prop K revenues, establishes policies for administration of the program, provides guidance for long-term debt needs, and gives project sponsors a sense of certainty about when they can expect Prop K revenues to be available for their projects; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) for each of the Prop K programmatic categories in 2005 and updates to these documents in 2009, 2014, and 2019; and

WHEREAS, The Transportation Authority typically updates the Prop K Strategic Plan every 5 years, but has undertaken a mid-cycle update because of the negative impacts that the COVID-19 pandemic has had on San Francisco's sales tax revenues with the intent of ensuring that the Transportation Authority can meet its existing financial obligations and support new sales tax allocations going forward; and

WHEREAS, Transportation Authority staff developed a revised 30-year Prop K sales tax revenue projection totaling \$3.170 billion which is 3.9% or \$129 million less than the revenue projection approved in the 2019 Strategic Plan; and

WHEREAS, Staff updated actual revenues and expenditures, including interest earned and financing costs, and released annual capital reserves for the several years elapsed since the 2019 Strategic Plan was adopted, which helped to mitigate lower revenue projections; and



WHEREAS, To further reduce the impact of lower revenue projections, staff worked closely with project sponsors to update cash reimbursement schedules based on current project delivery schedules for existing grants and for projects with programmed but unallocated funds; and

WHEREAS, As a result of the aforementioned changes, the net impact on funds available for projects was only \$20 million compared to the \$129 million reduction in revenues over the 30-year plan period; and

WHEREAS, The 2021 Strategic Plan includes \$2.519 billion in total funds available for projects over the 30-year Expenditure Plan period, and the plan conservatively estimates a total long-term debt need of \$620 million, resulting in a 2% reduction in financing costs as a percentage of total funds available compared to the 2019 Strategic Plan (down from \$322 million to \$274 million) (Attachment 1, slide 9); and

WHEREAS, Transportation Authority staff has not recommended any revisions to the 2019 Strategic Plan policies; and

WHEREAS, For this mid-cycle Strategic Plan update, staff worked with project sponsors to propose a minor, targeted programming update to reflect current project priorities and to position projects for discretionary funding; and

WHEREAS, The proposed programming changes required amendments to 11 5-Year Prioritization Programs (5YPPS), including Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network; BART Station Access, Safety and Capacity; Other Transit Enhancements; Vehicles-Muni; Facilities-Muni; Guideways-BART; Guideways-Muni; Visitacion Valley Watershed; New Signals & Signs; Signals & Signs; and Street Resurfacing; and

WHEREAS, Attachment 2 summarizes the proposed 2021 Strategic Plan changes by Expenditure Plan line item and Enclosure 1 details the proposed 5YPP amendments along with project information sheets with high level scope, schedule, cost and funding plan for new or revised projects; and

WHEREAS, The proposed 2021 Strategic Plan programming and cash flow information for each of the Expenditure Plan line items is shown in Attachments 3 and 4, respectively; and



WHEREAS, At its October 27, 2021 meeting, the Community Advisory Committee reviewed and unanimously adopted a motion of support for the adoption of the 2021 Strategic Plan and 11 5YPPs as recommended by staff; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2021 Prop K Strategic Plan and amends 11 5YPPs as shown in Enclosure 1; and be it further

RESOLVED, That the Executive Director shall publish the 2021 Prop K Strategic Plan and the 11 amended 5YPPs and make them available on the agency's website.

Attachments:

1. 2021 Prop K Strategic Plan Presentation
2. 2021 Prop K Strategic Plan: Summary of Changes by Expenditure Plan Line item
3. 2021 Prop K Strategic Plan: Programming and Financing Costs by Expenditure Plan Line Item (YOE \$s)
4. 2021 Prop K Strategic Plan: Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Enclosure 1: Proposed 5YPP Amendments and Project Information Forms (11 5YPPs)

# Adopt 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs



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Agenda Item 4  
November 9, 2021

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# Prop K Expenditure Plan

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## 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

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### 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

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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



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# 2021 Strategic Plan Mid-Cycle Update

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## 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

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## 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 (YOEs)



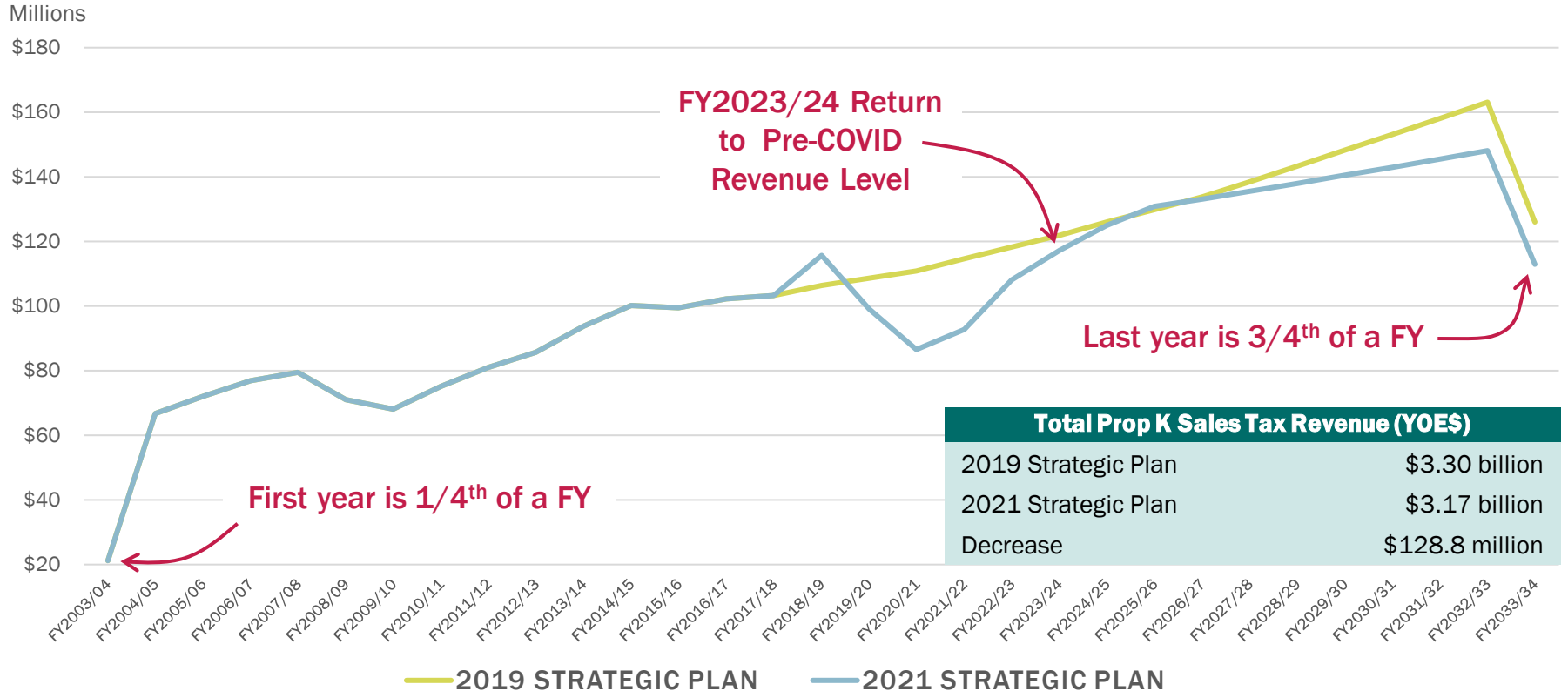
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ITEM	2019 STRATEGIC PLAN	2021 STRATEGIC PLAN
<b>Total Sales Tax Revenues</b>	<b>\$3.3B</b>	<b>\$3.17B</b>
Difference (\$) from 2019 Strategic Plan	-	-\$128.8M
Difference (%) from 2019 Strategic Plan	-	-3.9%
<b>Current 5-Year Period (19/20-23/24) Revenues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

# 30-Year Revenue Projections (YOEs)



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# 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	54.0	45.7	8.3
Exchanges & Loans	184.1	19.6	164.5
Long Term Bond Proceeds	618.4	718.6	(100.2)
<b>TOTAL</b>	<b>4,026.3</b>	<b>4,082.5</b>	<b>(56.2)</b>

