

2021 Prop K Strategic Plan

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**San Francisco
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BD111621

RESOLUTION NO. 22-16

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



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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



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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)



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RESOLUTION NO. 22-16

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 7th day of December, 2021, by the following votes:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Nays: (0)

Absent: Commissioner Melgar (1)

DocuSigned by:

Rafael Mandelman

3/15/2022

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Rafael Mandelman
Chair

Date

DocuSigned by:

Tilly Chang

3/16/2022

FED2528AB8BE49B

ATTEST:

Tilly Chang
Executive Director

Date

2021 Prop K Strategic Plan Update



**San Francisco
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Agenda Item 5
October 27, 2021

Prop K Expenditure Plan

What does it do?

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

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



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Prop K Expenditure Plan

Other administration requirements include:

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



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Prop K Strategic Plan

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

Specifically, the Strategic Plan

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

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



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2021
Strategic Plan
Mid-Cycle
Update

Why Now?

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



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2021 Strategic Plan Update

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

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



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30-Year Revenue Projections (YOE\$s)



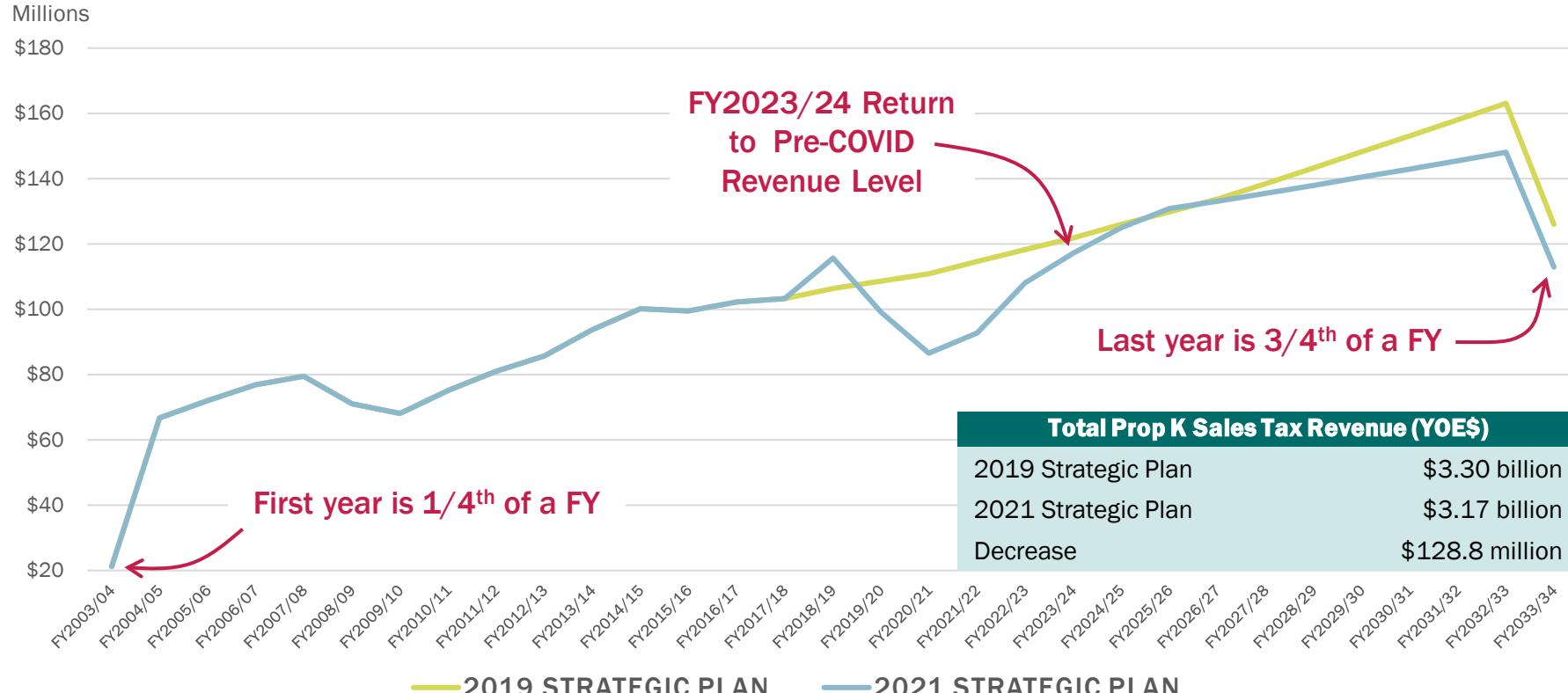
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ITEM	2019 STRATEGIC PLAN	2021 STRATEGIC PLAN
Total Sales Tax Revenues	\$3.3B	\$3.17B
Difference (\$) from 2019 Strategic Plan	-	-\$128.8M
Difference (%) from 2019 Strategic Plan	-	-3.9%
Current 5-Year Period (19/20-23/24) Revenues	\$575M	\$504M
Difference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

30-Year Revenue Projections (YOE\$)



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Prop K Capital Program Overview



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Millions (Year of Expenditure \$'s)

\$3,000

\$2,500

\$2,505 M

\$2,000

\$1,954 M

\$1,500

**UNREIMBURSED
\$444 M**

\$1,000

\$1,510 M

\$500

\$0

PROGRAMMED

ALLOCATED

REIMBURSED

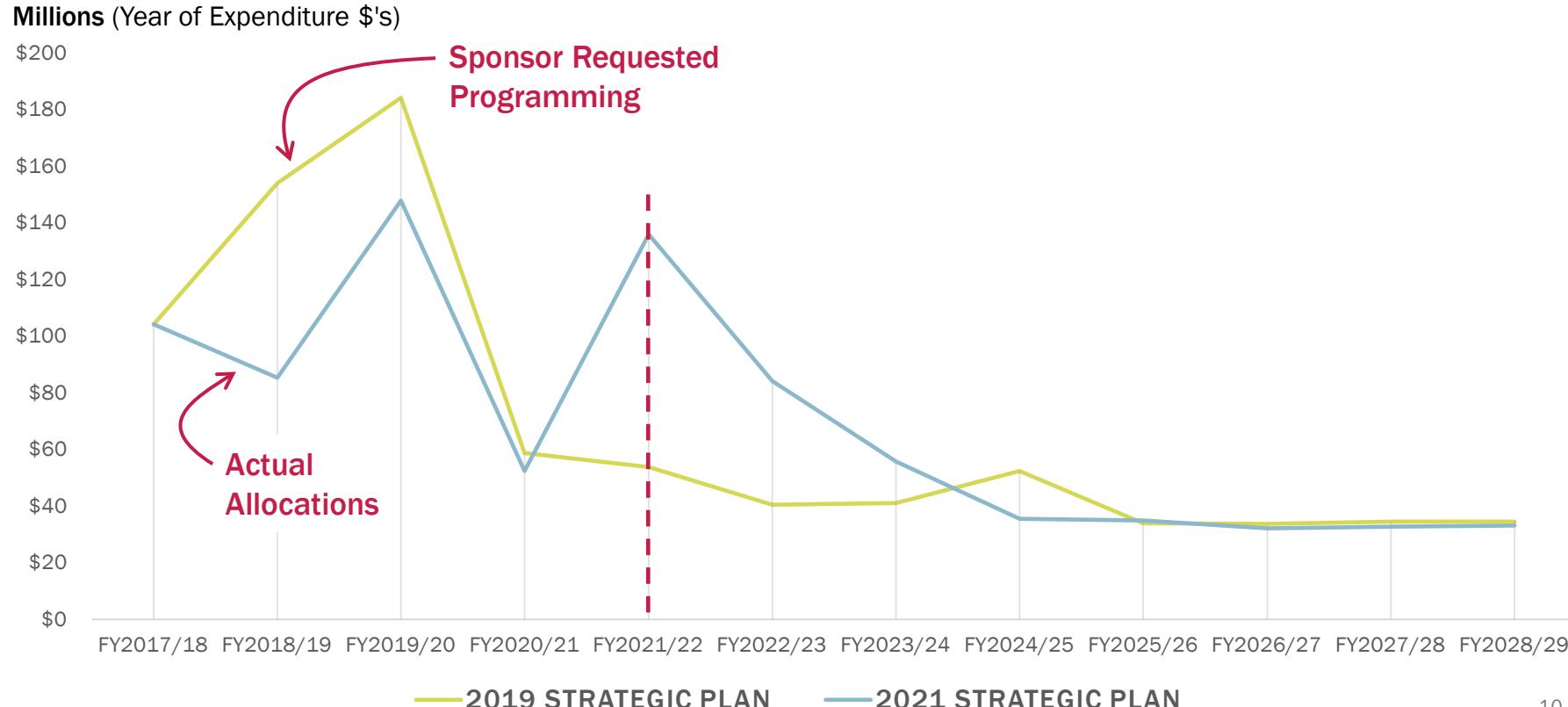
ABOUT 83% OF THE \$444 MILLION NOT YET REIMBURSED IS DUE TO THE FOLLOWING TYPES OF PROJECTS:

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

Programming and Allocations



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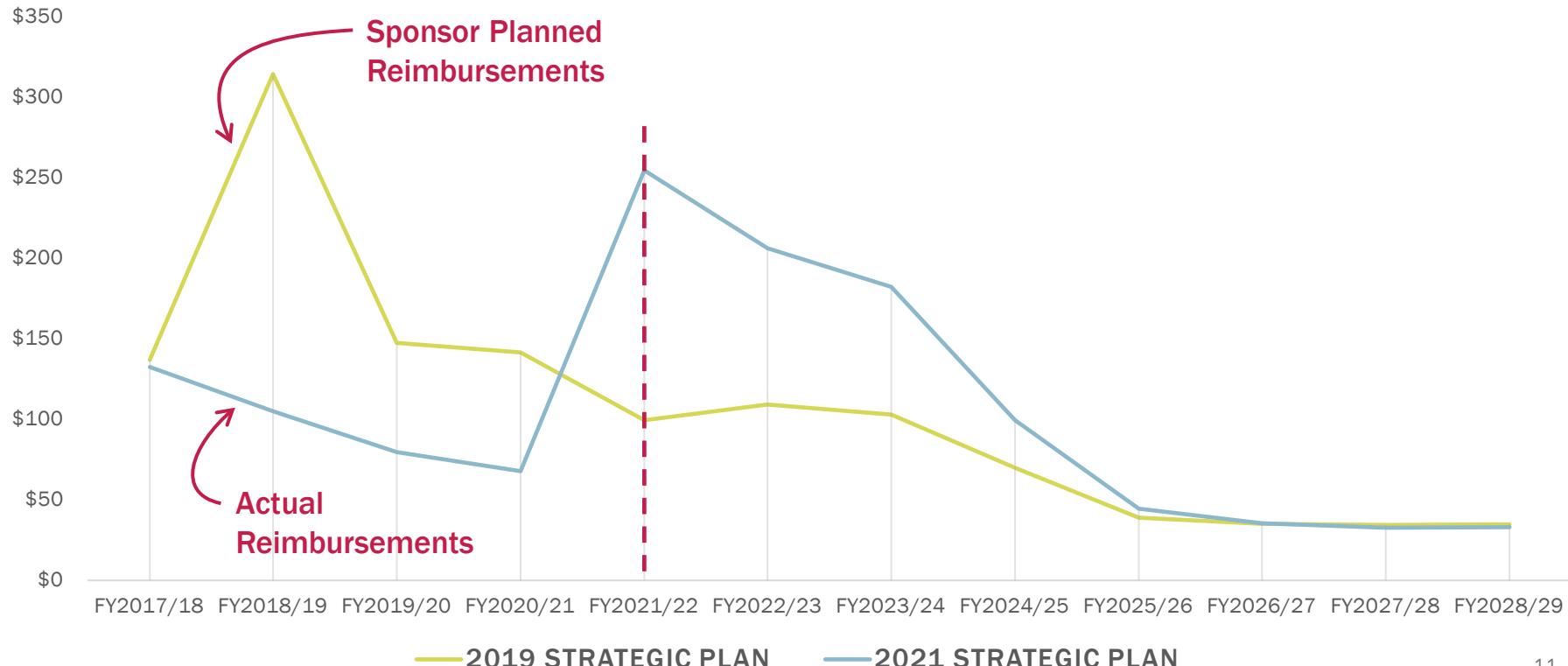


Planned vs. Actual Reimbursements



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Millions (Year of Expenditure \$'s)



Strategic Plan Debt Assumptions (in millions YOE\$s)



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

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

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

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

30-Year Revenues and Expenditures Comparison



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

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

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

Programming Highlights

Increased funding

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

Advanced funds

- Downtown Rail Extension
- New Signals Contract 66



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New Programming Highlights

Added new projects

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



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Thank you



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2021 Prop K Strategic Plan Update - Summary of Changes

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

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
9	Ferry		FY2027/28	FY2023/24
10	Extension of Trolleybus Lines/Motor Coach		FY2032/33	FY2031/32
11	F-Line Extension to Fort Mason		FY2032/33	FY2031/32
12	Purchase/Rehab Historic Street Cars		FY2031/32	FY2029/30
13	Balboa Park BART/MUNI Station Access		FY2030/31	FY2029/30
14	Relocation of Paul St to Oakdale-Caltrain Station		FY2032/33	FY2031/32
15	Purchase Additional Light Rail Vehicles		FY2019/20	FY2019/20
16	Other Transit Enhancements	<p>SYPP Amendment to reprogram a total of \$3,527,710, including \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, and \$1,778,352 from Muni Subway Expansion (19th Ave M-line) programming, to Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) in Fiscal Years 2021/22 and 2022/23.</p> <p>SYPP Amendment to reprogram \$2.75M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements Placeholder in FY2022/23.</p> <p>SYPP Amendment to reprogram \$500,000 from the Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22, increasing Prop K funds to \$1.29M total for construction (including funds programmed in the BART Facility category) and allowing BART to increase the scope of the project.</p> <p>The Market St. /Balboa Park New Elevator Master Plan is going to be a joint study of SFMTA and BART. SFMTA is not able to advance the study at this time due to agency financial constraints, and BART is requesting to reprogram the Prop K funds to shovel-ready elevator renovations.</p> <p>See enclosed Project Information Forms for details.</p>	FY2021/22	FY2021/22
17B	New and Renovated Vehicles BART		FY2032/33	FY2031/32