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	2,520.0	2,540.3	(20.3)
Financing Costs	273.9	322.2	(48.3)
Capital Reserve	242.3	288.0	(45.6)
Long Term Bond Debt Service	618.4	718.6	(100.2)
<b>TOTAL</b>	<b>4,026.3</b>	<b>4,082.5</b>	<b>(56.2)</b>

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

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# Increased Funding for Projects

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- Paratransit Operations
  - Increase from \$10.1M to \$13.3M annually for next 3 fiscal years, bridging to reauthorization
- Muni Vehicle Mid-life Overhauls
  - Increase from ~\$2M to \$14.3M to support Muni reliability
- Traffic Signal Upgrades Contract 35
  - \$5.35M to fully fund construction phase
- Muni Metro East Expansion
  - \$4.2M to fund construction of interim facility

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## Increased Funding for Projects

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- Application-Based Traffic Calming Program
  - \$900K to support increased demands on the program
- BART Priorities
  - Funding for increased scope, including \$500,000 for Elevator Renovation, \$400,000 for Accessibility Programs, \$1.27M for Tunnel Waterproofing
- Sunset Boulevard Pavement Renovation
  - \$100K to fully fund construction phase



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# Advanced Funding for Projects



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- Downtown Rail Extension
  - \$19.5M for time sensitive project development activities
- New Signals Contract 66
  - \$3.45M to fully fund construction phase
  - Fills funding gap due to lower than anticipated TNC tax revenues

\*Also advanced funds for paratransit. See Increased Funding for Projects slide.



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## Added New Projects

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- Muni Communications Based Train Control
  - \$18.85M to support a ~\$300M effort systemwide to improve transit reliability; complements state funds recently approved by the Board
- Muni Forward projects
  - \$17M for 5 Fulton, 30 Stockton, 14 Downtown Mission
  - \$3.18M for Muni Forward projects; allocation conditioned upon SFMTA providing update on next set of projects
- West Side Rail
  - \$3.5M for SFMTA and TA development of a Geary-19<sup>th</sup> Avenue corridor rail strategy



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## Added New Projects

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- Candlestick Active Mobility & Transit Crossing
  - \$1.26M for environmental phase of eastern segment of Geneva Harney Bus Rapid Transit
- Transit Enhancements
  - \$2.75M for to-be-identified projects; SFMTA, BART, and Caltrain are eligible for these funds
- Mission Geneva Pavement Renovation
  - \$1.1M to complement Prop AA funds to fully fund construction phase
- Junipero Serra Pavement Renovation
  - \$4.4M to fully fund construction phase



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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><b>5YPP Amendment</b> 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	<b>FY2022/23</b>
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><b>Advancing funds</b> 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	<b>FY2023/24</b>
6	Electrification		FY2016/17	FY2016/17
7	Capital Improvement Program		FY2020/21	<b>FY2021/22</b>
8	BART Station Access, Safety and Capacity	<p><b>5YPP Amendment</b> 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	<b>FY2027/28</b>
9	Ferry		FY2027/28	<b>FY2023/24</b>

## 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 Conversion		FY2032/33	<b>FY2031/32</b>
11	F-Line Extension to Fort Mason		FY2032/33	<b>FY2031/32</b>
12	Purchase/Rehab Historic Street Cars		FY2031/32	<b>FY2029/30</b>
13	Balboa Park BART/MUNI Station Access		FY2030/31	<b>FY2029/30</b>
14	Relocation of Paul St to Oakdale-Caltrain Station		FY2032/33	<b>FY2031/32</b>
15	Purchase Additional Light Rail Vehicles		FY2019/20	FY2019/20
16	Other Transit Enhancements	<p><b>5YPP Amendment</b> 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><b>5YPP Amendment</b> to reprogram \$2.75M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements Placeholder in FY2022/23.</p> <p><b>5YPP Amendment</b> 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	<b>FY2031/32</b>
17M	New and Renovated Vehicles MUNI	<p><b>5YPP Amendment</b> 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	<b>FY2022/23</b>

## 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	<b>FY2021/22</b>
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	<b>FY2030/31</b>
20M	Rehab/Upgrades Existing facilities-MUNI	<b>5YPP Amendment</b> 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	<b>FY2021/22</b>
20U	Rehab/Upgrades Existing facilities-Discretionary		FY2032/33	<b>FY2031/32</b>
21	Muni MMX O&M		Completed	Completed
22B	Guideways-BART	<b>5YPP Amendment</b> 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	<b>FY2031/32</b>
22M	Guideways-MUNI	<b>5YPP Amendment</b> 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	<b>FY2030/31</b>

## 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	<b>FY2030/31</b>
23	Paratransit	<b>Reprogram \$6,372,336 in deobligated funds and advance \$2,948,634</b> 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	<b>FY2024/25</b>
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	<b>Reprogram \$1,339,769</b> from projects completed under budget to the Great Highway Roadway Improvements placeholder in FY2025/26. See enclosed Project Information Form for details.	FY2019/20	<b>FY2025/26</b>
27	Visitacion Valley Watershed	<b>5YPP Amendment</b> 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	<b>FY2031/32</b>
28	Illinois Street Bridge		Completed	Completed
29	Golden Gate Park/SR1 Traffic Study		Completed	Completed
30	Other Upgrades to Major Arterials		FY2020/21	<b>FY2021/22</b>
31	New Signals and Signs	<b>Advancing funds</b> 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	<b>FY2028/29</b>
32	Advanced Technology and Information Systems (SFgo)		FY2032/33	<b>FY2031/32</b>

## 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><b>5YPP Amendment</b> 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	<b>FY2031/32</b>
34	Street Resurfacing, Rehabilitation, and Maintenance	<p><b>5YPP amendment</b> as follows:</p> <ul style="list-style-type: none"> <li>-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)</li> <li>-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</li> <li>-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</li> <li>-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.</li> </ul> <p>See enclosed Project Information Forms for details.</p>	FY2029/30	<b>FY2028/29</b>
35	Street Repair and Cleaning Equipment		FY2032/33	<b>FY2031/32</b>
36	Embarcadero Roadway Incremental O&M		Completed	Completed
37	Pedestrian and Bicycle Facility Maintenance		FY2032/33	<b>FY2030/31</b>

## 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	<b>5YPP Amendment</b> 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	<b><i>FY2023/24</i></b>
39	Bicycle Circulation and Safety		FY2025/26	<b><i>FY2023/24</i></b>
40	Pedestrian Circulation and Safety		FY2027/28	<b><i>FY2026/27</i></b>
41	Curb Ramps		FY2032/33	<b><i>FY2031/32</i></b>
42	Tree Planting and Maintenance		FY2032/33	<b><i>FY2031/32</i></b>
43	Transportation Demand Management / Parking Management		FY2028/29	<b><i>FY2027/28</i></b>
44	Transportation/Land Use Coordination		FY2027/28	<b><i>FY2025/26</i></b>

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

<sup>2</sup> 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			
<b>TRANSIT</b>																							
1	Bus Rapid Transit/Muni Metro Network	\$ 115,712,826	6.83%	Programming	\$ 101,488,213	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 5,492,164		
				Finance Costs	\$ 7,900,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 109,388,266	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 5,492,164		
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,968	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,968
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 277,267,528	14.69%	Programming	\$ 233,436,395	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,000	\$ 54,402,133	\$ 8,084,850	\$ 18,200,000	\$ (2,501,334)	\$ -	\$ -	\$ 7,950,000	\$ 40,065,950	\$ 11,100,831	\$ 5,225,103	\$ 5,629,859	\$ 10,278,626		
				Finance Costs	\$ 40,724,814	\$ -	\$ -	\$ 1,304,947	\$ 835,336	\$ 573,722	\$ 416,877	\$ 286,215	\$ 697,384	\$ 611,199	\$ 247,188	\$ 264,402	\$ 327,616	\$ 206,761	\$ 311,902	\$ 1,001,786	\$ 2,391,585		
				Total	\$ 274,161,209	\$ -	\$ 20,350,000	\$ 14,179,947	\$ 15,664,336	\$ 54,975,855	\$ 8,501,727	\$ 18,486,215	\$ (1,803,950)	\$ 611,199	\$ 247,188	\$ 8,214,402	\$ 40,393,566	\$ 11,307,592	\$ 5,537,006	\$ 6,631,645	\$ 12,670,211		
6	Electrification	\$ 23,912,429	21.30%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ -	\$ -		
				Finance Costs	\$ 5,092,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,053	\$ 82,471	\$ 222,029	
				Total	\$ 25,992,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,053,053	\$ 82,471	\$ 222,029
7	Capital Improvement Program	\$ 23,212,553	11.33%	Programming	\$ 20,100,423	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,901,300	\$ 1,730,000	\$ 340,000	\$ 149,799	\$ 149,998	\$ 1,014,868	\$ 844,931	\$ 1,437,571	\$ 1,095,729	\$ 1,795,947	\$ 529,955		
				Finance Costs	\$ 2,628,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,085	\$ 10,712	\$ 34,003	\$ 31,427	\$ 13,389	\$ 9,711	\$ 6,813	\$ 1,114	\$ -	\$ -	\$ 17,338	\$ 85,516	
				Total	\$ 22,729,260	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,907,385	\$ 1,740,712	\$ 374,003	\$ 181,226	\$ 163,387	\$ 1,024,579	\$ 851,744	\$ 1,438,685	\$ 1,095,729	\$ 1,813,285	\$ 615,472		
8	BART Station Access, Safety and Capacity	\$ 10,731,431	10.10%	Programming	\$ 9,514,960	\$ -	\$ 564,417	\$ 2,015,047	\$ -	\$ -	\$ -	\$ -	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 327,025		
				Finance Costs	\$ 1,084,366	\$ -	\$ -	\$ -	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 11,065	\$ 6,135	\$ 2,847	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,660	
				Total	\$ 10,599,326	\$ -	\$ 564,417	\$ 2,015,047	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 318,018	\$ 6,135	\$ 2,847	\$ 529,299	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 366,685		
9	Ferry	\$ 5,132,424	7.64%	Programming	\$ 4,733,620	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000		
				Finance Costs	\$ 391,982	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,125,602	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,067,534	0.24%	Programming	\$ 8,803,818	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 21,944	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 8,825,762	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	\$ -	
11	F-Line Extension to Fort Mason	\$ 4,772,386	0.91%	Programming	\$ 4,634,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 43,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 4,677,691	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	
12	Purchase/Rehab Historic Street Cars	\$ 1,336,268	4.11%	Programming	\$ 1,222,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 54,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,277,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
13	Balboa Park BART/MUNI Station Access	\$ 9,277,518	5.00%	Programming	\$ 8,623,524	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ 700,000		
				Finance Costs	\$ 464,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,087,676	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ 700,000	
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,569,004	0.25%	Programming	\$ 7,352,253	\$ -	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -		
				Finance Costs	\$ 18,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,370,993	\$ -	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -	
15	Purchase Additional Light Rail Vehicles	\$ 5,535,968	13.15%	Programming	\$ 4,694,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 728,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ 63,973	
				Total	\$ 5,423,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ 9,819	\$ 63,973	
16	Other Transit Enhancements	\$ 12,599,099	7.50%	Programming	\$ 11,247,658	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -	\$ (54,416)		
				Finance Costs	\$ 944,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 12,192,211	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -	\$ (54,416)		
<b>Total Transit Enhancements (10-16)</b>		\$ 50,157,777	4.54%	Programming	\$ 46,579,163	\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ -	\$ 645,584		
Finance Costs	\$ 2,275,637			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ 63,973			
Total	\$ 48,854,799			\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ 9,819	\$ 709,557				

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			
17B	New and Renovated Vehicles-BART	\$ 11,816,904	0.24%	Programming	\$ 11,473,228	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ 28,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 11,501,826	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17M	New and Renovated Vehicles-MUNI	\$ 463,171,264	9.42%	Programming	\$ 411,420,695	\$ -	\$ 28,258,807	\$ 991,284	\$ 3,191,271	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267	\$ -	\$ 120,953	\$ 14,564,466	\$ 16,384,871	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155	\$ 11,413,711		
				Finance Costs	\$ 43,633,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454
				Total	\$ 455,054,438	\$ -	\$ 28,258,807	\$ 991,284	\$ 3,191,271	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267	\$ -	\$ 120,953	\$ 14,564,466	\$ 16,384,871	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155	\$ 11,635,165		
17P	New and Renovated Vehicles-Caltrain	\$ 23,633,808	8.44%	Programming	\$ 20,640,763	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	\$ 3,353,192		
				Finance Costs	\$ 1,993,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 22,634,342	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	\$ 3,353,192		
17U	New and Renovated Vehicles-Discretionary	\$ 82,718,329	17.08%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 14,126,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 91,116,534	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -	
	Vehicles Subtotal	\$ 581,340,306	10.28%	Programming	\$ 520,524,979	\$ -	\$ 28,321,960	\$ 1,384,664	\$ 3,486,771	\$ 4,635,563	\$ 5,001,000	\$ 8,318,630	\$ 953,161	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 14,766,903		
				Finance Costs	\$ 59,782,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454
				Total	\$ 580,307,140	\$ -	\$ 28,321,960	\$ 1,384,664	\$ 3,486,771	\$ 4,635,563	\$ 5,001,000	\$ 8,318,630	\$ 953,161	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 14,988,356		
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	\$ 588,944,239	10.15%	Programming	\$ 528,141,510	\$ -	\$ 30,169,154	\$ 2,947,602	\$ 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		
				Finance Costs	\$ 59,782,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454
				Total	\$ 587,923,671	\$ -	\$ 30,169,154	\$ 2,947,602	\$ 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	\$ 14,988,356		
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,959,653	3.72%	Programming	\$ 1,840,376	\$ -	\$ -	\$ 383,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000		
				Finance Costs	\$ 72,878	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,913,254	\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,326	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		
				Finance Costs	\$ 7,774,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,436	\$ 201,654	
				Total	\$ 76,935,603	\$ -	\$ 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	\$ 2,029,650	\$ 7,716,309		
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,592	12.68%	Programming	\$ 6,713,001	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ (1)	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296	\$ 369,601		
				Finance Costs	\$ 1,007,433	\$ -	\$ -	\$ -	\$ -	\$ 42,592	\$ 19,368	\$ 14,470	\$ 29,295	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 10,721	\$ 31,213		
				Total	\$ 7,720,434	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 407,788	\$ 549,546	\$ 14,470	\$ 189,295	\$ 24,661	\$ 10,273	\$ 8,090	\$ 217,776	\$ 493,733	\$ 439,208	\$ 417,017	\$ 400,814		
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 9,856,587	0.97%	Programming	\$ 9,535,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 95,744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,631,733	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Facilities Subtotal	\$ 98,799,157	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		
				Finance Costs	\$ 8,950,612	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 34,158	\$ 232,867		
				Total	\$ 96,201,024	\$ -	\$ 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		
21	Muni MMX 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	\$ 115,317,992	7.76%	Programming	\$ 104,031,411	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 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		
				Finance Costs	\$ 8,950,612	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 34,158	\$ 232,867		
				Total	\$ 112,982,024	\$ -	\$ 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		