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
17M	New and Renovated Vehicles-MUNI	5YPP Amendment to reprogram \$12,309,576 in funds deobligated from projects completed under budget to the Mid-Life Overhauls Placeholder, increasing placeholder funds from \$2,035,607 to \$14,345,183 in FY2021/22. See enclosed Project Information Form for details.	FY2020/21	FY2022/23
17P	New and Renovated Vehicles-Caltrain		FY2020/21	FY2021/22
17U	New and Renovated Vehicles-Discretionary		FY2019/20	FY2019/20
18	Trolleybus wheelchair-lift O&M		Completed	Completed
19	F-Line O&M		Completed	Completed
20B	Rehab/Upgrades Existing facilities-BART		FY2032/33	FY2030/31
20M	Rehab/Upgrades Existing facilities-MUNI	5YPP Amendment to reprogram \$4,240,948 in funds deobligated from projects completed under budget to the Muni Metro East Expansion project, increasing the Prop K funds from from \$2,800,000 to \$7,040,948 in FYs 2021/22 and 2022/23. See enclosed Project Information Form for details.	FY2022/23	FY2022/23
20P	Rehab/Upgrades Existing facilities-Caltrain		FY2020/21	FY2021/22
20U	Rehab/Upgrades Existing facilities-Discretionary		FY2032/33	FY2031/32
21	Muni MMX O&M		Completed	Completed
22B	Guideways-BART	5YPP Amendment to reprogram a total of \$1,269,471, including \$1.2M in funds from Traction Power Substation Replacement construction and \$69,471 in funds deobligated from projects completed under budget, to the Tunnel Waterproofing M Line project in FY2021/22. See enclosed Project Information Form for details. The Traction Power Substation Replacement project would retain \$1.5M in Prop K funds for design in FY2021/22. The construction phase will be funded by non-Prop K sources.	FY2032/33	FY2031/32

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
22M	Guideways-MUNI	<p>SYPP Amendment to reprogram a total of \$18,850,785, including \$6,452,901 in deobligated funds from projects completed under budget and \$12,397,884 from multiple project placeholders to the planning phase of Communications Based Train Control in FY2021/22. See enclosed Project Information Form for details.</p> <p>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.</p>	FY2031/32	FY2030/31
22P	Guideways-Caltrain		FY2021/22	FY2021/22
22U	Guideways-Discretionary		FY2031/32	FY2030/31
23	Paratransit	Reprogram \$6,372,336 in deobligated funds and advance \$2,948,634 from outyears to FYs 2022/23 - 2024/25 to increase programming from \$10.1M to \$13.3M for the next three fiscals years to provide near-term funding stability for the paratransit program.	FY2025/26	FY2024/25
24	Golden Gate Bridge South Access (Doyle Drive)		FY2017/18	FY2017/18
25	Bernal Heights Street System Upgrading		Completed	Completed
26	Great Highway Erosion Repair	Reprogram \$1,339,769 from projects completed under budget to the Great Highway Roadway Improvements placeholder in FY2025/26. See enclosed Project Information Form for details.	FY2019/20	FY2025/26
27	Visitacion Valley Watershed	SYPP Amendment to reprogram \$1,260,728 in deobligated funds from the Geneva-Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, to the Candlestick Active Mobility & Transit Crossing project. See enclosed Project Information Form for details.	FY2032/33	FY2031/32
28	Illinois Street Bridge		Completed	Completed
29	Golden Gate Park/SR1 Traffic Study		Completed	Completed

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
30	Other Upgrades to Major Arterials		FY2020/21	FY2021/22
31	New Signals and Signs	Advancing funds to FY2022/23 to make an additional \$3.45M available to fully fund New Signal Contract 66 construction. This would increase programming to \$6.75M and fill a gap in the funding plan due to lower than anticipated TNC Tax revenues. See enclosed Project Information Form for details.	FY2032/33	FY2028/29
32	Advanced Technology and Information Systems (SFgo)		FY2032/33	FY2031/32
33	Signals and Signs	SYPP Amendment to reprogram a total of \$5,345,910, including \$997,819 in funds deobligated from projects completed under budget and reprogram a total of \$4,348,09 from multiple project placeholders (see below) to the Traffic Signal Upgrade Contract 35, increasing the Prop K funds from \$1,758,000 to \$7,103,910. See enclosed Project Information Form for details. 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.	FY2032/33	FY2031/32

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
34	Street Resurfacing, Rehabilitation, and Maintenance	<p>SYPP amendment as follows:</p> <ul style="list-style-type: none"> -add Junipero Serra Blvd Pavement Renovation with \$4,397,129 for construction in FY2021/22. Funding available from \$1,397,129 in funds reprogrammed from 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation which cost less than anticipated, \$2,927,331 reprogrammed from Claremont, Juanita, and Yerba Buena Pavement Renovation which will proceed in Spring 2022 with non-Prop K sources (e.g. gas tax or general obligation bond funds), and \$72,669 from McAllister St, 20th St, and 24th St Pavement (see below) -add Mission St and Geneva Ave Improvement Project and reprogram \$1,093,827 in funds deobligated from projects completed under budget to the project's construction phase in FY2021/22 -delay Sunset Blvd Pavement Renovation from FY2021/22 to FY2022/23 and slightly increase funding from \$3M to \$3.1M with \$100,000 reprogrammed from McAllister, 20th St, and 24th St Pavement Renovation -delay McAllister St, 20th St, and 24th St Pavement Renovation from FY 2022/23 to 2023/24 and slightly reduce funding to \$2,927,331 (a decrease of \$172,669). Project remains fully funded. <p>See enclosed Project Information Forms for details.</p>	FY2029/30	FY2028/29
35	Street Repair and Cleaning Equipment		FY2032/33	FY2031/32
36	Embarcadero Roadway Incremental O&M		Completed	Completed
37	Pedestrian and Bicycle Facility Maintenance		FY2032/33	FY2030/31
38	Traffic Calming	SYPP Amendment to reprogram \$898,360 in funds deobligated from projects completed under budget to the Application Based Traffic Calming Program, increasing the Prop K funds from from \$1,200,000 to \$2,098,360 in FY2022/23 to meet increased demands on the program. See enclosed Project Information Form for details.	FY2025/26	FY2023/24
39	Bicycle Circulation and Safety		FY2025/26	FY2023/24
40	Pedestrian Circulation and Safety		FY2027/28	FY2026/27
41	Curb Ramps		FY2032/33	FY2031/32
42	Tree Planting and Maintenance		FY2032/33	FY2031/32

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
43	Transportation Demand Management / Parking Management		FY2028/29	FY2027/28
44	Transportation/Land Use Coordination		FY2027/28	FY2025/26

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

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

2021 Prop K Strategic Plan

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	
TRANSIT																						
1	Bus Rapid Transit/Muni Metro Network	\$ 115,712,555	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	\$ 7,905,607	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 5,492,164	
				Total	\$ 109,393,820	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,968
				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	\$ 277,266,878	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	\$ 40,734,514	\$ -	\$ -	\$ 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	\$ 274,170,909	\$ -	\$ 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	\$ 23,912,373	21.24%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ -	\$ -
				Finance Costs	\$ 5,079,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,053	\$ 82,471	\$ 222,029	
				Total	\$ 25,979,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,053,053	\$ 82,471	\$ 222,029
7	Capital Improvement Program	\$ 23,212,498	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	\$ 2,629,691	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,085	\$ 10,712	\$ 34,003	\$ 31,427	\$ 13,389	\$ 9,711	\$ 6,813	\$ 1,114	\$ -	\$ 17,338	\$ 85,516	
				Total	\$ 22,730,114	\$ -	\$ 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	\$ 10,731,406	10.11%	Programming	\$ 9,514,960	\$ -	\$ 564,417	\$ 2,015,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 327,025
				Finance Costs	\$ 1,084,659	\$ -	\$ -	\$ -	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 11,065	\$ 6,135	\$ 2,847	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ 39,660	
				Total	\$ 10,599,619	\$ -	\$ 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	\$ 5,132,412	7.64%	Programming	\$ 4,733,620	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000	
				Finance Costs	\$ 392,121	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,125,741	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,067,512	0.24%	Programming	\$ 8,803,818	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	
				Finance Costs	\$ 21,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 8,825,708	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	
11	F-Line Extension to Fort Mason	\$ 4,772,375	0.90%	Programming	\$ 4,634,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -
				Finance Costs	\$ 43,177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 4,677,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,336,265	4.11%	Programming	\$ 1,222,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 54,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,277,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ 9,277,497	5.00%	Programming	\$ 8,623,524	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$						

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	
17P	New and Renovated Vehicles-Caltrain	\$ 23,633,753	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	\$ 1,994,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 22,635,388	\$ -	\$ 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	\$ 82,718,135	17.02%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 14,082,721	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 91,073,014	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -
18	Vehicles Subtotal	\$ 581,338,944	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	\$ 59,757,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
				Total	\$ 580,282,291	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Total Vehicles	\$ 588,942,877	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	\$ 59,757,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
				Total	\$ 587,898,822	\$ -	\$ 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	\$ 1,959,648	3.72%	Programming	\$ 1,840,376	\$ -	\$ -	\$ 383,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	
				Finance Costs	\$ 72,889	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,913,264	\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,140	9.84%	Programming	\$ 69,161,046	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214	\$ 7,514,655	
				Finance Costs	\$ 7,777,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,436	\$ 201,654
				Total	\$ 76,938,918	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,029,650	\$ 7,716,309	
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,574	12.69%	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	\$ 1,007,725	\$ -	\$ -	\$ -	\$ -	\$ 42,592	\$ 19,368	\$ 14,470	\$ 29,295	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,746	\$ 10,721	\$ 31,213		
				Total	\$ 7,720,726	\$ -	\$ 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	\$ 9,856,563	0.97%	Programming	\$ 9,535,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 95,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,631,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
21	Facilities Subtotal	\$ 98,798,926	9.06%	Programming	\$ 87,250,411	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 12,298,33										

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
TOTAL TRANSIT		\$ 1,790,990,930	8.01%	Finance Costs	\$ 143,419,188	\$ -	\$ 1,304,947	\$ 899,438	\$ 658,450	\$ 456,398	\$ 320,223	\$ 772,421	\$ 673,422	\$ 273,698	\$ 283,203	\$ 341,675	\$ 210,619	\$ 327,701	\$ 1,148,991	\$ 3,291,678	
				Total	\$ 1,773,454,363	\$ 4,742,132	\$ 139,686,501	\$ 40,366,625	\$ 38,134,769	\$ 73,315,683	\$ 26,585,324	\$ 150,532,951	\$ 43,663,387	\$ 85,794,157	\$ 45,372,843	\$ 51,016,441	\$ 209,708,101	\$ 128,225,837	\$ 93,205,904	\$ 63,594,657	\$ 61,148,423
PARATRANSIT																					
23	Paratransit	\$ 235,507,710	12.48%	Programming	\$ 205,650,276	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 6,604,078	\$ 8,697,240	\$ 9,670,000	\$ 9,146,990	\$ 10,193,010	\$ 10,193,010	\$ 9,675,465	\$ 10,288,548	
				Finance Costs	\$ 29,390,241	\$ -	\$ -	\$ 471,349	\$ 665,110	\$ 432,144	\$ 224,389	\$ 174,585	\$ 347,098	\$ 331,385	\$ 160,477	\$ 159,306	\$ 180,946	\$ 92,579	\$ 132,828	\$ 435,243	\$ 1,045,132
				Total	\$ 235,040,518	\$ -	\$ 9,670,000	\$ 10,141,349	\$ 10,335,110	\$ 10,102,144	\$ 9,894,389	\$ 9,844,585	\$ 8,819,877	\$ 6,935,462	\$ 8,857,717	\$ 9,829,306	\$ 9,327,937	\$ 10,285,589	\$ 10,325,838	\$ 10,110,708	\$ 11,333,680
STREETS AND TRAFFIC SAFETY																					
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 92,383,411	9.24%	Programming	\$ 69,094,362	\$ 2,832,840	\$ 1,977,839	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ -	\$ (991)	\$ -	\$ -	\$ -	\$ 20,400,000	\$ -	\$ 2,000,000	\$ -
				Finance Costs	\$ 8,534,435	\$ -	\$ 458,997	\$ 16,575	\$ -	\$ -	\$ -	\$ 153,547	\$ 220,439	\$ 105,619	\$ 91,969	\$ 92,068	\$ 94,224	\$ 122,209	\$ 354,165	\$ 864,110	
				Total	\$ 77,628,797	\$ 2,832,840	\$ 2,436,836	\$ 16,575	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ 153,547	\$ 219,448	\$ 105,619	\$ 91,969	\$ 92,068	\$ 20,494,224	\$ 122,209	\$ 2,354,165	\$ 864,110
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 2,367,908	1.65%	Programming	\$ 2,041,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,596	\$ 265,802	\$ (214)	\$ 70,012	\$ -	\$ 81,099
				Finance Costs	\$ 39,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,080,716	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,596	\$ 265,802	\$ (214)	\$ 70,012	\$ -	\$ 81,099
27	Visitacion Valley Watershed	\$ 17,496,858	0.68%	Programming	\$ 16,996,290	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 184,500	\$ 1,778,050	\$ -	\$ -
				Finance Costs	\$ 118,514	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 17,114,804	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 184,500	\$ 1,778,050	\$ -	\$ -
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1 Traffic Study	\$ 233,291	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 4,146,755	8.10%	Programming	\$ 3,562,192	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 182,521
				Finance Costs	\$ 335,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 3,898,166	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 182,521
	Total New and Upgraded Streets	\$ 28,796,813	1.71%	Programming	\$ 27,150,691	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 392,867	\$ 200,000	\$ 49,596	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 263,620
				Finance Costs	\$ 493,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,644,270	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 392,867	\$ 200,000	\$ 49,596	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 263,620
31	New Signals and Signs	\$ 42,109,105	4.36%	Programming	\$ 38,494,493	\$ -	\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,649,017	\$ 495,896	\$ 39,819	\$ 2,332,458	\$ 326,166	\$ 2,060,000	\$ 280,000	\$ 1,407,547	\$ 2,069,359	\$ 5,289,722	\$ 705,000
				Finance Costs	\$ 1,836,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 40,330,673	\$ -	\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,649,882	\$ 495,896	\$ 39,819	\$ 2,332,458	\$ 326,166	\$ 2,060,000	\$ 280,000	\$ 1,407,547	\$ 2,069,359	\$ 5,289,722	\$ 705,000
32	Advanced Technology and Information Systems (SFgo)	\$ 20,179,710	1.54%	Programming	\$ 19,739,875	\$ -	\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ 5,509	\$ -	\$ -	\$ (8,000)	\$ -	\$ 2,200,000	\$ 806,611	