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
<b>TRANSIT</b>																
1	Bus Rapid Transit/Muni Metro Network	\$ -	\$ -	\$ 22,159,360	\$ 8,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 153,704	\$ 551,411	\$ 1,208,658	\$ 1,244,066	\$ 1,181,163	\$ 1,042,674	\$ 897,067	\$ 736,158	\$ 558,867	\$ 326,283	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,313,064	\$ 8,876,411	\$ 1,208,658	\$ 1,244,066	\$ 1,181,163	\$ 1,042,674	\$ 897,067	\$ 736,158	\$ 558,867	\$ 326,283	\$ -	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 1,618,482	\$ 2,501,962	\$ 3,894,196	\$ 3,535,303	\$ 3,181,795	\$ 2,878,109	\$ 2,567,376	\$ 2,234,906	\$ 1,898,661	\$ 1,501,638	\$ 1,146,555	\$ -	\$ -
		\$ 7,065,346	\$ 4,669,941	\$ 7,618,482	\$ 5,501,962	\$ 14,394,196	\$ 3,535,303	\$ 3,181,795	\$ 2,878,109	\$ 2,567,376	\$ 2,234,906	\$ 1,898,661	\$ 1,501,638	\$ 1,146,555	\$ -	\$ -
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 235,067	\$ 219,122	\$ 174,086	\$ 266,523	\$ 391,165	\$ 326,596	\$ 297,009	\$ 272,628	\$ 248,284	\$ 223,024	\$ 199,720	\$ 175,785	\$ 186,344	\$ 438,408	\$ 1,121,479
		\$ 235,067	\$ 219,122	\$ 174,086	\$ 266,523	\$ 391,165	\$ 326,596	\$ 297,009	\$ 272,628	\$ 248,284	\$ 223,024	\$ 199,720	\$ 175,785	\$ 186,344	\$ 438,408	\$ 1,121,479
7	Capital Improvement Program	\$ 2,908,012	\$ 472,015	\$ 1,502,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 98,675	\$ 102,388	\$ 133,188	\$ 225,566	\$ 350,604	\$ 289,827	\$ 259,977	\$ 234,040	\$ 207,331	\$ 178,530	\$ 148,768	\$ 112,611	\$ 71,223	\$ -	\$ -
		\$ 3,006,687	\$ 574,403	\$ 1,635,664	\$ 225,566	\$ 350,604	\$ 289,827	\$ 259,977	\$ 234,040	\$ 207,331	\$ 178,530	\$ 148,768	\$ 112,611	\$ 71,223	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 672,975	\$ -	\$ 1,100,000	\$ -	\$ -	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 33,671	\$ 33,881	\$ 32,732	\$ 55,892	\$ 106,699	\$ 95,722	\$ 94,484	\$ 95,726	\$ 98,964	\$ 86,044	\$ 72,944	\$ 57,423	\$ 43,059	\$ -	\$ -
		\$ 706,646	\$ 33,881	\$ 1,132,732	\$ 55,892	\$ 106,699	\$ 402,336	\$ 416,586	\$ 432,193	\$ 450,932	\$ 86,044	\$ 72,944	\$ 57,423	\$ 43,059	\$ -	\$ -
9	Ferry	\$ 240,000	\$ (135,905)	\$ 347,000	\$ 335,905	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 4,447	\$ 4,776	\$ 18,070	\$ 30,304	\$ 44,171	\$ 47,727	\$ 54,845	\$ 49,251	\$ 43,316	\$ 37,458	\$ 30,771	\$ 26,846	\$ -	\$ -
		\$ 240,000	\$ (131,459)	\$ 351,776	\$ 353,975	\$ 1,330,304	\$ 44,171	\$ 47,727	\$ 54,845	\$ 49,251	\$ 43,316	\$ 37,458	\$ 30,771	\$ 26,846	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,944	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,913,366	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,993	\$ 3,820	\$ 3,376	\$ 3,096	\$ 3,021	\$ 4,159	\$ 6,571	\$ 15,161	\$ -	\$ -
		\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,179,546	\$ 192,097	\$ 198,413	\$ 206,020	\$ 214,229	\$ 237,913	\$ 252,935	\$ 270,439	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 374,809	\$ -	\$ 545,986	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 5,472	\$ 6,561	\$ 5,969	\$ 5,900	\$ 5,932	\$ 6,107	\$ 6,474	\$ 7,143	\$ 4,654	\$ 645	\$ -	\$ -
		\$ 374,809	\$ -	\$ 545,986	\$ 5,472	\$ 6,561	\$ 51,757	\$ 53,579	\$ 55,461	\$ 57,739	\$ 60,224	\$ 60,414	\$ 4,654	\$ 645	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 2,753	\$ 24,325	\$ 54,922	\$ 49,439	\$ 48,541	\$ 48,583	\$ 49,698	\$ 52,243	\$ 59,610	\$ 45,203	\$ 28,834	\$ -	\$ -
		\$ (1)	\$ -	\$ 750,753	\$ 1,232,733	\$ 54,922	\$ 350,095	\$ 362,409	\$ 375,157	\$ 390,578	\$ 407,285	\$ 452,707	\$ 45,203	\$ 28,834	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,740	\$ -	\$ -
		\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,476,570	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 62,169	\$ 53,313	\$ 38,554	\$ 57,471	\$ 83,688	\$ 69,189	\$ 62,072	\$ 55,892	\$ 49,530	\$ 42,672	\$ 35,592	\$ 27,001	\$ 17,259	\$ -	\$ -
		\$ 158,830	\$ 53,313	\$ 38,554	\$ 57,471	\$ 83,688	\$ 69,189	\$ 62,072	\$ 55,892	\$ 49,530	\$ 42,672	\$ 35,592	\$ 27,001	\$ 17,259	\$ -	\$ -
16	Other Transit Enhancements	\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,027,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 31,590	\$ 151,755	\$ 153,330	\$ 136,963	\$ 122,554	\$ 107,607	\$ 91,349	\$ 74,150	\$ 52,636	\$ 22,619	\$ -
		\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,059,300	\$ 151,755	\$ 153,330	\$ 136,963	\$ 122,554	\$ 107,607	\$ 91,349	\$ 74,150	\$ 52,636	\$ 22,619	\$ -	\$ -
	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	\$ 41,307	\$ 118,858	\$ 296,926	\$ 281,920	\$ 257,297	\$ 236,337	\$ 216,038	\$ 195,759	\$ 180,654	\$ 136,065	\$ 125,201	\$ -	\$ -
		\$ 676,327	\$ 53,313	\$ 7,812,943	\$ 3,354,976	\$ 296,926	\$ 3,693,817	\$ 1,463,453	\$ 1,487,373	\$ 1,518,864	\$ 1,552,030	\$ 1,675,643	\$ 1,241,252	\$ 7,729,732	\$ -	\$ -

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	
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,598	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,706,361	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 68,727,687	\$ (455,794)	\$ 13,556,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 230,044	\$ 340,095	\$ 1,495,855	\$ 4,192,811	\$ 6,642,290	\$ 5,800,308	\$ 5,218,585	\$ 4,717,183	\$ 4,188,995	\$ 3,620,932	\$ 3,038,093	\$ 2,336,600	\$ 1,590,499	\$ -	\$ -	
		\$ 68,957,731	\$ (115,699)	\$ 15,052,157	\$ 4,192,811	\$ 6,642,290	\$ 5,800,308	\$ 5,218,585	\$ 4,717,183	\$ 4,188,995	\$ 3,620,932	\$ 3,038,093	\$ 2,336,600	\$ 1,590,499	\$ -	\$ -	
17P	New and Renovated Vehicles-Caltrain	\$ 2,249,999	\$ 1,663,825	\$ 58,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ 6,146	\$ 114,444	\$ 211,223	\$ 322,426	\$ 281,120	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -	
		\$ 2,249,999	\$ 1,669,971	\$ 172,814	\$ 211,223	\$ 322,426	\$ 281,120	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -	
17U	New and Renovated Vehicles-Discretionary	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,242	\$ 1,138,044	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288	
		\$ 10,545,950	\$ -	\$ -	\$ -	\$ 1,042,242	\$ 1,138,044	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288	
	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	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288	
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,970	\$ 4,404,034	\$ 8,006,958	\$ 7,851,567	\$ 6,970,964	\$ 6,375,080	\$ 5,754,369	\$ 5,089,223	\$ 4,449,800	\$ 3,657,218	\$ 9,991,046	\$ 1,769,805	\$ 4,527,288	
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Vehicles	\$ 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	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288	
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,970	\$ 4,404,034	\$ 8,006,958	\$ 7,851,567	\$ 6,970,964	\$ 6,375,080	\$ 5,754,369	\$ 5,089,223	\$ 4,449,800	\$ 3,657,218	\$ 9,991,046	\$ 1,769,805	\$ 4,527,288	
20B	Rehab/Upgrades Existing facilities-BART	\$ -	\$ -	\$ 790,000	\$ -	\$ -	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ 381	\$ 6,606	\$ 6,059	\$ 5,972	\$ 5,935	\$ 6,056	\$ 6,393	\$ 7,520	\$ 9,178	\$ 5,392	\$ -	\$ -	
		\$ -	\$ -	\$ 790,000	\$ 381	\$ 6,606	\$ 76,039	\$ 78,740	\$ 81,457	\$ 84,767	\$ 88,443	\$ 98,184	\$ 96,241	\$ 5,392	\$ -	\$ -	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,500,000	\$ 713,424	\$ 3,059,129	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 190,976	\$ 273,234	\$ 384,075	\$ 656,443	\$ 1,101,087	\$ 974,259	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -	
		\$ 1,690,976	\$ 986,659	\$ 3,443,204	\$ 3,456,443	\$ 1,101,087	\$ 974,259	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -	
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 730,506	\$ 400,000	\$ 68,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 27,148	\$ 35,207	\$ 49,579	\$ 81,354	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -	
		\$ 757,654	\$ 435,207	\$ 117,957	\$ 81,354	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -	
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 1,000,000	\$ 4,848,403	\$ -	\$ -	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ -	\$ -	
		\$ -	\$ -	\$ 2,486	\$ 10,804	\$ 402	\$ 8,220	\$ 7,745	\$ 6,697	\$ 5,960	\$ 5,605	\$ 7,655	\$ 12,106	\$ 28,064	\$ -	\$ -	
		\$ 1,000,000	\$ 4,848,403	\$ 2,486	\$ 10,804	\$ 402	\$ 551,466	\$ 393,958	\$ 406,850	\$ 422,351	\$ 439,001	\$ 487,329	\$ 517,205	\$ 551,477	\$ -	\$ -	
	Facilities Subtotal	\$ 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	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -	
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,647	\$ 3,548,983	\$ 1,226,374	\$ 1,699,357	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -	
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	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -	
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,647	\$ 3,548,983	\$ 1,226,374	\$ 1,699,357	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -	