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
				Total		\$ 31,619,462	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	\$ 3,059,717		
40	Pedestrian Circulation and Safety	\$ 27,761,682	6.49%	Programming	\$ 24,535,976	\$ -	\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 393,416	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	\$ 1,944,390			
				Finance Costs	\$ 1,802,434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 26,338,410	\$ -	\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 393,416	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	\$ 1,944,390			
41	Curb Ramps	\$ 27,528,390	1.21%	Programming	\$ 26,902,852	\$ -	\$ 871,446	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 971,000	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084	\$ -			
				Finance Costs	\$ 332,420	\$ -	\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 27,235,271	\$ -	\$ 885,537	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 971,000	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084	\$ -			
42	Tree Planting and Maintenance	\$ 38,259,796	1.72%	Programming	\$ 37,395,631	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,013,571	\$ 1,058,198	\$ 1,099,541	\$ 1,158,196	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166	\$ 1,192,519			
				Finance Costs	\$ 658,718	\$ -	\$ 24,002	\$ 1,780	\$ -	\$ -	\$ -	\$ -	\$ 2,595	\$ 1,833	\$ 1,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 38,054,349	\$ -	\$ 1,255,402	\$ 858,780	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,013,571	\$ 1,060,793	\$ 1,101,374	\$ 1,159,674	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166	\$ 1,192,519			
TOTAL STREETS AND TRAFFIC SAFETY				Programming	\$ 605,004,672	\$ 2,832,840	\$ 26,330,992	\$ 28,149,870	\$ 13,473,540	\$ 27,813,092	\$ 17,451,007	\$ 43,765,802	\$ 6,969,370	\$ 14,228,610	\$ 15,371,328	\$ 13,359,147	\$ 5,924,282	\$ 49,447,335	\$ 20,925,835	\$ 31,319,382	\$ 15,215,808			
				Finance Costs	\$ 36,651,401	\$ -	\$ 500,465	\$ 499,317	\$ 806,895	\$ 584,006	\$ 315,144	\$ 192,636	\$ 478,121	\$ 489,327	\$ 215,698	\$ 184,600	\$ 169,429	\$ 119,912	\$ 146,287	\$ 418,927	\$ 1,027,470			
				Total	\$ 641,656,072	\$ 2,832,840	\$ 26,831,456	\$ 28,649,187	\$ 14,280,436	\$ 28,397,098	\$ 17,766,151	\$ 43,958,437	\$ 7,447,491	\$ 14,717,937	\$ 15,587,026	\$ 13,543,746	\$ 6,093,712	\$ 49,567,247	\$ 21,072,122	\$ 31,738,309	\$ 16,243,278			
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																								
43	Transportation Demand Management / Parking Management	\$ 13,530,904	7.00%	Programming	\$ 12,222,136	\$ -	\$ 434,849	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	\$ 1,205,000			
				Finance Costs	\$ 947,306	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 13,169,442	\$ -	\$ 441,418	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	\$ 1,205,000			
44	Transportation/Land Use Coordination	\$ 20,529,647	7.32%	Programming	\$ 18,102,442	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 690,083			
				Finance Costs	\$ 1,502,182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 19,604,625	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 690,083			
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES				Programming	\$ 30,324,579	\$ -	\$ 478,849	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	\$ 1,895,083			
				Finance Costs	\$ 2,449,488	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 32,774,066	\$ -	\$ 485,418	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	\$ 1,895,083			
TOTAL STRATEGIC PLAN				Programming	\$ 2,471,014,702	\$ 7,574,972	\$ 176,166,341	\$ 77,424,537	\$ 61,031,872	\$ 110,573,674	\$ 54,295,217	\$ 203,819,851	\$ 58,862,376	\$ 107,224,705	\$ 69,626,543	\$ 75,875,505	\$ 227,559,889	\$ 188,685,950	\$ 126,071,910	\$ 104,250,341	\$ 85,256,183			
				Finance Costs	\$ 211,910,318	\$ -	\$ 507,033	\$ 2,275,612	\$ 2,371,443	\$ 1,674,600	\$ 995,931	\$ 687,444	\$ 1,597,640	\$ 1,494,134	\$ 649,872	\$ 627,108	\$ 692,050	\$ 423,110	\$ 606,816	\$ 2,003,160	\$ 5,364,280			
				Total	\$ 2,682,925,019	\$ 7,574,972	\$ 176,673,374	\$ 79,700,149	\$ 63,403,315	\$ 112,248,274	\$ 55,291,148	\$ 204,507,295	\$ 60,460,017	\$ 108,718,838	\$ 70,276,415	\$ 76,502,614	\$ 228,251,940	\$ 189,109,060	\$ 126,678,726	\$ 106,253,501	\$ 90,620,463			

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																
1	Bus Rapid Transit/Muni Metro Network	\$ -	\$ -	\$ 22,159,360	\$ 8,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 153,657	\$ 550,418	\$ 1,209,369	\$ 1,246,079	\$ 1,182,843	\$ 1,043,907	\$ 897,859	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,313,017	\$ 8,875,418	\$ 1,209,369	\$ 1,246,079	\$ 1,182,843	\$ 1,043,907	\$ 897,859	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 1,617,984	\$ 2,497,467	\$ 3,896,408	\$ 3,540,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -
		\$ 7,065,346	\$ 4,669,941	\$ 7,617,984	\$ 5,497,467	\$ 14,396,408	\$ 3,540,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 235,067	\$ 219,122	\$ 174,033	\$ 266,044	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074
		\$ 235,067	\$ 219,122	\$ 174,033	\$ 266,044	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074
7	Capital Improvement Program	\$ 2,908,012	\$ 472,015	\$ 1,502,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 98,675	\$ 102,388	\$ 133,147	\$ 225,161	\$ 350,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -
		\$ 3,006,687	\$ 574,403	\$ 1,635,623	\$ 225,161	\$ 350,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 672,975	\$ -	\$ 1,100,000	\$ -	\$ -	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 33,671	\$ 33,881	\$ 32,722	\$ 55,791	\$ 106,760	\$ 95,876	\$ 94,617	\$ 95,836	\$ 99,043	\$ 86,074	\$ 72,922	\$ 57,349	\$ 42,990	\$ -	\$ -
		\$ 706,646	\$ 33,881	\$ 1,132,722	\$ 55,791	\$ 106,760	\$ 402,490	\$ 416,720	\$ 432,303	\$ 451,011	\$ 86,074	\$ 72,922	\$ 57,349	\$ 42,990	\$ -	\$ -
9	Ferry	\$ 240,000	\$ (135,905)	\$ 347,000	\$ 335,905	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 4,447	\$ 4,775	\$ 18,038	\$ 30,321	\$ 44,242	\$ 47,794	\$ 54,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -
		\$ 240,000	\$ (131,459)	\$ 351,775	\$ 353,943	\$ 1,330,321	\$ 44,242	\$ 47,794	\$ 54,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,891,422	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,890	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,913,312	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 3,826	\$ 3,381	\$ 3,100	\$ 3,024	\$ 4,159	\$ 6,563	\$ 15,124	\$ -	\$ -
		\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,179,553	\$ 192,103	\$ 198,417	\$ 206,023	\$ 214,232	\$ 237,913	\$ 252,926	\$ 270,402	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 374,809	\$ -	\$ 545,986	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 5,462	\$ 6,564	\$ 5,978	\$ 5,908	\$ 5,939	\$ 6,111	\$ 6,476	\$ 7,140	\$ 4,648	\$ 646	\$ -	\$ -
		\$ 374,809	\$ -	\$ 545,986	\$ 5,462	\$ 6,564	\$ 51,767	\$ 53,587	\$ 55,468	\$ 57,744	\$ 60,411	\$ 4,648	\$ 646	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ (1)	\$ -	\$ 748,000	\$ 1,208,408	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 2,752	\$ 24,281	\$ 54,955	\$ 49,519	\$ 48,611	\$ 48,640	\$ 49,739	\$ 52,261	\$ 59,586	\$ 45,137	\$ 28,781	\$ -	\$ -
		\$ (1)	\$ -	\$ 750,752	\$ 1,232,689	\$ 54,955	\$ 350,175	\$ 362,478	\$ 375,214	\$ 390,620	\$ 407,303	\$ 452,683	\$ 45,137	\$ 28,781	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,693	\$ -	\$ -
		\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,476,523	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 62,169	\$ 53,313	\$ 38,542	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -
		\$ 158,830	\$ 53,313	\$ 38,542	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -
16	Other Transit Enhancements	\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,027,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 31,533												

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
17P	New and Renovated Vehicles-Caltrain	\$ 2,249,999	\$ 1,663,825	\$ 58,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 6,146	\$ 114,408	\$ 210,843	\$ 322,609	\$ 281,568	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,350	\$ 128,293	\$ 84,792	\$ 16,319	\$ -	\$ -
		\$ 2,249,999	\$ 1,669,971	\$ 172,778	\$ 210,843	\$ 322,609	\$ 281,568	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,350	\$ 128,293	\$ 84,792	\$ 16,319	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,900	\$ 1,139,926	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,766,914	\$ 4,482,251
		\$ 10,545,950	\$ -	\$ -	\$ -	\$ 1,042,900	\$ 1,139,926	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,766,914	\$ 4,482,251
	Vehicles Subtotal	\$ 81,523,636	\$ 1,208,031	\$ 13,614,671	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,609,803	\$ 4,396,133	\$ 8,011,599	\$ 7,231,064	\$ 6,513,955	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,474	\$ 4,396,133	\$ 8,011,599	\$ 7,863,159	\$ 6,980,147	\$ 6,381,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251
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	\$ 1,609,803	\$ 4,396,133	\$ 8,011,599	\$ 7,231,064	\$ 6,513,955	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,474	\$ 4,396,133	\$ 8,011,599	\$ 7,863,159	\$ 6,980,147	\$ 6,381,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251
20B	Rehab/Upgrades Existing facilities-BART	\$ -	\$ -	\$ 790,000	\$ -	\$ -	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 381	\$ 6,610	\$ 6,069	\$ 5,981	\$ 5,942	\$ 6,062	\$ 6,395	\$ 7,517	\$ 9,164	\$ 5,381	\$ -	\$ -
		\$ -	\$ -	\$ 790,000	\$ 381	\$ 6,610	\$ 76,050	\$ 78,749	\$ 81,464	\$ 84,773	\$ 88,446	\$ 98,182	\$ 96,227	\$ 5,381	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,500,000	\$ 713,424	\$ 3,059,129	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 190,976	\$ 273,234	\$ 383,957	\$ 655,264	\$ 1,101,718	\$ 975,817	\$ 873,320	\$ 783,634	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -
		\$ 1,690,976	\$ 986,659	\$ 3,443,086	\$ 3,455,264	\$ 1,101,718	\$ 975,817	\$ 873,320	\$ 783,634	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 730,506	\$ 400,000	\$ 68,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,148	\$ 35,207	\$ 49,564	\$ 81,208	\$ 118,346	\$ 97,747	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,263	\$ 35,106	\$ 17,958	\$ -	\$ -
		\$ 757,654	\$ 435,207	\$ 117,942	\$ 81,208	\$ 118,346	\$ 97,747	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,263	\$ 35,106	\$ 17,958	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ 2,485	\$ 10,784	\$ 401	\$ 8,232	\$ 7,756	\$ 6,705	\$ 5,967	\$ 5,609	\$ 7,655	\$ 12,089	\$ 27,994	\$ -	\$ -
		\$ 1,000,000	\$ 4,848,403	\$ 2,485	\$ 10,784	\$ 401	\$ 551,479	\$ 393,969	\$ 406,859	\$ 422,358	\$ 439,005	\$ 487,329	\$ 517,188	\$ 551,406	\$ -	\$ -
	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	\$ 436,006	\$ 747,637	\$ 1,227,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 661,452	\$ 548,993	\$ 412,534	\$ 242,972	\$ -	\$ -
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,513	\$ 3,547,637	\$ 1,227,074	\$ 1,701,092	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 3,230,506	\$ 5,961,827	\$ 3,917,507	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,006	\$ 747,637	\$ 1,227,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 661,452	\$ 548,993	\$ 412,534	\$ 242,972	\$ -	\$ -
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,513	\$ 3,547,637	\$ 1,227,074	\$ 1,701,092	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -
22B	Guideways-BART	\$ -	\$ -	\$ 2,769,471	\$ -	\$ -	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 4,010	\$ 8,646	\$ 8,344	\$ 7,697	\$ 7,355	\$ 7,402	\$ 9,458	\$ 13,774	\$ 29,776	\$ -	\$ -
		\$ -	\$ -	\$ 2,769,471	\$ -	\$ 4,010	\$ 385,934	\$ 288,620	\$ 297,525	\$ 309,325	\$ 322,157	\$ 358,410	\$ 381,901	\$ 411,585	\$ -	\$ -
22M	Guideways-MUNI	\$ 1,032,072	\$ (285,983)	\$ 21,947,049	\$ 9,892,086	\$ 8,840,062	\$ 4,548,536	\$ 7,1								

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
	TOTAL TRANSIT	\$ 3,171,660	\$ 3,117,853	\$ 4,353,657	\$ 9,165,488	\$ 16,702,545	\$ 15,780,790	\$ 14,405,424	\$ 13,150,390	\$ 11,851,562	\$ 10,476,811	\$ 9,186,022	\$ 7,692,784	\$ 5,605,901	\$ 2,204,114	\$ 5,591,325
		\$ 112,297,167	\$ 28,783,699	\$ 87,604,052	\$ 36,754,597	\$ 40,933,417	\$ 26,855,924	\$ 25,543,219	\$ 27,755,842	\$ 26,980,560	\$ 25,861,338	\$ 25,739,402	\$ 23,662,558	\$ 21,793,415	\$ 2,204,114	\$ 5,591,325
	PARATRANSIT															
23	Paratransit	\$ 10,037,758	\$ 8,652,425	\$ 6,098,972	\$ 13,300,000	\$ 13,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,552	\$ 899,474	\$ 1,637,027	\$ 2,912,528	\$ 2,926,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
		\$ 11,234,218	\$ 9,772,978	\$ 6,998,447	\$ 14,937,027	\$ 16,212,528	\$ 16,226,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
	TOTAL PARATRANSIT															
	STREETS AND TRAFFIC SAFETY															
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ (748,384)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 822,681	\$ 700,768	\$ 476,627	\$ 688,585	\$ 960,931	\$ 748,778	\$ 613,466	\$ 476,817	\$ 324,989	\$ 146,870	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 822,681	\$ 700,768	\$ (271,757)	\$ 688,585	\$ 960,931	\$ 748,778	\$ 613,466	\$ 476,817	\$ 324,989	\$ 146,870	\$ -	\$ -	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 1,229,834	\$ (1,253,392)	\$ -	\$ 259,119	\$ -	\$ -	\$ 1,339,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,718	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -
		\$ 1,229,834	\$ (1,253,392)	\$ -	\$ 259,119	\$ -	\$ -	\$ 1,339,768	\$ 15,718	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -	\$ -
27	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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,316	\$ 10,178	\$ 9,748	\$ 13,660	\$ 22,019	\$ 51,593	\$ -
		\$ (1,260,728)	\$ -	\$ 1,900,000	\$ 3,396,000	\$ 4,000,000	\$ 701,717	\$ 701,717	\$ 713,033	\$ 754,151	\$ 784,095	\$ 870,668	\$ 925,257	\$ 987,515	\$ -	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ (101,126)	\$ 587,341	\$ 831,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 26,966	\$ 39,890	\$ 57,707	\$ 47,216	\$ 41,674	\$ 36,638	\$ 31,327	\$ 25,437	\$ 18,891	\$ 10,227	\$ -	\$ -	\$ -
		\$ (101,126)	\$ 587,341	\$ 858,230	\$ 39,890	\$ 57,707	\$ 47,216	\$ 41,674	\$ 36,638	\$ 31,327	\$ 25,437	\$ 18,891	\$ 10,227	\$ -	\$ -	\$ -
	Total New and Upgraded Streets	\$ (132,020)	\$ (666,051)	\$ 2,731,264	\$ 3,655,119	\$ 4,000,000	\$ 701,717	\$ 2,041,485	\$ 701,717	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -
		\$ -	\$ -	\$ 26,966	\$ 39,890	\$ 57,707	\$ 47,216	\$ 41,674	\$ 63,672	\$ 53,669	\$ 43,262	\$ 35,683	\$ 32,247	\$ 51,593	\$ -	\$ -
		\$ (132,020)	\$ (666,051)	\$ 2,758,230	\$ 3,695,009	\$ 4,057,707	\$ 748,933	\$ 2,083,159	\$ 765,389	\$ 797,642	\$ 817,609	\$ 892,691	\$ 935,484	\$ 987,515	\$ -	\$ -
31	New Signals and Signs	\$ 310,606	\$ (472,725)	\$ 3,426,086	\$ 6,750,000	\$ -	\$ 441,149	\$ 1,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 10,184	\$ 32,108	\$ 152,147	\$ 192,249	\$ 238,495	\$ 248,110	\$ 263,921	\$ 289,279	\$ 228,602	\$ 151,100	\$ 29,120	\$ -	\$ -
		\$ 310,606	\$ (472,725)	\$ 3,436,270	\$ 6,782,108	\$ 152,147	\$ 633,398	\$ 1,838,711	\$ 1,907,464	\$ 1,980,002	\$ 2,077,325	\$ 228,602	\$ 151,100	\$ 29,120	\$ -	\$ -
32	Advanced Technology and Information Systems (SFgo)	\$ 2,320,000	\$ -	\$ 661,167	\$ 1,405,452	\$ 742,061	\$ 898,392	\$ 898,392	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 17,124	\$ 22,677	\$ 26,679	\$ 25,091	\$ 24,382	\$ 24,872	\$ 31,260	\$ 44,571	\$ 93,965	\$ -	\$ -
		\$ 2,320,000	\$ -	\$ 661,167	\$ 1,405,452	\$ 759,185	\$ 921,070	\$ 925,072	\$ 837,785	\$ 869,863	\$ 906,050	\$ 1,008,058	\$ 1,075,707	\$ 1,159,418	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,180	\$ 117,429	\$ 107,780	\$ 102,355	\$ 102,303	\$ 130,489	\$ 190,382	\$ 413,204	\$ -	\$ -
		\$ 1,542,380	\$ (378,556)	\$ 14,060,428	\$ 850,000	\$ 1,152,000	\$ 5,092,954	\$ 4,105,279	\$ 4,234,112	\$ 4,401,360	\$ 4,582,966	\$ 5,097,548	\$ 5,434,275	\$ 5,857,932	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 5,702,871	\$ (1,566,378)	\$ 8,963,507	\$ 3,100,000	\$ 2,927,331	\$ 2,405,144	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 272,996	\$ 300,078	\$ 285,206	\$ 573,290	\$ 926,969	\$ 890,120	\$ 952,454	\$ 946,130	\$ 966,764	\$ 1,012,631	\$ 825,893	\$ 593,786	\$ 281,627	\$ -	\$ -
		\$ 5,975,867	\$ (1,266,300)	\$ 9,248,713	\$ 3,673,290	\$ 3,854,300	\$ 3,295,264	\$ 5,586,020	\$ 5,252,537	\$ 5,660,768	\$ 5,898,256	\$ 825,893	\$ 593,786	\$ 281,627	\$ -	\$ -

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			
		\$ 1,339,945	\$ 1,850,523	\$ 4,895,964	\$ 4,725,471	\$ 2,771,437	\$ 550,358	\$ 363,782	\$ 327,894	\$ 291,009	\$ 251,329	\$ 210,583	\$ 161,531	\$ 109,120	\$ -	\$ -			
40	Pedestrian Circulation and Safety	\$ 1,439,200	\$ 2,164,507	\$ 4,990,694	\$ -	\$ -	\$ 776,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ 27,091	\$ 108,295	\$ 284,334	\$ 254,901	\$ 251,260	\$ 253,686	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,353	\$ -	\$ -	\$ -			
		\$ 1,439,200	\$ 2,164,507	\$ 5,017,785	\$ 108,295	\$ 284,334	\$ 1,031,063	\$ 1,069,354	\$ 1,096,741	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,353	\$ -	\$ -	\$ -			
41	Curb Ramps	\$ (83,752)	\$ 971,025	\$ 2,563,028	\$ 2,344,747	\$ 1,362,469	\$ 1,167,574	\$ 1,167,574	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,455	\$ 29,339	\$ 27,354	\$ 26,519	\$ 27,171	\$ 35,541	\$ 52,696	\$ 115,253	\$ -	\$ -			
		\$ (83,752)	\$ 971,025	\$ 2,563,028	\$ 2,344,747	\$ 1,362,469	\$ 1,172,028	\$ 1,196,912	\$ 1,152,377	\$ 1,197,037	\$ 1,245,477	\$ 1,383,900	\$ 1,473,789	\$ 1,587,769	\$ -	\$ -	\$ -		
42	Tree Planting and Maintenance	\$ 1,401,841	\$ 1,438,936	\$ 1,493,064	\$ 1,548,980	\$ 1,592,306	\$ 1,914,560	\$ 1,490,017	\$ 1,542,782	\$ 1,602,913	\$ 1,670,583	\$ 1,851,860	\$ 1,954,864	\$ 2,018,115	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -	\$ 12,960	\$ 33,299	\$ 53,091	\$ 51,713	\$ 48,881	\$ 47,663	\$ 48,770	\$ 61,177	\$ 86,949	\$ 182,528	\$ -	\$ -	\$ -		
		\$ 1,401,841	\$ 1,438,936	\$ 1,493,064	\$ 1,561,940	\$ 1,625,605	\$ 1,967,651	\$ 1,541,730	\$ 1,591,663	\$ 1,650,576	\$ 1,719,352	\$ 1,913,037	\$ 2,041,813	\$ 2,200,642	\$ -	\$ -	\$ -		
TOTAL STREETS AND TRAFFIC SAFETY		\$ 27,600,694	\$ 15,806,385	\$ 55,866,739	\$ 30,077,411	\$ 20,185,044	\$ 15,194,444	\$ 18,455,474	\$ 17,002,035	\$ 17,033,965	\$ 17,742,095	\$ 12,261,691	\$ 12,841,120	\$ 12,359,334	\$ -	\$ -	\$ -		
		\$ 1,095,677	\$ 1,000,846	\$ 851,254	\$ 1,948,061	\$ 3,568,661	\$ 3,584,297	\$ 3,546,777	\$ 3,323,223	\$ 3,036,742	\$ 2,759,583	\$ 2,258,920	\$ 1,880,570	\$ 1,648,557	\$ -	\$ -	\$ -		
		\$ 28,696,371	\$ 16,807,231	\$ 56,717,993	\$ 32,025,472	\$ 23,753,705	\$ 18,778,741	\$ 22,002,251	\$ 20,325,258	\$ 20,070,708	\$ 20,501,677	\$ 14,520,611	\$ 14,721,690	\$ 14,007,892	\$ -	\$ -	\$ -		
TRANSPORTATION SYSTEMS MANAGEMENT/ST																			
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ 22,288	\$ 61,888	\$ 118,739	\$ 114,638	\$ 113,051	\$ 114,397	\$ 118,218	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -	\$ -		
		\$ 450,000	\$ 790,000	\$ 1,708,898	\$ 1,071,888	\$ 223,739	\$ 506,215	\$ 525,071	\$ 545,397	\$ 570,828	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -	\$ -		
44	Transportation/Land Use Coordination	\$ 605,278	\$ 1,472,492	\$ 2,337,148	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ 39,788	\$ 110,389	\$ 236,704	\$ 215,409	\$ 215,938	\$ 191,773	\$ 166,519	\$ 138,806	\$ 108,806	\$ 70,268	\$ 7,782	\$ -	\$ -	\$ -		
		\$ 605,278	\$ 1,472,492	\$ 2,376,936	\$ 2,360,389	\$ 486,704	\$ 688,641	\$ 793,915	\$ 191,773	\$ 166,519	\$ 138,806	\$ 108,806	\$ 70,268	\$ 7,782	\$ -	\$ -	\$ -		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,055,278	\$ 2,262,492	\$ 4,023,758	\$ 3,260,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ 62,076	\$ 172,278	\$ 355,444	\$ 330,047	\$ 328,989	\$ 306,170	\$ 284,737	\$ 239,829	\$ 191,843	\$ 131,130	\$ 40,376	\$ -	\$ -	\$ -		
		\$ 1,055,278	\$ 2,262,492	\$ 4,085,834	\$ 3,432,278	\$ 710,444	\$ 1,194,856	\$ 1,318,986	\$ 737,170	\$ 737,347	\$ 239,829	\$ 191,843	\$ 131,130	\$ 40,376	\$ -	\$ -	\$ -		
TOTAL STRATEGIC PLAN		\$ 147,819,237	\$ 52,387,148	\$ 149,239,864	\$ 74,226,520	\$ 58,070,916	\$ 40,434,387	\$ 30,583,265	\$ 32,038,488	\$ 32,615,573	\$ 33,126,622	\$ 28,815,072	\$ 28,810,894	\$ 28,546,849	\$ -	\$ -	\$ -		
		\$ 5,463,797	\$ 5,239,251	\$ 6,166,462	\$ 12,922,853	\$ 23,539,177	\$ 22,621,949	\$ 21,049,653	\$ 19,294,283	\$ 17,429,326	\$ 15,458,359	\$ 13,347,738	\$ 11,105,174	\$ 8,506,623	\$ 2,204,114	\$ 5,591,325			
		\$ 153,283,034	\$ 57,626,399	\$ 155,406,326	\$ 87,149,373	\$ 81,610,093	\$ 63,056,337	\$ 51,632,918	\$ 51,332,771	\$ 50,044,898	\$ 48,584,982	\$ 42,162,810	\$ 39,916,067	\$ 37,053,472	\$ 2,204,114	\$ 5,591,325			

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		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	
TRANSIT																						
1	Bus Rapid Transit/Muni Metro Network	\$ 115,712,555	6.83%	Programming	\$ 101,488,213	\$ 40,020	\$ 512,974	\$ 449,231	\$ 227,073	\$ 673,144	\$ 1,958,944	\$ 625,020	\$ 3,082,000	\$ 3,029,056	\$ 1,886,458	\$ 3,120,829	\$ 3,305,029	\$ 5,683,488	\$ 8,993,789	\$ 3,167,906	\$ 6,959,980	
				Finance Costs	\$ 7,905,607	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 109,393,820	\$ 40,020	\$ 512,974	\$ 449,231	\$ 227,073	\$ 673,144	\$ 1,958,944	\$ 625,020	\$ 3,082,000	\$ 3,029,056	\$ 1,886,458	\$ 3,120,829	\$ 3,305,029	\$ 5,683,488	\$ 8,993,789	\$ 3,167,906	\$ 6,959,980	
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,152,085	\$ -	\$ 10,153,919	\$ 25,336,365	\$ 22,001,549	\$ 30,129,641	\$ 2,212,398	\$ -	\$ 294,672	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ 327,795	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 277,266,878	14.69%	Programming	\$ 233,436,395	\$ -	\$ 309,000	\$ 32,784,000	\$ 1,172,099	\$ 12,609,714	\$ 22,034,368	\$ 7,423,790	\$ 19,243,327	\$ 7,075,000	\$ 1,109,907	\$ 16,519,570	\$ 16,780,407	\$ 27,652,931	\$ 16,144,980	\$ 11,123,840	\$ 4,858,278	
				Finance Costs	\$ 40,734,514	\$ -	\$ -	\$ 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	
6	Electrification	\$ 23,912,373	21.24%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,762,712	\$ 4,312,253	\$ 1,274,704
				Finance Costs	\$ 5,079,678	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,053	\$ 82,471	\$ 222,029	
7	Capital Improvement Program	\$ 23,212,498	11.33%	Programming	\$ 20,100,423	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,355,342	\$ 1,358,776	\$ 1,602,900	\$ 749,171	\$ 437,142	\$ 265,546	\$ 161,363	\$ 13,628	\$ 197,185	\$ 2,517,331	\$ 2,274,740	
				Finance Costs	\$ 2,629,691	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,085	\$ 10,712	\$ 34,003	\$ 31,427	\$ 13,389	\$ 9,711	\$ 6,813	\$ 1,114	\$ -	\$ 17,338	\$ 85,516	
8	BART Station Access, Safety and Capacity	\$ 10,731,406	10.11%	Programming	\$ 9,514,960	\$ -	\$ 189,942	\$ -	\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 212,915	\$ -	\$ -	\$ 306,953	\$ 36,510	\$ 71,566	\$ 51,270	\$ 66,045	\$ 687,456	\$ 2,206,468	
				Finance Costs	\$ 1,084,659	\$ -	\$ -	\$ -	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 11,065	\$ 6,135	\$ 2,847	\$ 999	\$ -	\$ -	\$ -	\$ 39,660		
9	Ferry	\$ 5,132,412	7.64%	Programming	\$ 4,733,620	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ 1,353	\$ -	\$ -	\$ -	\$ 864,500	\$ 435,500	\$ -	\$ -	\$ -	\$ -	\$ 880,000	
				Finance Costs	\$ 392,121	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,067,512	0.24%	Programming	\$ 8,803,818	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 21,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
11	F-Line Extension to Fort Mason	\$ 4,772,375	0.90%	Programming	\$ 4,634,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 43,177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
12	Purchase/Rehab Historic Street Cars	\$ 1,336,265	4.11%	Programming	\$ 1,222,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 54,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
13	Balboa Park BART/MUNI Station Access	\$ 9,277,497	5.00%	Programming	\$ 8,623,524	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 791,303	\$ 76,389	
				Finance Costs	\$ 464,261	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,568,987	0.25%	Programming	\$ 7,352,253	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 27,976	\$ 34,244
				Finance Costs	\$ 18,693	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
15	Purchase Additional Light Rail Vehicles	\$ 5,535,955	13.16%	Programming	\$ 4,694,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ -	\$ 1,763,385	\$ 1,329,105	\$ 1,500,000	
				Finance Costs	\$ 728,384	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ 63,973	
16	Other Transit Enhancements	\$ 12,599,																				