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	
22B	Guideways-BART	\$ -	\$ -	\$ 2,769,471	\$ -	\$ -	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ 4,008	\$ 8,632	\$ 8,331	\$ 7,687	\$ 7,347	\$ 7,397	\$ 9,459	\$ 13,793	\$ 29,851	\$ -	\$ -	
		\$ -	\$ -	\$ 2,769,471	\$ -	\$ 4,008	\$ 385,919	\$ 288,608	\$ 297,515	\$ 309,317	\$ 322,152	\$ 358,410	\$ 381,920	\$ 411,659	\$ -	\$ -	
	22M	Guideways-MUNI	\$ 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	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ 593,907	\$ 1,106,068	\$ 1,102,248	\$ 1,104,319	\$ 1,120,343	\$ 1,170,021	\$ 1,316,272	\$ 1,557,693	\$ 1,198,238	\$ -	\$ -
			\$ 1,032,072	\$ (285,983)	\$ 21,947,049	\$ 9,892,086	\$ 9,433,969	\$ 5,654,604	\$ 8,270,092	\$ 11,614,532	\$ 12,079,115	\$ 12,579,568	\$ 13,475,926	\$ 13,375,771	\$ 1,198,238	\$ -	\$ -
	22P	Guideways-Caltrain	\$ 2,494,327	\$ 2,462,272	\$ 2,121,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ 30,382	\$ 24,636	\$ 150,283	\$ 290,677	\$ 427,757	\$ 353,057	\$ 316,008	\$ 283,591	\$ 250,080	\$ 213,776	\$ 175,786	\$ 128,892	\$ 68,778	\$ -	\$ -
			\$ 2,524,710	\$ 2,486,908	\$ 2,271,508	\$ 290,677	\$ 427,757	\$ 353,057	\$ 316,008	\$ 283,591	\$ 250,080	\$ 213,776	\$ 175,786	\$ 128,892	\$ 68,778	\$ -	\$ -
	22U	Guideways-Discretionary	\$ 11,608,000	\$ 13,339,032	\$ -	\$ -	\$ -	\$ 1,185,477	\$ 1,236,242	\$ 1,259,304	\$ 1,215,901	\$ 1,265,537	\$ 1,400,649	\$ 1,476,199	\$ -	\$ -	\$ -
\$ -			\$ -	\$ -	\$ -	\$ 155,347	\$ 164,517	\$ 161,166	\$ 159,304	\$ 156,134	\$ 156,182	\$ 169,464	\$ 201,066	\$ 161,946	\$ -	\$ -	
\$ 11,608,000			\$ 13,339,032	\$ -	\$ -	\$ 155,347	\$ 1,349,994	\$ 1,397,408	\$ 1,418,608	\$ 1,372,035	\$ 1,421,719	\$ 1,570,113	\$ 1,677,265	\$ 161,946	\$ -	\$ -	
Total Guideways	\$ 15,134,399	\$ 15,515,321	\$ 26,837,745	\$ 9,892,086	\$ 8,840,062	\$ 6,111,301	\$ 8,684,363	\$ 12,059,345	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 381,809	\$ -	\$ -		
	\$ 30,382	\$ 24,636	\$ 150,283	\$ 290,677	\$ 1,181,019	\$ 1,632,273	\$ 1,587,753	\$ 1,554,900	\$ 1,533,903	\$ 1,547,376	\$ 1,670,981	\$ 1,901,444	\$ 1,458,812	\$ -	\$ -		
	\$ 15,164,782	\$ 15,539,957	\$ 26,988,028	\$ 10,182,763	\$ 10,021,081	\$ 7,743,574	\$ 10,272,116	\$ 13,614,245	\$ 14,010,546	\$ 14,537,215	\$ 15,580,235	\$ 15,563,848	\$ 1,840,621	\$ -	\$ -		
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	\$ 8,582,984	\$ -	\$ -		
	\$ 478,550	\$ 679,318	\$ 2,196,722	\$ 5,443,693	\$ 10,414,351	\$ 9,937,875	\$ 9,065,648	\$ 8,320,712	\$ 7,557,171	\$ 6,774,807	\$ 6,091,087	\$ 5,361,625	\$ 4,015,211	\$ 1,769,805	\$ 4,527,288		
	\$ 100,367,092	\$ 23,364,497	\$ 46,566,645	\$ 18,135,779	\$ 19,254,413	\$ 17,294,498	\$ 18,675,185	\$ 21,338,663	\$ 21,031,374	\$ 20,803,065	\$ 21,149,478	\$ 20,226,212	\$ 12,598,195	\$ 1,769,805	\$ 4,527,288		
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	\$ 4,354,998	\$ 9,181,974	\$ 16,692,903	\$ 15,755,480	\$ 14,385,099	\$ 13,135,072	\$ 11,841,480	\$ 10,472,545	\$ 9,188,160	\$ 7,702,202	\$ 5,614,439	\$ 2,208,212	\$ 5,648,766		
	\$ 112,297,167	\$ 28,783,699	\$ 87,605,393	\$ 36,771,083	\$ 40,923,775	\$ 26,830,615	\$ 25,522,894	\$ 27,740,525	\$ 26,970,477	\$ 25,857,073	\$ 25,741,540	\$ 23,671,975	\$ 21,801,954	\$ 2,208,212	\$ 5,648,766		
PARATRANSIT	23 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	\$ 899,751	\$ 1,639,975	\$ 2,910,850	\$ 2,922,125	\$ 2,764,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -	
		\$ 11,234,218	\$ 9,772,978	\$ 6,998,724	\$ 14,939,975	\$ 16,210,850	\$ 16,222,125	\$ 2,764,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -	
TOTAL 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	\$ 899,751	\$ 1,639,975	\$ 2,910,850	\$ 2,922,125	\$ 2,764,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -		
	\$ 11,234,218	\$ 9,772,978	\$ 6,998,724	\$ 14,939,975	\$ 16,210,850	\$ 16,222,125	\$ 2,764,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -		
STREETS AND TRAFFIC SAFETY																	
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ (748,384)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 822,681	\$ 700,768	\$ 476,774	\$ 689,826	\$ 960,395	\$ 747,597	\$ 612,615	\$ 476,264	\$ 324,687	\$ 146,729	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 822,681	\$ 700,768	\$ (271,610)	\$ 689,826	\$ 960,395	\$ 747,597	\$ 612,615	\$ 476,264	\$ 324,687	\$ 146,729	\$ -	\$ -	\$ -	\$ -	\$ -	
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	\$ 1,229,834	\$ (1,253,392)	\$ -	\$ 259,119	\$ -	\$ -	\$ 1,339,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,702	\$ 12,155	\$ 8,075	\$ 3,132	\$ -	\$ -	\$ -	\$ -	
		\$ 1,229,834	\$ (1,253,392)	\$ -	\$ 259,119	\$ -	\$ -	\$ 1,339,768	\$ 15,702	\$ 12,155	\$ 8,075	\$ 3,132	\$ -	\$ -	\$ -	\$ -	
27	Visitacion 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	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,302	\$ 10,167	\$ 9,741	\$ 13,661	\$ 22,050	\$ 51,725	\$ -	\$ -	
		\$ (1,260,728)	\$ -	\$ 1,900,000	\$ 3,396,000	\$ 4,000,000	\$ 701,717	\$ 701,717	\$ 713,019	\$ 754,140	\$ 784,088	\$ 870,669	\$ 925,288	\$ 987,646	\$ -	\$ -	
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
30	Other Upgrades to Major Arterials	\$ (101,126)	\$ 587,341	\$ 831,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 26,974	\$ 39,962	\$ 57,674	\$ 47,141	\$ 41,616	\$ 36,596	\$ 31,301	\$ 25,427	\$ 18,894	\$ 10,234	\$ -	\$ -	\$ -	
		\$ (101,126)	\$ 587,341	\$ 858,238	\$ 39,962	\$ 57,674	\$ 47,141	\$ 41,616	\$ 36,596	\$ 31,301	\$ 25,427	\$ 18,894	\$ 10,234	\$ -	\$ -	\$ -	
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	\$ -	\$ -		
	\$ -	\$ -	\$ 26,974	\$ 39,962	\$ 57,674	\$ 47,141	\$ 41,616	\$ 63,600	\$ 53,623	\$ 43,242	\$ 35,686	\$ 32,284	\$ 51,725	\$ -	\$ -		
	\$ (132,020)	\$ (666,051)	\$ 2,758,238	\$ 3,695,081	\$ 4,057,674	\$ 748,858	\$ 2,083,101	\$ 765,317	\$ 797,596	\$ 817,589	\$ 892,694	\$ 935,521	\$ 987,646	\$ -	\$ -		
31	New Signals and Signs	\$ 310,606	\$ (472,725)	\$ 3,426,086	\$ 6,750,000	\$ -	\$ 441,149	\$ 1,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 10,187	\$ 32,168	\$ 152,056	\$ 191,934	\$ 238,155	\$ 247,820	\$ 263,705	\$ 289,189	\$ 228,676	\$ 151,283	\$ 29,035	\$ -	\$ -	
		\$ 310,606	\$ (472,725)	\$ 3,436,273	\$ 6,782,168	\$ 152,056	\$ 633,083	\$ 1,838,371	\$ 1,907,174	\$ 1,979,785	\$ 2,077,235	\$ 228,676	\$ 151,283	\$ 29,035	\$ -	\$ -	
32	Advanced Technology and Information Systems (SFgo)	\$ 2,320,000	\$ -	\$ 1,350,883	\$ 715,736	\$ 742,061	\$ 898,392	\$ 898,392	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,886	\$ 25,854	\$ 24,210	\$ 23,423	\$ 23,805	\$ 30,016	\$ 43,027	\$ 91,167	\$ -	\$ -	
		\$ 2,320,000	\$ -	\$ 1,350,883	\$ 715,736	\$ 742,061	\$ 920,278	\$ 924,247	\$ 836,905	\$ 868,905	\$ 904,983	\$ 1,006,814	\$ 1,074,164	\$ 1,156,621	\$ -	\$ -	