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		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	\$ 11,816,876	0.24%	Programming	\$ 11,473,228	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 28,527	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 11,501,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17M	New and Renovated Vehicles-MUNI	\$ 463,170,179	9.42%	Programming	\$ 411,420,695	\$ -	\$ 1,214,347	\$ 251,829	\$ 7,080,702	\$ 11,754,180	\$ 3,008,103	\$ 6,633,507	\$ 9,373,767	\$ 3,270,730	\$ 5,846,674	\$ 16,048,573	\$ 3,941,460	\$ 26,592,499	\$ 50,134,849	\$ 37,903,766	\$ 32,801,926
				Finance Costs	\$ 43,651,439	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
				Total	\$ 455,072,134	\$ -	\$ 1,214,347	\$ 251,829	\$ 7,080,702	\$ 11,754,180	\$ 3,008,103	\$ 6,633,507	\$ 9,373,767	\$ 3,270,730	\$ 5,846,674	\$ 16,048,573	\$ 3,941,460	\$ 26,592,499	\$ 50,134,849	\$ 37,903,766	\$ 33,023,380
17P	New and Renovated Vehicles-Caltrain	\$ 23,633,753	8.44%	Programming	\$ 20,640,763	\$ -	\$ (3,194)	\$ 56,000	\$ -	\$ 4,786	\$ 1,176,229	\$ 560,987	\$ 573,467	\$ 1,205,859	\$ 130,008	\$ 297,509	\$ 793,907	\$ 69,735	\$ 144,362	\$ 1,970,866	\$ 3,120,885
				Finance Costs	\$ 1,994,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 22,635,388	\$ -	\$ (3,194)	\$ 56,000	\$ -	\$ 4,786	\$ 1,176,229	\$ 560,987	\$ 573,467	\$ 1,205,859	\$ 130,008	\$ 297,509	\$ 793,907	\$ 69,735	\$ 144,362	\$ 1,970,866	\$ 3,120,885
17U	New and Renovated Vehicles-Discretionary	\$ 82,718,135	17.02%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 14,082,721	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 91,073,014	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Vehicles Subtotal	\$ 581,338,944	10.28%	Programming	\$ 520,524,979	\$ -	\$ 1,211,153	\$ 307,829	\$ 7,080,702	\$ 11,758,966	\$ 4,184,332	\$ 7,194,495	\$ 9,947,234	\$ 4,476,590	\$ 5,976,681	\$ 16,346,082	\$ 4,735,367	\$ 26,662,235	\$ 50,279,211	\$ 39,874,632	\$ 35,922,811
				Finance Costs	\$ 59,757,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
				Total	\$ 580,282,291	\$ -	\$ 1,211,153	\$ 307,829	\$ 7,080,702	\$ 11,758,966	\$ 4,184,332	\$ 7,194,495	\$ 9,947,234	\$ 4,476,590	\$ 5,976,681	\$ 16,346,082	\$ 4,735,367	\$ 26,662,235	\$ 50,279,211	\$ 39,874,632	\$ 36,144,264
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 588,942,877	10.15%	Programming	\$ 528,141,510	\$ -	\$ 3,058,347	\$ 1,870,767	\$ 8,697,702	\$ 12,955,068	\$ 5,010,322	\$ 7,401,505	\$ 10,307,531	\$ 4,476,590	\$ 5,976,681	\$ 16,346,082	\$ 4,735,367	\$ 26,662,235	\$ 50,279,211	\$ 39,874,632	\$ 35,922,811
				Finance Costs	\$ 59,757,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
				Total	\$ 587,898,822	\$ -	\$ 3,058,347	\$ 1,870,767	\$ 8,697,702	\$ 12,955,068	\$ 5,010,322	\$ 7,401,505	\$ 10,307,531	\$ 4,476,590	\$ 5,976,681	\$ 16,346,082	\$ 4,735,367	\$ 26,662,235	\$ 50,279,211	\$ 39,874,632	\$ 36,144,264
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,959,648	3.72%	Programming	\$ 1,840,376	\$ -	\$ -	\$ -	\$ 236,864	\$ 146,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,933	
				Finance Costs	\$ 72,889	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,913,264	\$ -	\$ -	\$ -	\$ 241,885	\$ 152,088	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,933	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,140	9.84%	Programming	\$ 69,161,046	\$ -	\$ 800,780	\$ 35,784	\$ 174,116	\$ 577,391	\$ 787,633	\$ 95,861	\$ 1,176,506	\$ 2,624,947	\$ 1,913,212	\$ 4,667,074	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 10,769,783	\$ 7,814,109
				Finance Costs	\$ 7,777,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 201,654	
				Total	\$ 76,938,918	\$ -	\$ 800,780	\$ 35,784	\$ 174,116	\$ 577,391	\$ 787,633	\$ 95,861	\$ 1,176,506	\$ 2,624,947	\$ 1,913,212	\$ 4,667,074	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 10,793,220	\$ 8,015,763
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,574	12.69%	Programming	\$ 6,713,001	\$ -	\$ 252	\$ (41,416)	\$ 27,287	\$ 2,279,311	\$ 368,859	\$ 392,863	\$ 396,729	\$ 110,833	\$ 2,859	\$ 10,147	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,007,725	\$ -</															

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		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
22B	Guideways-BART	\$ 7,189,971	1.34%	Programming	\$ 7,014,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178,950	\$ -	\$ 252,662	\$ 157,338	\$ -	
				Finance Costs	\$ 96,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,110,466	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178,950	\$ -	\$ 252,662	\$ 157,338	\$ -	
22M	Guideways-MUNI	\$ 286,160,855	3.59%	Programming	\$ 272,820,808	\$ -	\$ 175,239	\$ 1,207,736	\$ 3,674,641	\$ 835,289	\$ 3,006,872	\$ 6,953,538	\$ 4,346,680	\$ 5,717,888	\$ 7,269,049	\$ 4,901,340	\$ 9,064,851	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924	\$ 16,475,290
				Finance Costs	\$ 10,270,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 283,090,956	\$ -	\$ 175,239	\$ 1,207,736	\$ 3,674,641	\$ 835,289	\$ 3,006,872	\$ 6,953,538	\$ 4,346,680	\$ 5,717,888	\$ 7,269,049	\$ 4,901,340	\$ 9,064,851	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924	\$ 16,475,290
22P	Guideways-Caltrain	\$ 28,657,171	9.61%	Programming	\$ 25,136,242	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 493,856	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,403,642	\$ 392,469	\$ 574,112	\$ 3,768,607	\$ 1,991,408
				Finance Costs	\$ 2,752,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,595	
				Total	\$ 27,889,026	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 493,856	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,403,642	\$ 392,469	\$ 574,112	\$ 3,772,026	\$ 2,026,003
22U	Guideways-Discretionary	\$ 35,744,428	4.16%	Programming	\$ 33,986,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,485,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 35,471,783	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Guideways	\$ 357,752,426	4.08%	Programming	\$ 338,957,395	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,536	\$ 7,515,225	\$ 8,229,196	\$ 5,769,694	\$ 11,647,443	\$ 7,564,308	\$ 8,564,502	\$ 33,717,870	\$ 18,466,698
				Finance Costs	\$ 14,604,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,595	
				Total	\$ 353,562,231	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,536	\$ 7,515,225	\$ 8,229,196	\$ 5,769,694	\$ 11,647,443	\$ 7,564,308	\$ 8,564,502	\$ 33,721,289	\$ 18,501,293
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,062,013,063	7.85%	Programming	\$ 971,130,316	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,877,900	\$ 20,393,114	\$ 9,873,700	\$ 17,276,248	\$ 16,721,302	\$ 14,727,594	\$ 16,121,948	\$ 26,792,997	\$ 20,144,615	\$ 36,241,701	\$ 63,860,868	\$ 84,815,606	\$ 62,737,980
				Finance Costs	\$ 83,316,312	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 37,577	\$ 488,915
				Total	\$ 1,054,446,628	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,882,921	\$ 20,441,043	\$ 9,894,681	\$ 17,291,459	\$ 16,751,271	\$ 14,752,254	\$ 16,132,221	\$ 26,801,088	\$ 20,151,861	\$ 36,244,446	\$ 63,863,614	\$ 84,853,183	\$ 63,226,896
TOTAL TRANSIT		\$ 1,790,990,930	8.01%	Programming	\$ 1,630,035,175	\$ 40,020	\$ 19,173,929	\$ 65,492,558	\$ 42,691,329	\$ 67,145,539	\$ 37,559,320	\$ 30,133,925	\$ 49,715,643	\$ 71,054,026	\$ 77,867,124	\$ 52,502,806	\$ 47,175,568	\$ 77,785,539	\$ 98,324,957	\$ 108,874,504	\$ 83,175,763
				Finance Costs	\$ 143,419,188	\$ -	\$ -	\$ 1,304,947	\$ 899,438	\$ 658,450	\$ 456,398	\$ 320,223	\$ 772,421	\$ 673,422	\$ 273,698	\$ 283,203	\$ 341,675	\$ 210,619	\$ 327,701	\$ 1,148,991	\$ 3,291,678
				Total	\$ 1,773,454,363	\$ 40,020	\$ 19,173,929	\$ 66,797,505	\$ 43,590,767	\$ 67,803,990	\$ 38,015,718	\$ 30,454,148	\$ 50,488,064	\$ 71,727,448	\$ 78,140,822	\$ 52,786,009	\$ 47,517,243	\$ 77,996,158	\$ 98,652,658	\$ 110,023,495	\$ 86,467,441
PARATRANSIT																					
23	Paratransit	\$ 235,507,710	12.48%	Programming	\$ 205,650,276	\$ -	\$ -	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,119,792	\$ 9,670,000	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220	\$ 6,881,073
				Finance Costs	\$ 29,390,241	\$ -	\$ -	\$ 471,349	\$ 665,110	\$ 432,144	\$ 224,389	\$ 174,585	\$ 347,098	\$ 331,385	\$ 160,477	\$ 159,306	\$ 180,946	\$ 92,579	\$ 132,828	\$ 435,243	\$ 1,045,132
				Total	\$ 235,040,518	\$ -	\$ -	\$ 19,811,349	\$ 10,335,110	\$ 10,102,144	\$ 9,894,389	\$ 8,647,364	\$ 8,153,981	\$ 8,798,579	\$ 7,884,915	\$ 10,279,098	\$ 9,850,946	\$ 10,285,589	\$ 9,605,452	\$ 10,066,462	\$ 7,926,205
TOTAL PARATRANSIT		\$ 235,507,710	12.48%	Programming	\$ 205,650,276	\$ -	\$ -	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,119,792	\$ 9,670,000	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220	\$ 6,881,073
				Finance Costs	\$ 29,390,241	\$ -	\$ -	\$ 471,349	\$ 665,110	\$ 432,144	\$ 224,389	\$ 174,585	\$ 347,098	\$ 331,385	\$ 160,477	\$ 159,306	\$ 180,946	\$ 92,579	\$ 132,828	\$ 435,243	\$ 1,045,132
				Total	\$ 235,040,518	\$ -	\$ -	\$ 19,811,349	\$ 10,335,110	\$ 10,102,144	\$ 9,894,389	\$ 8,647,364	\$ 8,153,981	\$ 8,798,579	\$ 7,884,915	\$ 10,279,098	\$ 9,850,946	\$ 10,285,589	\$ 9,605,452	\$ 10,066,462	\$ 7,926,205
STREETS AND TRAFFIC SAFETY																					
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 92,383,411	9.24%	Programming	\$ 69,094,362	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 556,057	\$ 2,108,828
				Finance Costs	\$ 8,534,435	\$ -	\$ 458,997	\$ 16,575	\$ -	\$ -	\$ -	\$ 153,547	\$ 220,439	\$ 105,619	\$ 91,969	\$ 92,068	\$ 94,224	\$ 12			

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		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
33	Signals and Signs	\$ 102,531,589	1.35%	Programming	\$ 99,907,383	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,771,727	\$ 3,694,837	\$ 3,085,705	\$ 819,930	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,607,637	\$ 1,514,962	\$ 3,218,153	\$ 2,098,352	\$ 2,077,454
				Finance Costs	\$ 1,387,285	\$ -	\$ -	\$ -	\$ 34,984	\$ 37,422	\$ 23,589	\$ 5,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 101,294,668	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,710	\$ 3,732,259	\$ 3,109,294	\$ 825,098	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,607,637	\$ 1,514,962	\$ 3,218,153	\$ 2,098,352	\$ 2,077,454
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 137,991,888	8.86%	Programming	\$ 121,617,655	\$ -	\$ 2,555,228	\$ 11,595,486	\$ 8,936,910	\$ 8,648,769	\$ 8,956,203	\$ 1,834,995	\$ 2,288,998	\$ 1,141,138	\$ 3,180,287	\$ 956,368	\$ 667,945	\$ 1,964,180	\$ 3,940,727	\$ 5,372,684	
				Finance Costs	\$ 12,229,008	\$ -	\$ -	\$ 480,962	\$ 771,912	\$ 546,583	\$ 288,815	\$ 184,777	\$ 316,027	\$ 261,442	\$ 106,313	\$ 90,337	\$ 76,218	\$ 25,478	\$ 24,078	\$ 64,762	\$ 163,361
				Total	\$ 133,846,663	\$ -	\$ 2,555,228	\$ 12,076,449	\$ 9,708,822	\$ 9,195,352	\$ 9,245,533	\$ 2,437,280	\$ 2,151,022	\$ 2,550,440	\$ 1,247,451	\$ 3,270,624	\$ 1,032,586	\$ 693,423	\$ 1,988,258	\$ 4,005,489	\$ 5,536,044
35	Street Repair and Cleaning Equipment	\$ 26,595,224	0.94%	Programming	\$ 25,833,579	\$ -	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514	\$ 48,801
				Finance Costs	\$ 250,049	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 26,083,628	\$ -	\$ 798,375	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514	\$ 48,801
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,296,355	2.27%	Programming	\$ 18,890,641	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,184,553	\$ 616,522	\$ 577,757	\$ 595,560	\$ 530,325	\$ 693,977	\$ 492,185	\$ 589,750	\$ 610,854	\$ 234,963	\$ 55,924
				Finance Costs	\$ 461,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 2,691	\$ 5,952	\$ 5,614	\$ 2,287	\$ 1,143	\$ 210	\$ -	\$ -	\$ -	\$ -
				Total	\$ 19,352,070	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,186,428	\$ 619,214	\$ 583,709	\$ 601,174	\$ 532,612	\$ 696,271	\$ 493,328	\$ 589,960	\$ 610,854	\$ 234,963	\$ 55,924
38	Traffic Calming	\$ 70,920,598	8.23%	Programming	\$ 64,188,751	\$ -	\$ 844,629	\$ 534,995	\$ 1,226,670	\$ 1,122,376	\$ 727,997	\$ 350,585	\$ 1,235,832	\$ 1,184,616	\$ 1,312,942	\$ 967,649	\$ 1,195,895	\$ 966,874	\$ 384,173	\$ 1,259,187	\$ 2,153,274
				Finance Costs	\$ 5,838,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 70,027,672	\$ -	\$ 844,629	\$ 534,995	\$ 1,226,670	\$ 1,122,376	\$ 727,997	\$ 350,585	\$ 1,235,832	\$ 1,184,616	\$ 1,312,942	\$ 967,649	\$ 1,195,895	\$ 966,874	\$ 384,173	\$ 1,259,187	\$ 2,153,274
39	Bicycle Circulation and Safety	\$ 32,194,219	7.82%	Programming	\$ 29,103,139	\$ -	\$ 302,872	\$ 326,497	\$ 536,091	\$ 576,622	\$ 283,131	\$ 521,503	\$ 848,697	\$ 1,182,644	\$ 1,166,829	\$ 520,153	\$ 468,057	\$ 1,640,884	\$ 1,085,246	\$ 327,583	\$ 368,436
				Finance Costs	\$ 2,516,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 31,619,462	\$ -	\$ 302,872	\$ 326,497	\$ 536,091	\$ 576,622	\$ 283,131	\$ 521,503	\$ 848,697	\$ 1,182,644	\$ 1,166,829	\$ 520,153	\$ 468,057	\$ 1,640,884	\$ 1,085,246	\$ 327,583	\$ 368,436
40	Pedestrian Circulation and Safety	\$ 27,761,682	6.49%	Programming	\$ 24,535,976	\$ -	\$ 356,707	\$ 272,472	\$ 322,245	\$ 307,623	\$ 263,905	\$ 947,700	\$ 575,876	\$ 461,307	\$ 705,529	\$ 700,377	\$ 925,858	\$ 1,469,571	\$ 1,166,190	\$ 653,235	\$ 640,305
				Finance Costs	\$ 1,802,434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 26,338,410	\$ -	\$ 356,707	\$ 272,472	\$ 322,245	\$ 307,623	\$ 263,905	\$ 947,700	\$ 575,876	\$ 461,307	\$ 705,529	\$ 700,377	\$ 925,858	\$ 1,469,571	\$ 1,166,190	\$ 653,235	\$ 640,305
41	Curb Ramps	\$ 27,528,390	1.21%	Programming	\$ 26,902,852	\$ -	\$ 871,446	\$ -	\$ 439,846	\$ 651,359	\$ 728,820	\$ 113,051	\$ 959,332	\$ 816,121	\$ 858,065	\$ 746,554	\$ 881,806	\$ 275,817	\$ 753,388	\$ 28,349	\$ 354,618
				Finance Costs	\$ 332,420	\$ -	\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,235,271	\$ -	\$ -	\$ 885,537	\$ -	\$ 439,846	\$ 651,359	\$ 728,820	\$ 113,051	\$ 959,332	\$ 816,121	\$ 858,065	\$ 746,554	\$ 881,806	\$ 275,817	\$ 753,388	\$ 28,349
42	Tree Planting and Maintenance	\$ 38,259,796	1.72%	Programming	\$ 37,395,631	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 869,596	\$ 1,201,267	\$ 1,034,493	\$ 1,223,175	\$ 956,791	\$ 1,232,				

2021 Prop K Strategic Plan

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
TRANSIT																	
1	Bus Rapid Transit/Muni Metro Network	\$ 1,462,605	\$ 1,446,474	\$ 22,465,534	\$ 12,962,249	\$ 10,407,180	\$ 6,884,233	\$ 2,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 153,657	\$ 550,418	\$ 1,209,369	\$ 1,246,079	\$ 1,182,843	\$ 1,043,907	\$ 897,859	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -	
		\$ 1,462,605	\$ 1,446,474	\$ 22,619,190	\$ 13,512,668	\$ 11,616,549	\$ 8,130,312	\$ 3,327,843	\$ 1,043,907	\$ 897,859	\$ 736,511	\$ 558,843	\$ 326,121	\$ -	\$ -	\$ -	
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ 75,353	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	Central Subway (Third Street Light Rail Phase 2)	\$ 964,968	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 392,845	\$ 4,653,464	\$ 13,160,265	\$ 4,138,611	\$ 6,350,000	\$ 7,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,263,527	\$ 2,025,384	\$ 1,617,984	\$ 2,497,467	\$ 3,896,408	\$ 3,540,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -	\$ -
		\$ 2,656,371	\$ 6,678,848	\$ 14,778,249	\$ 6,636,078	\$ 10,246,408	\$ 11,440,938	\$ 3,186,244	\$ 2,881,415	\$ 2,569,510	\$ 2,235,767	\$ 1,898,190	\$ 1,499,825	\$ 1,144,935	\$ -	\$ -	\$ -
6	Electrification	\$ 775,820	\$ 701,223	\$ 1,217,484	\$ 192,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 235,067	\$ 219,122	\$ 174,033	\$ 266,044	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074	
		\$ 1,010,888	\$ 920,345	\$ 1,391,517	\$ 458,203	\$ 391,386	\$ 327,114	\$ 297,421	\$ 272,938	\$ 248,485	\$ 223,101	\$ 199,655	\$ 175,540	\$ 185,943	\$ 437,200	\$ 1,109,074	
7	Capital Improvement Program	\$ 1,025,594	\$ 948,895	\$ 3,499,021	\$ 978,412	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 98,675	\$ 102,388	\$ 133,147	\$ 225,161	\$ 350,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -	
		\$ 1,124,269	\$ 1,051,282	\$ 3,632,168	\$ 1,203,573	\$ 850,803	\$ 290,288	\$ 260,340	\$ 234,308	\$ 207,503	\$ 178,600	\$ 148,733	\$ 112,481	\$ 71,155	\$ -	\$ -	
8	BART Station Access, Safety and Capacity	\$ 86,403	\$ 344,048	\$ 661,625	\$ 400,000	\$ 700,000	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 33,671	\$ 33,881	\$ 32,722	\$ 55,791	\$ 106,760	\$ 95,876	\$ 94,617	\$ 95,836	\$ 99,043	\$ 86,074	\$ 72,922	\$ 57,349	\$ 42,990	\$ -	\$ -	
		\$ 120,075	\$ 377,929	\$ 694,347	\$ 455,791	\$ 806,760	\$ 402,490	\$ 416,720	\$ 432,303	\$ 451,011	\$ 86,074	\$ 72,922	\$ 57,349	\$ 42,990	\$ -	\$ -	
9	Ferry	\$ 234,095	\$ 300,000	\$ 206,000	\$ 476,905	\$ 200,000	\$ 550,000	\$ 250,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ 4,447	\$ 4,775	\$ 18,038	\$ 30,321	\$ 44,242	\$ 47,794	\$ 54,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -	
		\$ 234,095	\$ 304,447	\$ 210,775	\$ 494,943	\$ 230,321	\$ 594,242	\$ 297,794	\$ 354,907	\$ 49,291	\$ 43,332	\$ 37,447	\$ 30,731	\$ 26,797	\$ -	\$ -	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,891,422	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,890	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,913,312	\$ -	\$ -	
11	F-Line Extension to Fort Mason	\$ -	\$ 5,609	\$ 920,491	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 3,826	\$ 3,381	\$ 3,100	\$ 3,024	\$ 4,159	\$ 6,563	\$ 15,124	\$ -	\$ -	
		\$ -	\$ 5,609	\$ 920,491	\$ -	\$ -	\$ 2,175,553	\$ 192,103	\$ 198,417	\$ 206,023	\$ 214,232	\$ 237,913	\$ 252,926	\$ 270,402	\$ -	\$ -	
12	Purchase/Rehab Historic Street Cars	\$ -	\$ 25,441	\$ 622,361	\$ 272,993	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ 5,462	\$ 6,564	\$ 5,978	\$ 5,908	\$ 5,939	\$ 6,111	\$ 6,476	\$ 7,140	\$ 4,648	\$ 646	\$ -	\$ -	
		\$ -	\$ 25,441	\$ 622,361	\$ 278,455	\$ 6,564	\$ 51,767	\$ 53,587	\$ 55,468	\$ 57,744	\$ 60,226	\$ 60,411	\$ 4,648	\$ 646	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ 944,287	\$ 129,683	\$ 994,518	\$ 900,000	\$ 638,314	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 2,752	\$ 24,281	\$ 54,955	\$ 49,519	\$ 48,611	\$ 48,640	\$ 49,739	\$ 52,261	\$ 59,586	\$ 45,137	\$ 28,781	\$ -	\$ -	
		\$ 944,287	\$ 129,683	\$ 997,270	\$ 924,281	\$ 693,269	\$ 350,175	\$ 362,478	\$ 375,214	\$ 390,620	\$ 407,303	\$ 452,683	\$ 45,137	\$ 28,781	\$ -	\$ -	
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 60,655	\$ 5,655	\$ 2,442,284	\$ 363,825	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,693	\$ -	\$ -	
		\$ 60,655	\$ 5,655	\$ 2,442,284	\$ 363,825	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,476,523	\$ -	\$ -	
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 62,169	\$ 53,313	\$ 38,542	\$ 57,368	\$ 83,735	\$ 69,298	\$ 62,159	\$ 55,956	\$ 49,571	\$ 42,688	\$ 35,583	\$ 26,969	\$ 17,240	\$ -	\$ -	
		\$ 62,169	\$ 53,313	\$ 135,203	\$ 57,												

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	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,527	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,706,290	\$ -	\$ -	
	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	\$ 1,495,395	\$ 4,185,290	\$ 6,646,090	\$ 5,809,570	\$ 5,225,900	\$ 4,722,623	\$ 4,192,505	\$ 3,622,368	\$ 3,037,404	\$ 2,333,913	\$ 1,588,789	\$ -	\$ -	\$ -
		\$ 15,469,845	\$ 14,799,451	\$ 76,258,973	\$ 73,849,209	\$ 19,588,963	\$ 13,703,825	\$ 5,525,900	\$ 5,022,623	\$ 4,192,505	\$ 3,622,368	\$ 3,037,404	\$ 2,333,913	\$ 1,588,789	\$ -	\$ -	\$ -
	17P New and Renovated Vehicles-Caltrain	\$ 734,388	\$ 1,308,752	\$ 6,163,151	\$ 1,501,153	\$ 415,956	\$ 415,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 6,146	\$ 114,408	\$ 210,843	\$ 322,609	\$ 281,568	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,350	\$ 128,293	\$ 84,792	\$ 16,319	\$ -	\$ -	\$ -
		\$ 734,388	\$ 1,314,898	\$ 6,277,560	\$ 1,711,996	\$ 738,565	\$ 697,525	\$ 250,498	\$ 222,832	\$ 193,966	\$ 162,350	\$ 128,293	\$ 84,792	\$ 16,319	\$ -	\$ -	\$ -
	17U New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ 18,791,873	\$ 51,411,888	\$ 6,786,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,900	\$ 1,139,926	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,766,914	\$ 4,482,251	\$ 4,482,251
		\$ -	\$ -	\$ -	\$ -	\$ 18,791,873	\$ 52,454,788	\$ 7,926,458	\$ 1,037,557	\$ 953,559	\$ 869,911	\$ 783,414	\$ 704,490	\$ 625,013	\$ 676,787	\$ 1,766,914	\$ 4,482,251
	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	\$ 1,609,803	\$ 4,396,133	\$ 8,011,599	\$ 7,231,064	\$ 6,513,955	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251	\$ 4,482,251
		\$ 16,204,233	\$ 16,114,348	\$ 82,536,532	\$ 94,353,078	\$ 72,782,316	\$ 22,959,903	\$ 7,280,147	\$ 6,681,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251	\$ 4,482,251
	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	\$ 1,609,803	\$ 4,396,133	\$ 8,011,599	\$ 7,231,064	\$ 6,513,955	\$ 5,899,014	\$ 5,256,382	\$ 4,568,132	\$ 3,870,187	\$ 3,043,717	\$ 2,310,422	\$ 1,766,914	\$ 4,482,251	\$ 4,482,251
		\$ 16,204,233	\$ 16,114,348	\$ 82,536,532	\$ 94,353,078	\$ 72,782,316	\$ 22,959,903	\$ 7,280,147	\$ 6,681,943	\$ 5,758,840	\$ 5,091,104	\$ 4,448,985	\$ 3,653,738	\$ 9,988,185	\$ 1,766,914	\$ 4,482,251	\$ 4,482,251
	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	\$ 6,610	\$ 6,069	\$ 5,981	\$ 5,942	\$ 6,062	\$ 6,395	\$ 7,517	\$ 9,164	\$ 5,381	\$ -	\$ -	\$ -
		\$ 11,067	\$ -	\$ -	\$ 600,381	\$ 196,610	\$ 76,050	\$ 78,749	\$ 81,464	\$ 84,773	\$ 88,446	\$ 98,182	\$ 96,227	\$ 5,381	\$ -	\$ -	\$ -
	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	\$ 383,957	\$ 655,264	\$ 1,101,718	\$ 975,817	\$ 873,320	\$ 783,634	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -	\$ -
		\$ 2,078,705	\$ 5,557,682	\$ 11,606,435	\$ 4,016,061	\$ 4,594,180	\$ 2,657,636	\$ 873,320	\$ 783,634	\$ 690,940	\$ 590,548	\$ 485,559	\$ 356,175	\$ 191,640	\$ -	\$ -	\$ -
	20P Rehab/Upgrades Existing facilities-Caltrain	\$ 72,102	\$ 549,969	\$ 1,393,535	\$ 260,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,148	\$ 35,207	\$ 49,564	\$ 81,208	\$ 118,346	\$ 97,747	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,263	\$ 35,106	\$ 17,958	\$ -	\$ -	\$ -
		\$ 99,250	\$ 585,175	\$ 1,443,099	\$ 342,129	\$ 118,346	\$ 97,747	\$ 87,432	\$ 78,392	\$ 69,039	\$ 58,899	\$ 48,263	\$ 35,106	\$ 17,958	\$ -	\$ -	\$ -
	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	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 2,485	\$ 10,784	\$ 401	\$ 8,232	\$ 7,756	\$ 6,705	\$ 5,967	\$ 5,609	\$ 7,655	\$ 12,089	\$ 27,994	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,350,888	\$ 510,784	\$ 401	\$ 551,479	\$ 393,969	\$ 406,859	\$ 422,358	\$ 439,005	\$ 487,329	\$ 517,188	\$ 551,406	\$ -	\$ -	\$ -
	Facilities Subtotal	\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,682,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,006	\$ 747,637	\$ 1,227,074	\$ 1,087,865	\$ 974,489	\$ 874,672	\$ 772,008	\$ 661,452	\$ 548,993	\$ 412,534	\$ 242,972	\$ -	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,422	\$ 5,469,355	\$ 4,909,536	\$ 3,382,911	\$ 1,433,470	\$ 1,350,349	\$ 1,267,110	\$ 1,176,898	\$ 1,119,333	\$ 1,004,696	\$ 766,384	\$ -	\$ -	\$ -
	21 Muni 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	\$				