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
33	Signals and Signs	\$ 1,542,380	\$ (378,556)	\$ 14,060,428	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,978	\$ 117,252	\$ 107,636	\$ 102,244	\$ 102,234	\$ 130,501	\$ 190,645	\$ 414,243	\$ -	\$ -
		\$ 1,542,380	\$ (378,556)	\$ 14,060,428	\$ 850,000	\$ 1,152,000	\$ 5,092,752	\$ 4,105,102	\$ 4,233,968	\$ 4,401,249	\$ 4,582,897	\$ 5,097,560	\$ 5,434,538	\$ 5,858,970	\$ -	\$ -
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	\$ 285,294	\$ 574,325	\$ 926,443	\$ 888,697	\$ 951,120	\$ 945,047	\$ 965,989	\$ 1,012,327	\$ 826,184	\$ 594,571	\$ 281,900	\$ -	\$ -
		\$ 5,975,867	\$ (1,266,300)	\$ 9,248,801	\$ 3,674,325	\$ 3,853,774	\$ 3,293,841	\$ 5,584,686	\$ 5,251,454	\$ 5,659,993	\$ 5,897,952	\$ 826,184	\$ 594,571	\$ 281,900	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,697	\$ 21,751	\$ 19,317	\$ 17,807	\$ 17,458	\$ 23,915	\$ 37,570	\$ 86,282	\$ -	\$ -
		\$ 1,265,966	\$ 871,364	\$ 908,990	\$ 977,315	\$ 977,976	\$ 1,097,915	\$ 1,070,969	\$ 1,106,203	\$ 1,148,646	\$ 1,194,465	\$ 1,326,567	\$ 1,410,490	\$ 1,508,883	\$ -	\$ -
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	\$ 957,958	\$ 913,975	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,492	\$ 27,129	\$ 50,194	\$ 46,409	\$ 45,504	\$ 44,521	\$ 44,838	\$ 46,900	\$ 56,040	\$ 67,829	\$ 4,378	\$ -	\$ -
		\$ 552,659	\$ 884,632	\$ 1,017,730	\$ 864,809	\$ 863,337	\$ 711,797	\$ 814,565	\$ 842,307	\$ 875,988	\$ 913,240	\$ 1,013,998	\$ 981,804	\$ 4,378	\$ -	\$ -
38	Traffic Calming	\$ 11,940,998	\$ 10,709,107	\$ 10,928,383	\$ 4,008,360	\$ 4,130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 340,752	\$ 801,774	\$ 806,111	\$ 792,003	\$ 733,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 281,989	\$ -	\$ -
		\$ 11,940,998	\$ 10,709,107	\$ 10,928,383	\$ 4,349,112	\$ 4,931,774	\$ 806,111	\$ 792,003	\$ 733,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 281,989	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,339,945	\$ 1,850,523	\$ 4,876,273	\$ 4,599,758	\$ 2,487,758	\$ 178,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 19,697	\$ 125,940	\$ 283,512	\$ 371,390	\$ 363,264	\$ 327,507	\$ 290,756	\$ 251,218	\$ 210,618	\$ 161,699	\$ 109,204	\$ -	\$ -
		\$ 1,339,945	\$ 1,850,523	\$ 4,895,970	\$ 4,725,698	\$ 2,771,270	\$ 549,756	\$ 363,264	\$ 327,507	\$ 290,756	\$ 251,218	\$ 210,618	\$ 161,699	\$ 109,204	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 1,439,200	\$ 2,164,507	\$ 4,990,694	\$ -	\$ -	\$ 776,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 27,100	\$ 74,225	\$ 213,696	\$ 249,876	\$ 246,099	\$ 248,202	\$ 213,072	\$ 174,193	\$ 131,201	\$ 74,574	\$ -	\$ -	
		\$ 1,439,200	\$ 2,164,507	\$ 5,017,794	\$ 74,225	\$ 213,696	\$ 1,026,038	\$ 1,064,193	\$ 1,091,257	\$ 213,072	\$ 174,193	\$ 131,201	\$ 74,574	\$ -	\$ -	
41	Curb Ramps	\$ (83,752)	\$ 971,025	\$ 2,563,028	\$ 2,344,747	\$ 1,362,469	\$ 1,167,574	\$ 1,167,574	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,447	\$ 29,296	\$ 27,319	\$ 26,492	\$ 27,155	\$ 35,549	\$ 52,774	\$ 115,553	\$ -	\$ -
		\$ (83,752)	\$ 971,025	\$ 2,563,028	\$ 2,344,747	\$ 1,362,469	\$ 1,172,020	\$ 1,196,870	\$ 1,152,342	\$ 1,197,010	\$ 1,245,461	\$ 1,383,907	\$ 1,473,868	\$ 1,588,070	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 12,986	\$ 33,281	\$ 53,004	\$ 51,636	\$ 48,817	\$ 47,615	\$ 48,742	\$ 61,189	\$ 87,076	\$ 182,997	\$ -	\$ -
		\$ 1,401,841	\$ 1,438,936	\$ 1,493,064	\$ 1,561,966	\$ 1,625,587	\$ 1,967,563	\$ 1,541,653	\$ 1,591,600	\$ 1,650,527	\$ 1,719,324	\$ 1,913,049	\$ 2,041,939	\$ 2,201,112	\$ -	\$ -
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		\$ 27,600,694	\$ 15,806,385	\$ 56,556,455	\$ 29,387,695	\$ 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	\$ 851,517	\$ 1,917,313	\$ 3,479,024	\$ 3,573,166	\$ 3,536,166	\$ 3,313,289	\$ 3,027,479	\$ 2,750,942	\$ 2,250,584	\$ 1,871,458	\$ 1,648,474	\$ -	\$ -
		\$ 28,696,371	\$ 16,807,231	\$ 57,407,972	\$ 31,305,008	\$ 23,664,068	\$ 18,767,609	\$ 21,991,639	\$ 20,315,324	\$ 20,061,445	\$ 20,493,036	\$ 14,512,276	\$ 14,712,579	\$ 14,007,808	\$ -	\$ -
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>																
43	Transportation Demand Management / Parking Management	\$ 450,000	\$ 790,000	\$ 1,686,610	\$ 1,010,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,295	\$ 62,000	\$ 118,671	\$ 114,453	\$ 112,891	\$ 114,265	\$ 118,123	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
		\$ 450,000	\$ 790,000	\$ 1,708,905	\$ 1,072,000	\$ 223,671	\$ 506,031	\$ 524,911	\$ 545,265	\$ 570,732	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 605,278	\$ 1,472,492	\$ 2,337,148	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 37,330	\$ 110,511	\$ 236,440	\$ 214,944	\$ 215,510	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
		\$ 605,278	\$ 1,472,492	\$ 2,374,478	\$ 2,360,511	\$ 486,440	\$ 688,176	\$ 793,487	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 1,055,278	\$ 2,262,492	\$ 4,023,758	\$ 3,260,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 59,625	\$ 172,511	\$ 355,110	\$ 329,397	\$ 328,402	\$ 305,681	\$ 284,351	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
		\$ 1,055,278	\$ 2,262,492	\$ 4,083,383	\$ 3,432,511	\$ 710,110	\$ 1,194,206	\$ 1,318,398	\$ 736,681	\$ 736,961	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
<b>TOTAL STRATEGIC PLAN</b>		\$ 147,819,237	\$ 52,387,148	\$ 149,929,580	\$ 73,536,804	\$ 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	\$ 6,165,891	\$ 12,911,772	\$ 23,437,888	\$ 22,580,169	\$ 21,014,235	\$ 19,265,628	\$ 17,407,692	\$ 15,444,400	\$ 13,341,789	\$ 11,107,063	\$ 8,516,463	\$ 2,208,212	\$ 5,648,766
		\$ 153,283,034	\$ 57,626,399	\$ 156,095,472	\$ 86,448,576	\$ 81,508,804	\$ 63,014,556	\$ 51,597,500	\$ 51,304,116	\$ 50,023,265	\$ 48,571,022	\$ 42,156,860	\$ 39,917,957	\$ 37,063,312	\$ 2,208,212	\$ 5,648,766