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
22B	Guideways-BART	\$ (7,421)	\$ -	\$ 200,000	\$ 1,550,000	\$ 1,019,471	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 4,010	\$ 8,646	\$ 8,344	\$ 7,697	\$ 7,355	\$ 7,402	\$ 9,458	\$ 13,774	\$ 29,776	\$ -	\$ -
		\$ (7,421)	\$ -	\$ 200,000	\$ 1,550,000	\$ 1,023,481	\$ 385,934	\$ 288,620	\$ 297,525	\$ 309,325	\$ 322,157	\$ 358,410	\$ 381,901	\$ 411,585	\$ -	\$ -
22M	Guideways-MUNI	\$ 17,119,192	\$ 4,012,546	\$ 10,092,621	\$ 17,279,792	\$ 25,121,360	\$ 23,112,637	\$ 10,620,136	\$ 10,786,568	\$ 10,958,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 594,269	\$ 1,107,892	\$ 1,103,861	\$ 1,105,662	\$ 1,121,337	\$ 1,170,488	\$ 1,315,819	\$ 1,555,284	\$ 1,195,536	\$ -	\$ -
		\$ 17,119,192	\$ 4,012,546	\$ 10,092,621	\$ 17,279,792	\$ 25,715,629	\$ 24,220,530	\$ 11,723,997	\$ 11,892,231	\$ 12,080,109	\$ 12,580,035	\$ 13,475,473	\$ 13,373,363	\$ 1,195,536	\$ -	\$ -
22P	Guideways-Caltrain	\$ 749,439	\$ 491,007	\$ 7,412,685	\$ 2,326,362	\$ 113,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,382	\$ 24,636	\$ 150,237	\$ 290,155	\$ 427,999	\$ 353,617	\$ 316,448	\$ 283,915	\$ 250,286	\$ 213,858	\$ 175,745	\$ 128,747	\$ 68,745	\$ -	\$ -
		\$ 779,821	\$ 515,643	\$ 7,562,922	\$ 2,616,517	\$ 541,749	\$ 353,617	\$ 316,448	\$ 283,915	\$ 250,286	\$ 213,858	\$ 175,745	\$ 128,747	\$ 68,745	\$ -	\$ -
22U	Guideways-Discretionary	\$ -	\$ 1,236,708	\$ 9,539,187	\$ 7,965,125	\$ 5,628,600	\$ 1,762,889	\$ 1,236,242	\$ 1,259,304	\$ 1,215,901	\$ 1,265,537	\$ 1,400,649	\$ 1,476,199	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 155,444	\$ 164,790	\$ 161,403	\$ 159,499	\$ 156,276	\$ 156,250	\$ 169,415	\$ 200,766	\$ 161,597	\$ -	\$ -
		\$ -	\$ 1,236,708	\$ 9,539,187	\$ 7,965,125	\$ 5,784,044	\$ 1,927,679	\$ 1,397,646	\$ 1,418,803	\$ 1,372,177	\$ 1,421,788	\$ 1,570,064	\$ 1,676,966	\$ 161,597	\$ -	\$ -
	Total Guideways	\$ 17,861,209	\$ 5,740,262	\$ 27,244,493	\$ 29,121,279	\$ 31,883,181	\$ 25,252,814	\$ 12,136,655	\$ 12,335,701	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 381,809	\$ -	\$ -
		\$ 30,382	\$ 24,636	\$ 150,237	\$ 290,155	\$ 1,181,722	\$ 1,634,946	\$ 1,590,055	\$ 1,556,773	\$ 1,535,254	\$ 1,547,998	\$ 1,670,436	\$ 1,898,572	\$ 1,455,654	\$ -	\$ -
		\$ 17,891,592	\$ 5,764,898	\$ 27,394,730	\$ 29,411,434	\$ 33,064,902	\$ 26,887,760	\$ 13,726,710	\$ 13,892,474	\$ 14,011,897	\$ 14,537,838	\$ 15,579,691	\$ 15,560,976	\$ 1,837,462	\$ -	\$ -
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 35,806,296	\$ 27,342,785	\$ 126,135,639	\$ 123,799,942	\$ 100,336,360	\$ 43,276,699	\$ 13,361,829	\$ 13,594,306	\$ 13,474,203	\$ 14,028,257	\$ 15,058,391	\$ 14,864,587	\$ 8,582,984	\$ -	\$ -
		\$ 478,550	\$ 679,318	\$ 2,196,046	\$ 5,433,925	\$ 10,420,395	\$ 9,953,875	\$ 9,078,500	\$ 8,330,459	\$ 7,563,644	\$ 6,777,582	\$ 6,089,617	\$ 5,354,824	\$ 4,009,048	\$ 1,766,914	\$ 4,482,251
		\$ 36,284,846	\$ 28,022,103	\$ 128,331,684	\$ 129,233,867	\$ 110,756,755	\$ 53,230,574	\$ 22,440,328	\$ 21,924,765	\$ 21,037,847	\$ 20,805,839	\$ 21,148,008	\$ 20,219,411	\$ 12,592,032	\$ 1,766,914	\$ 4,482,251
	TOTAL TRANSIT	\$ 41,781,261	\$ 36,029,440	\$ 175,805,923	\$ 147,460,096	\$ 121,606,854	\$ 66,647,963	\$ 17,285,087	\$ 15,481,808	\$ 15,128,998	\$ 15,384,528	\$ 16,553,380	\$ 15,969,773	\$ 16,187,515	\$ -	\$ -
		\$ 3,171,660	\$ 3,117,853	\$ 4,353,657	\$ 9,165,488	\$ 16,702,545	\$ 15,780,790	\$ 14,405,424	\$ 13,150,390	\$ 11,851,562	\$ 10,476,811	\$ 9,186,022	\$ 7,692,784	\$ 5,605,901	\$ 2,204,114	\$ 5,591,325
	TOTAL PARATRANSIT	\$ 44,952,921	\$ 39,147,292	\$ 180,159,580	\$ 156,625,584	\$ 138,309,399	\$ 82,428,753	\$ 31,690,511	\$ 28,632,197	\$ 26,980,560	\$ 25,861,338	\$ 25,739,402	\$ 23,662,558	\$ 21,793,415	\$ 2,204,114	\$ 5,591,325
23	Paratransit	\$ 10,627,497	\$ 6,139,952	\$ 9,590,803	\$ 12,578,010	\$ 13,300,000	\$ 13,300,000	\$ 3,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,552	\$ 899,474	\$ 1,637,027	\$ 2,912,528	\$ 2,926,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
		\$ 11,823,958	\$ 7,260,504	\$ 10,490,278	\$ 14,215,037	\$ 16,212,528	\$ 16,226,816	\$ 6,093,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
	TOTAL PARATRANSIT	\$ 10,627,497	\$ 6,139,952	\$ 9,590,803	\$ 12,578,010	\$ 13,300,000	\$ 13,300,000	\$ 3,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,552	\$ 899,474	\$ 1,637,027	\$ 2,912,528	\$ 2,926,816	\$ 2,768,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
		\$ 11,823,958	\$ 7,260,504	\$ 10,490,278	\$ 14,215,037	\$ 16,212,528	\$ 16,226,816	\$ 6,093,463	\$ 2,514,500	\$ 2,256,284	\$ 1,982,136	\$ 1,710,954	\$ 1,400,690	\$ 1,211,788	\$ -	\$ -
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 38,068	\$ 227,864	\$ 252,280	\$ 25,000	\$ 20,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 10,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
		\$ 822,681	\$ 700,768	\$ 476,627	\$ 688,585	\$ 960,931	\$ 748,778	\$ 613,466	\$ 476,817	\$ 324,989	\$ 146,870	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 860,749	\$ 928,633	\$ 728,907	\$ 713,585	\$ 980,931	\$ 763,778	\$ 628,466	\$ 491,817	\$ 334,989	\$ 151,870	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 35,353	\$ 27,466	\$ 108,438	\$ 129,560	\$ 129,559	\$ -	\$ -	\$ 1,339,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,718	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -	\$ -
		\$ 35,353	\$ 27,466	\$ 108,438	\$ 129,560	\$ 129,559	\$ -	\$ -	\$ 1,355,486	\$ 12,164	\$ 8,077	\$ 3,132	\$ -	\$ -	\$ -	\$ -
27	Visitacion Valley Watershed	\$ -	\$ -	\$ 950,000	\$ 2,648,000	\$ 1,698,000	\$ 2,201,717	\$ 2,451,717	\$ 1,451,717	\$ 743,973						

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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,180	\$ 117,429	\$ 107,780	\$ 102,355	\$ 102,303	\$ 130,489	\$ 190,382	\$ 413,204	\$ -	\$ -
		\$ 5,026,992	\$ 4,681,755	\$ 6,289,908	\$ 8,304,483	\$ 6,484,819	\$ 6,830,620	\$ 4,105,279	\$ 4,234,112	\$ 4,401,360	\$ 4,582,966	\$ 5,097,548	\$ 5,434,275	\$ 5,857,932	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 7,785,423	\$ 4,780,224	\$ 6,720,668	\$ 7,543,936	\$ 4,730,397	\$ 5,629,424	\$ 6,248,611	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 272,996	\$ 300,078	\$ 285,206	\$ 573,290	\$ 926,969	\$ 890,120	\$ 952,454	\$ 946,130	\$ 966,764	\$ 1,012,631	\$ 825,893	\$ 593,786	\$ 281,627	\$ -	\$ -
		\$ 8,058,419	\$ 5,080,302	\$ 7,005,874	\$ 8,117,226	\$ 5,657,366	\$ 6,519,544	\$ 7,201,065	\$ 5,252,537	\$ 5,660,768	\$ 5,898,256	\$ 825,893	\$ 593,786	\$ 281,627	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,735	\$ 21,785	\$ 19,344	\$ 17,828	\$ 17,473	\$ 23,917	\$ 37,521	\$ 86,071	\$ -	\$ -
		\$ 371,952	\$ 267,860	\$ 3,042,349	\$ 960,169	\$ 960,629	\$ 1,586,941	\$ 1,071,003	\$ 1,106,230	\$ 1,148,668	\$ 1,194,480	\$ 1,326,568	\$ 1,410,442	\$ 1,508,672	\$ -	\$ -
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 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	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,490	\$ 27,079	\$ 50,223	\$ 46,485	\$ 45,570	\$ 44,575	\$ 44,878	\$ 46,920	\$ 56,022	\$ 67,724	\$ 4,398	\$ -	\$ -
		\$ 131,701	\$ 1,050,264	\$ 2,003,701	\$ 1,192,818	\$ 888,366	\$ 786,872	\$ 814,631	\$ 842,361	\$ 876,028	\$ 913,260	\$ 1,013,979	\$ 981,700	\$ 4,398	\$ -	\$ -
38	Traffic Calming	\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 14,807,111	\$ 7,520,361	\$ 3,915,530	\$ 1,830,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 340,139	\$ 802,249	\$ 807,418	\$ 793,131	\$ 733,889	\$ 653,795	\$ 567,993	\$ 480,919	\$ 377,711	\$ 281,678	\$ -	\$ -
		\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 15,147,251	\$ 8,322,610	\$ 4,722,948	\$ 2,623,131	\$ 1,183,889	\$ 653,795	\$ 567,993	\$ 480,919	\$ 377,711	\$ 281,678	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,224,228	\$ 1,568,177	\$ 5,107,537	\$ 3,921,975	\$ 2,730,610	\$ 3,609,000	\$ 786,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 19,691	\$ 125,713	\$ 283,679	\$ 371,992	\$ 363,782	\$ 327,894	\$ 291,009	\$ 251,329	\$ 210,583	\$ 161,531	\$ 109,120	\$ -	\$ -
		\$ 1,224,228	\$ 1,568,177	\$ 5,127,227	\$ 4,047,688	\$ 3,014,289	\$ 3,980,992	\$ 1,150,148	\$ 327,894	\$ 291,009	\$ 251,329	\$ 210,583	\$ 161,531	\$ 109,120	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 106,258	\$ 2,622,251	\$ 3,583,775	\$ 2,856,521	\$ 3,160,963	\$ 776,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 27,091	\$ 108,295	\$ 284,334	\$ 254,901	\$ 251,260	\$ 253,686	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,353	\$ -	\$ -	\$ -
		\$ 106,258	\$ 2,622,251	\$ 3,610,866	\$ 2,964,816	\$ 3,445,297	\$ 1,031,063	\$ 1,069,354	\$ 1,096,741	\$ 218,970	\$ 180,709	\$ 138,833	\$ 84,353	\$ -	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,455	\$ 29,339	\$ 27,354	\$ 26,519	\$ 27,171	\$ 35,541	\$ 52,696	\$ 115,253	\$ -	\$ -
		\$ 287,965	\$ 12,890	\$ 2,382,038	\$ 1,862,523	\$ 2,024,956	\$ 2,410,545	\$ 1,721,341	\$ 1,152,377	\$ 1,197,037	\$ 1,245,477	\$ 1,383,900	\$ 1,473,789	\$ 1,587,769	\$ -	\$ -
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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 12,960	\$ 33,299	\$ 53,091	\$ 51,713	\$ 48,881	\$ 47,663	\$ 48,770	\$ 61,177	\$ 86,949	\$ 182,528	\$ -	\$ -
		\$ 2,195,044	\$ 1,683,818	\$ 2,635,220	\$ 1,561,940	\$ 1,625,605	\$ 1,967,651	\$ 1,541,730	\$ 1,591,663	\$ 1,650,576	\$ 1,719,352	\$ 1,913,037	\$ 2,041,813	\$ 2,200,642	\$ -	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 25,174,619	\$ 26,574,012	\$ 50,684,480	\$ 49,826,597	\$ 36,848,540	\$ 33,070,059	\$ 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	\$ 851,254	\$ 1,948,061	\$ 3,568,661	\$ 3,584,297	\$ 3,546,777	\$ 3,323,223	\$ 3,036,742	\$ 2,759,583	\$ 2,258,920	\$ 1,880,570	\$ 1,648,557	\$ -	\$ -
		\$ 26,270,296	\$ 27,574,859	\$ 51,535,735	\$ 51,774,658	\$ 40,417,201	\$ 36,654,356	\$ 28,183,323	\$ 22,880,026	\$ 20,080,708	\$ 20,506,677	\$ 14,525,611	\$ 14,726,690	\$ 14,007,892	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																
43	Transportation Demand Management / Parking Management	\$ 213,180	\$ 424,867	\$ 3,217,096	\$ 1,213,777	\$ 840,000	\$ 581,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,288	\$ 61,888	\$ 118,739	\$ 114,638	\$ 113,051	\$ 114,397	\$ 118,218	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -
		\$ 213,180	\$ 424,867	\$ 3,239,385	\$ 1,275,666	\$ 958,739	\$ 696,215	\$ 525,071	\$ 545,397	\$ 570,828	\$ 101,024	\$ 83,037	\$ 60,862	\$ 32,595	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 1,669,989	\$ 666,924	\$ 2,870,815	\$ 2,059,365	\$ 1,875,000	\$ 623,232	\$ 652,977								

Enclosure 2

2019 PROP K STRATEGIC PLAN POLICIES

Approved 05.31.2018

The Strategic Plan policies provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop K. The policies address the programming, allocation, and expenditure of funds, in the policy context of the Transportation Authority's overall Prop K debt management structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects in fulfillment of the voter approved Expenditure Plan.

The Strategic Plan policies have been updated twice previously, each time incorporating lessons learned from the preceding five years. As part of this third Strategic Plan update, we have carried forward the policies from the prior update, with some minor refinements drawing from lessons learned over the last five years and clarifying text, as needed.

Guiding Principles

To help structure our efforts, we used three guiding principles that are fundamental in ensuring implementation of the Expenditure Plan as approved by the voters:

- Optimize leveraging of sales tax funds
- Support timely and cost-effective project delivery
- Maximize cost effectiveness of financing

The full set of policies guiding the Transportation Authority and project sponsors are detailed below.

1. OPTIMIZING THE LEVERAGING OF SALES TAX FUNDS

1.1. | NO SUBSTITUTION

Prop K funds will not substitute for another local fund source that has been previously programmed or allocated to a project or program.

1.2. | CERTIFICATION OF COMMITTED FUNDS

Prop K funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources. At the time of a Prop K allocation request, the project sponsor will provide certification that all complementary fund sources required to fully fund the requested phase or phases are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

1.3. | REQUIRED MATCH CONSIDERATION

In establishing priorities in the Strategic Plan updates, 5-Year Prioritization Program (5YPP) updates, and annual allocation actions, the Transportation Authority will take into consideration the need for Prop K funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.

1.4. | PRIORITY FOR PROJECTS LEVERAGING FUNDS WITH TIMELY USE OF FUNDS REQUIREMENTS

Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.

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1.5. | REGIONAL TRANSPORTATION PLAN CONSISTENCY

Projects shall be consistent with the Regional Transportation Plan.

2. SUPPORT TIMELY AND COST-EFFECTIVE PROJECT DELIVERY

2.1. | 5-YEAR PRIORITIZATION PROGRAM OR 5-YEAR PROJECT DELIVERY PLAN APPROVAL

Transportation Authority Board approval of a 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from the 21 programmatic (i.e., non-project specific) Expenditure Plan categories (See Section XX, Table XX). The 5YPPs are developed by the lead agency for the programmatic categories, working in close collaboration with other eligible sponsors for the relevant category and Transportation Authority staff. The 5YPP must include clearly defined budgets, scopes and schedules for individual projects within the program as well as other requirements specified in the Expenditure Plan and 5YPP guidance issued by Transportation Authority staff.

For non-programmatic categories such as a named major capital project, Transportation Authority Board approval of a 5-year project delivery plan which includes a clearly defined budget, scope and schedule is a prerequisite for allocation of funds. These plans, which are developed by the project sponsor in concert with Transportation Authority staff, are incorporated into the Strategic Plan (See Appendix X).

Allocations may be made simultaneous to approval of the 5YPP or 5-year project delivery plan, contingent on consistency with the Strategic Plan.

2.2. | ALLOCATION BY PHASE

Prop K funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. The Transportation Authority will also consider multi-phase exceptions for a project using Prop K as a local match for certain federal funds, where the administering agency combines planning, environmental, and design work into a one-phase allocation. Phases eligible for an allocation are as follows:

- Planning/Conceptual Engineering
- Preliminary Engineering/ Environmental Studies (PA&ED)
- Design Engineering (PS&E)
- Right of Way Support/Acquisition
- Construction (includes procurement)
- Incremental Operating and Maintenance
- Operations (i.e. paratransit operating support)

2.3. | OPERATIONS AND MAINTENANCE

Prop K funds may be allocated for operations and maintenance only as provided in the Expenditure Plan. The amount of funding for incremental operating and maintenance costs for eligible facilities and services will decrease linearly from 100% for the first year of operation to 0% for the tenth year. The first-year amount of Prop K funds for incremental operation and maintenance costs for facilities and services that received Prop B funding will be equal to the Prop B amount shown in the 2003 Strategic Plan Update for Fiscal Year 2003/04.

2.4. | PREREQUISITE MILESTONES FOR ALLOCATION

Allocations of Prop K funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop K funds.

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- Prop K allocations for right-of-way and construction will be contingent on a completed environmental document. Consideration will be given to right-of-way acquisition prior to environmental document completion to respond to owner hardship, or to avoid significant cost increases due to impending development of the site. Allocations in these situations may be granted if the risk associated with the exception can be mitigated to an acceptable level and the exception is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.
- Prop K funds will be allocated for right of way capital and support only if the project has identified and committed construction capital funds. The Transportation Authority will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.

2.5. | PROJECT READINESS

Prop K funds will be allocated to phases of a project or to a program based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase or program will be taken into consideration, including any pending or threatened litigation. The Transportation Authority will take into consideration any incomplete aspects of the previous phase of work prior to allocating the next phase.

2.6. | WORK PRODUCTS AND DELIVERABLES

Project phases for which Prop K funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section lists the products expected to accompany allocations. Prop K funds will be allocated prior to the advertising for any equipment or services necessitating the expenditure of Prop K funds.

2.7. | ALLOCATION REQUEST PACKAGE

Allocations of Prop K funds will be based on an application package prepared and submitted by an eligible project sponsor. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures. The final application submittal must include sufficient detail and supporting documentation to facilitate a determination that the applicable Strategic Plan policies have been satisfied. The allocation request procedures are located on the Transportation Authority's website at www.sfcta.org.

2.8. | RETROACTIVE REIMBURSEMENTS NOT ALLOWED

Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the sales tax allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement. Exceptions to this policy may be granted under the following conditions:

- Where the Transportation Authority has previously approved the scope of a project and that scope has incurred increased costs; and
- Capital costs of a multi-year project to which the Transportation Authority has made a formal commitment in a resolution for out-year costs, although the funds have not been allocated.

While these costs shall be eligible for reimbursement in the situations cited above, the timing and amount of reimbursement will be subject to a Transportation Authority allocation, based on available revenues, other anticipated project requests, and project category and subcategory limits established in the Expenditure Plan.

2.9. | INDIRECT EXPENSES NOT ALLOWED

Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop K allocation.

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2.10. | CONTRACT AWARD AND ENCUMBRANCE

Prop K allocations for construction capital and equipment purchase shall be encumbered by the award of a contract within 12 months of the date of allocation. At the end of the project, Prop K allocations for the construction, construction engineering and equipment purchase phases shall be drawn down within 12 months of the date of contract acceptance.

2.11. | REMAINING BALANCE REQUIRED TO SAME PROJECT FOR FUTURE PHASES

Unexpended portions of allocated amounts remaining after final reimbursement for that phase may be returned to the project's programmed balance if the project is not yet completed (e.g. future phases remain).

2.12. | REMAINING BALANCE RETURNED TO SAME CATEGORY

Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed or unspent balance for the project is available for programming to another project within the same Expenditure Plan line item.

2.13. | COMMUNICATION

It is imperative to the success of the Prop K program that project sponsors of Prop K-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed to support project delivery.

3. MAXIMIZE THE COST-EFFECTIVENESS OF FINANCING

3.1. | CASH FLOW DISTRIBUTION SCHEDULES

Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules consistent with project schedule are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original allocation or any subsequent amendments.

3.2. | TIMELY-USE-OF-FUNDS REQUIREMENTS

Timely use of funds requirements will be applied to all Prop K allocations to help avoid situations where Prop K funds sit unused for prolonged periods of time, especially when the Transportation Authority is issuing debt in order to make those allocations. Annual allocations that are unspent may be deducted from the following year's allocation to avoid the unnecessary accumulation of unspent revenue and the untimely delivery of a product to the public. On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every five years, the ability of sponsors to deliver their committed projects and programs will be taken into consideration when updating the programming of funds.

3.3. | PROPORTIONAL SPENDING

Other fund sources committed to the project or program will be used in conjunction with Prop K funds. To the maximum extent practicable, other fund sources will be spent down prior to Prop K funds. Otherwise,

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Prop K funds will be spent down at a rate proportional to the Prop K share of the total funds programmed to the project phase or program.

3.4. | PRIORITY 1 VS. PRIORITY 2 FUNDING LEVELS

Allocations of Prop K funds for capital projects or annual activities will not exceed the total amount for the given program or project established in the Expenditure Plan as Priority 1 until such time as the latest Prop K Strategic Plan update cash flow analysis includes revenue forecasts that exceed the Priority 1 levels. At such time as the revenue forecasts exceed the Priority 1 levels, the Transportation Authority may allocate Priority 2 revenues within a given subcategory up to the lesser amount of either the category percentage cap, or the program or project dollar amount caps established in the Expenditure Plan for Priority 2.

3.5. | PRO-RATA SHARE

The baseline of funding that any program or project can expect from Prop K cannot exceed the pro-rata share of that project or program's amount relative to the total amount of Prop K revenue in any given year. If the project sponsor wants more funding earlier than the corresponding pro-rata share, then debt financing must be agreed to by the Transportation Authority, and the costs of debt financing for that project or program must be borne by the Expenditure Plan line item from which the funds are allocated. See also policies 3.6 and 3.7.

3.6. | ADVANCING FUNDS

The amount of funds that can be advanced is finite, reflecting the Transportation Authority's limited borrowing capacity. The Transportation Authority must optimize debt service burden through effective planning and project cash management, in coordination with Transportation Authority project sponsors, and preserve the highest practical credit ratings in order to minimize the cost of borrowing.

3.7. | FINANCING ASSIGNED BY CATEGORY

Debt issuance and service costs will be allocated to individual Expenditure Plan line items in proportion to the amount of debt issuance they trigger. The interest assigned to the line item will be considered a cost to that line item. Total cost, including programming and interest, will not exceed the Priority 1 funding caps as outlined in the Expenditure Plan. Projects grandfathered from the Prop B Expenditure Plan shall be exempt from this policy and any associated financing costs for those projects will be covered by the capital program as a whole.

4. PREQUISITE MILESTONES FOR ALLOCATION

Allocations of Prop K funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop K funds.

Table 1. Prerequisite Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Planning/Conceptual Engineering	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan
Environmental Studies (PA&ED)	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan

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Design Engineering (PS&E)	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan • Approved environmental document • Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Right of Way Support/Acquisition	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan • Approved environmental document • Capital construction phase committed in programming document
Construction (includes procurement)	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan • Approved environmental document • Right of way certification • 100% PS&E • All applicable permits
Incremental Operating and Maintenance	<ul style="list-style-type: none"> • 5-year project delivery plan • Documentation confirming costs are for new transportation services or an eligible grandfathered project per Expenditure Plan • Proof that all other fund sources are identified and committed for operating the facility or service
Operations (i.e. paratransit operations)	<ul style="list-style-type: none"> • 5-year project delivery plan • Proof that all other fund sources are identified and committed for operating the facility or service

5. EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE

Project phases for which Prop K funds are allocated will be expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table 2 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 2 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table 2 for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.

Table 2. Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable ¹
Planning/Conceptual Engineering	Planning document approved by sponsoring agency
Environmental Studies (PA&ED)	Final approved environmental decision/project approval documentation
Design Engineering (PS&E)	Final design package including contract documents

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Right of Way Support/Acquisition	Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction (includes procurement)	Constructed improvement or minimum operating segment, or equipment in service.
Incremental Operating and Maintenance	Continual regular service or operation
Operations (e.g. paratransit operating support)	Continual regular service or operation

¹ The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.



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Memorandum

AGENDA ITEM 5

DATE: October 22, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/9/2021 Board Meeting: Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs

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



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



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

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

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

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

Lower Sales Tax Revenue Projections. To assist with development of our revenue forecasts, we contracted with MuniServices, economic consultants with expertise in sales taxes. The revised sales tax projections shown take into consideration several factors including but not limited to employment, disposable income, tourism and visitor expenditures, and inflation. As shown in the 30-Year Revenue Projections (Year of Expenditures or YOE\$) 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



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

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

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

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

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

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

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



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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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