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
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,598	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,706,361	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 15,239,801	\$ 14,459,356	\$ 74,763,578	\$ 69,663,919	\$ 12,942,873	\$ 7,894,255	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 230,044	\$ 340,095	\$ 1,495,855	\$ 4,192,811	\$ 6,642,290	\$ 5,800,308	\$ 5,218,585	\$ 4,717,183	\$ 4,188,995	\$ 3,620,932	\$ 3,038,093	\$ 2,336,600	\$ 1,590,499	\$ -	\$ -
		\$ 15,469,845	\$ 14,799,451	\$ 76,259,434	\$ 73,856,730	\$ 19,585,163	\$ 13,694,562	\$ 5,518,585	\$ 5,017,183	\$ 4,188,995	\$ 3,620,932	\$ 3,038,093	\$ 2,336,600	\$ 1,590,499	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 734,388	\$ 1,308,752	\$ 6,163,151	\$ 1,501,153	\$ 415,956	\$ 415,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 6,146	\$ 114,444	\$ 211,223	\$ 322,426	\$ 281,120	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -
		\$ 734,388	\$ 1,314,898	\$ 6,277,595	\$ 1,712,376	\$ 738,382	\$ 697,077	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ 18,791,873	\$ 51,411,888	\$ 6,786,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,242	\$ 1,138,044	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288
		\$ -	\$ -	\$ -	\$ 18,791,873	\$ 52,454,130	\$ 7,924,576	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288
	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	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288
		\$ 16,204,233	\$ 16,114,348	\$ 82,537,028	\$ 94,360,978	\$ 72,777,676	\$ 22,948,311	\$ 7,270,964	\$ 6,675,080	\$ 5,754,369	\$ 5,089,223	\$ 4,449,800	\$ 3,657,218	\$ 9,991,046	\$ 1,769,805	\$ 4,527,288
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	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288
		\$ 16,204,233	\$ 16,114,348	\$ 82,537,028	\$ 94,360,978	\$ 72,777,676	\$ 22,948,311	\$ 7,270,964	\$ 6,675,080	\$ 5,754,369	\$ 5,089,223	\$ 4,449,800	\$ 3,657,218	\$ 9,991,046	\$ 1,769,805	\$ 4,527,288
20B	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	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 381	\$ 6,606	\$ 6,059	\$ 5,972	\$ 5,935	\$ 6,056	\$ 6,393	\$ 7,520	\$ 9,178	\$ 5,392	\$ -	\$ -
		\$ 11,067	\$ -	\$ -	\$ 600,381	\$ 196,606	\$ 76,039	\$ 78,740	\$ 81,457	\$ 84,767	\$ 88,443	\$ 98,184	\$ 96,241	\$ 5,392	\$ -	\$ -
20M	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	\$ 384,075	\$ 656,443	\$ 1,101,087	\$ 974,259	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -
		\$ 2,078,705	\$ 5,557,682	\$ 11,606,553	\$ 4,017,240	\$ 4,593,549	\$ 2,656,078	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 72,102	\$ 549,969	\$ 1,393,535	\$ 260,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,148	\$ 35,207	\$ 49,579	\$ 81,354	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -
		\$ 99,250	\$ 585,175	\$ 1,443,114	\$ 342,275	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -
20U	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	\$ -	\$ -
		\$ -	\$ -	\$ 2,486	\$ 10,804	\$ 402	\$ 8,220	\$ 7,745	\$ 6,697	\$ 5,960	\$ 5,605	\$ 7,655	\$ 12,106	\$ 28,064	\$ -	\$ -
		\$ -	\$ -	\$ 5,350,889	\$ 510,804	\$ 402	\$ 551,466	\$ 393,958	\$ 406,850	\$ 422,351	\$ 439,001	\$ 487,329	\$ 517,205	\$ 551,477	\$ -	\$ -
	Facilities Subtotal	\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,682,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,556	\$ 5,470,701	\$ 4,908,836	\$ 3,381,176	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,682,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,556	\$ 5,470,701	\$ 4,908,836	\$ 3,381,176	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -



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
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,978	\$ 117,252	\$ 107,636	\$ 102,244	\$ 102,234	\$ 130,501	\$ 190,645	\$ 414,243	\$ -	\$ -
		\$ 5,026,992	\$ 4,681,755	\$ 6,289,908	\$ 8,304,483	\$ 6,484,819	\$ 6,830,418	\$ 4,105,102	\$ 4,233,968	\$ 4,401,249	\$ 4,582,897	\$ 5,097,560	\$ 5,434,538	\$ 5,858,970	\$ -	\$ -
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	\$ 285,294	\$ 574,325	\$ 926,443	\$ 888,697	\$ 951,120	\$ 945,047	\$ 965,989	\$ 1,012,327	\$ 826,184	\$ 594,571	\$ 281,900	\$ -	\$ -
		\$ 8,058,419	\$ 5,080,302	\$ 7,005,962	\$ 8,118,261	\$ 5,656,840	\$ 6,518,121	\$ 7,199,731	\$ 5,251,454	\$ 5,659,993	\$ 5,897,952	\$ 826,184	\$ 594,571	\$ 281,900	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 371,952	\$ 267,860	\$ 3,042,349	\$ 960,169	\$ 960,629	\$ 1,564,206	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,697	\$ 21,751	\$ 19,317	\$ 17,807	\$ 17,458	\$ 23,915	\$ 37,570	\$ 86,282	\$ -	\$ -
		\$ 371,952	\$ 267,860	\$ 3,042,349	\$ 960,169	\$ 960,629	\$ 1,586,903	\$ 1,070,969	\$ 1,106,203	\$ 1,148,646	\$ 1,194,465	\$ 1,326,567	\$ 1,410,490	\$ 1,508,883	\$ -	\$ -
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	\$ 957,958	\$ 913,975	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,492	\$ 27,129	\$ 50,194	\$ 46,409	\$ 45,504	\$ 44,521	\$ 44,838	\$ 46,900	\$ 56,040	\$ 67,829	\$ 4,378	\$ -	\$ -
		\$ 131,701	\$ 1,050,264	\$ 2,003,703	\$ 1,192,868	\$ 888,337	\$ 786,797	\$ 814,565	\$ 842,307	\$ 875,988	\$ 913,240	\$ 1,013,998	\$ 981,804	\$ 4,378	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 340,752	\$ 801,774	\$ 806,111	\$ 792,003	\$ 733,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 281,989	\$ -	\$ -
		\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 15,147,863	\$ 8,322,135	\$ 4,721,641	\$ 2,622,003	\$ 1,183,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 281,989	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 19,697	\$ 125,940	\$ 283,512	\$ 371,390	\$ 363,264	\$ 327,507	\$ 290,756	\$ 251,218	\$ 210,618	\$ 161,699	\$ 109,204	\$ -	\$ -
		\$ 1,224,228	\$ 1,568,177	\$ 5,127,234	\$ 4,047,915	\$ 3,014,122	\$ 3,980,390	\$ 1,149,630	\$ 327,507	\$ 290,756	\$ 251,218	\$ 210,618	\$ 161,699	\$ 109,204	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 106,258	\$ 2,622,251	\$ 3,583,775	\$ 1,765,521	\$ 2,860,963	\$ 2,167,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 27,100	\$ 74,225	\$ 213,696	\$ 249,876	\$ 246,099	\$ 248,202	\$ 213,072	\$ 174,193	\$ 131,201	\$ 74,574	\$ -	\$ -	\$ -
		\$ 106,258	\$ 2,622,251	\$ 3,610,875	\$ 1,839,746	\$ 3,074,659	\$ 2,417,038	\$ 1,064,193	\$ 1,091,257	\$ 213,072	\$ 174,193	\$ 131,201	\$ 74,574	\$ -	\$ -	\$ -
41	Curb Ramps	\$ 287,965	\$ 12,890	\$ 2,382,038	\$ 1,862,523	\$ 2,024,956	\$ 2,406,091	\$ 1,692,003	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,447	\$ 29,296	\$ 27,319	\$ 26,492	\$ 27,155	\$ 35,549	\$ 52,774	\$ 115,553	\$ -	\$ -
		\$ 287,965	\$ 12,890	\$ 2,382,038	\$ 1,862,523	\$ 2,024,956	\$ 2,410,537	\$ 1,721,299	\$ 1,152,342	\$ 1,197,010	\$ 1,245,461	\$ 1,383,907	\$ 1,473,868	\$ 1,588,070	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 12,986	\$ 33,281	\$ 53,004	\$ 51,636	\$ 48,817	\$ 47,615	\$ 48,742	\$ 61,189	\$ 87,076	\$ 182,997	\$ -	\$ -
		\$ 2,195,044	\$ 1,683,818	\$ 2,635,220	\$ 1,561,966	\$ 1,625,587	\$ 1,967,563	\$ 1,541,653	\$ 1,591,600	\$ 1,650,527	\$ 1,719,324	\$ 1,913,049	\$ 2,041,939	\$ 2,201,112	\$ -	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 25,174,619	\$ 26,574,012	\$ 50,684,480	\$ 47,835,009	\$ 36,998,834	\$ 34,911,353	\$ 24,636,546	\$ 19,556,803	\$ 17,043,965	\$ 17,747,095	\$ 12,266,691	\$ 12,846,120	\$ 12,359,334	\$ -	\$ -
		\$ 1,095,677	\$ 1,000,846	\$ 851,517	\$ 1,917,313	\$ 3,479,024	\$ 3,573,166	\$ 3,536,166	\$ 3,313,289	\$ 3,027,479	\$ 2,750,942	\$ 2,250,584	\$ 1,871,458	\$ 1,648,474	\$ -	\$ -
		\$ 26,270,296	\$ 27,574,859	\$ 51,535,997	\$ 49,752,322	\$ 40,477,858	\$ 38,484,518	\$ 28,172,711	\$ 22,870,092	\$ 20,071,445	\$ 20,498,036	\$ 14,517,276	\$ 14,717,579	\$ 14,007,808	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INIT																
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,295	\$ 62,000	\$ 118,671	\$ 114,453	\$ 112,891	\$ 114,265	\$ 118,123	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
		\$ 213,180	\$ 424,867	\$ 3,239,391	\$ 1,275,777	\$ 958,671	\$ 696,031	\$ 524,911	\$ 545,265	\$ 570,732	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 1,669,989	\$ 666,924	\$ 2,745,815	\$ 2,184,365	\$ 1,875,000	\$ 623,232	\$ 652,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 37,330	\$ 110,511	\$ 236,440	\$ 214,944	\$ 215,510	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
		\$ 1,669,989	\$ 666,924	\$ 2,783,144	\$ 2,294,876	\$ 2,111,440	\$ 838,176	\$ 868,487	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,883,168	\$ 1,091,791	\$ 5,962,911	\$ 3,398,142	\$ 2,715,000	\$ 1,204,809	\$ 1,064,997	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 59,625	\$ 172,511	\$ 355,110	\$ 329,397	\$ 328,402	\$ 305,681	\$ 284,351	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
		\$ 1,883,168	\$ 1,091,791	\$ 6,022,536	\$ 3,570,653	\$ 3,070,110	\$ 1,534,206	\$ 1,393,398	\$ 736,681	\$ 736,961	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 79,466,546	\$ 69,835,194	\$ 242,044,118	\$ 211,271,257	\$ 174,620,688	\$ 116,064,125	\$ 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	\$ 6,165,891	\$ 12,911,772	\$ 23,437,888	\$ 22,580,169	\$ 21,014,235	\$ 19,265,628	\$ 17,407,692	\$ 15,444,400	\$ 13,341,789	\$ 11,107,063	\$ 8,516,463	\$ 2,208,212	\$ 5,648,766
		\$ 84,930,343	\$ 75,074,445	\$ 248,210,009	\$ 224,183,030	\$ 198,058,575	\$ 138,644,294	\$ 67,325,864	\$ 54,735,239	\$ 50,033,265	\$ 48,576,022	\$ 42,161,860	\$ 39,922,957	\$ 37,063,312	\$ 2,208,212	\$ 5,648,766





# Memorandum

## AGENDA ITEM 4

**DATE:** October 28, 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

**RECOMMENDATION**    Information    Action

- Adopt the 2021 Prop K Strategic Plan
- Amend 11 5-Year Prioritization Programs (5YPPs)

**SUMMARY**

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.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- 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 Muni Services, 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 \$618 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) - bringing sales tax funding up to \$14.3 million to support Muni reliability, Paratransit (\$9,320,970) - increasing from \$10.1 million to \$13.3 million annually for next 3 fiscal years, bridging to sales tax reauthorization, 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 (along with reprogramming de-obligated funds from prior year grants) 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 considered this item at its October 27, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.

## **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