



## RESOLUTION ADOPTING THE 2019 PROP K STRATEGIC PLAN

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 and 2014; and

WHEREAS, In May 2018, the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline (Resolution 18-57), which included non-substantive revisions to the Strategic Plan policies, updated the sales tax revenue forecast, incorporated actual expenditures and financing costs, and updated Strategic Plan model assumptions such as interest costs related to debt issuance and capital reserve needs; and

WHEREAS, The baseline also incorporated programming and cash flow changes for



paratransit operations and the Prop K major capital projects – Central Subway, Caltrain Modernization Program, Presidio Parkway (formerly known as the Doyle Drive Replacement Project) and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal, which have no 5YPP requirement; and

WHEREAS, The Transportation Authority Board adopted the 2019 Prop K 5YPPs for the 21 programmatic categories requiring a 5YPP in two groups in October and November 2018 by Resolutions 19-15 and 19-22; and

WHEREAS, The 2019 Strategic Plan tiers off of the 2019 Strategic Plan Baseline and incorporates programming and cash flow information for the programmatic categories based on the adopted 2019 Prop K 5YPPs as shown in Attachments 2 and 3; and

WHEREAS, The 2019 Strategic Plan includes \$2.540.3 billion in total funds available for projects over the 30-year Expenditure Plan period, \$10.7 million higher than what was adopted in the 2014 Strategic Plan, and the plan conservatively estimates a total long-term debt need of \$718 million, resulting in a 1% increase in financing costs as a percentage of total funds available when compared to the 2014 Strategic Plan (up from \$296 million to \$322 million)(Attachment 1); and

WHEREAS, This modest uptick in projected financing is primarily the result of advancing funds from the outyears to support the potential for accelerated delivery of the San Francisco Municipal Transportation Agency's light rail vehicles and to support \$20 million in fund exchanges to reduce the Transportation Authority's longstanding commitment of Regional Improvement Program funds and help meet the cash flow needs for the Central Subway; and

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee reviewed and unanimously adopted a motion of support for the adoption of the 2019 Strategic Plan; and

WHEREAS, At its November 13, 2018 meeting the Board was briefed on the 2019 Prop K



Strategic Plan and recommended approval of the staff recommendation on its first reading; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2019 Prop K Strategic Plan; and be it further

RESOLVED, That the Executive Director shall publish the 2019 Prop K Strategic Plan and make it available on the agencies website for Prop K project sponsors and any other interested parties.

Attachments:


1. 2019 Strategic Plan Presentation
2. Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)
3. Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of November, 2018, by the following votes:

**Ayes:** Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (10)

**Absent:** Commissioner Safai (1)

 11-29-18  
Aaron Peskin Date  
Chairperson

ATTEST:  11/29/18  
Tilly Chang Date  
Executive Director

# Adopt the 2019 Prop K Strategic Plan

Presentation to the  
Transportation Authority Board



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

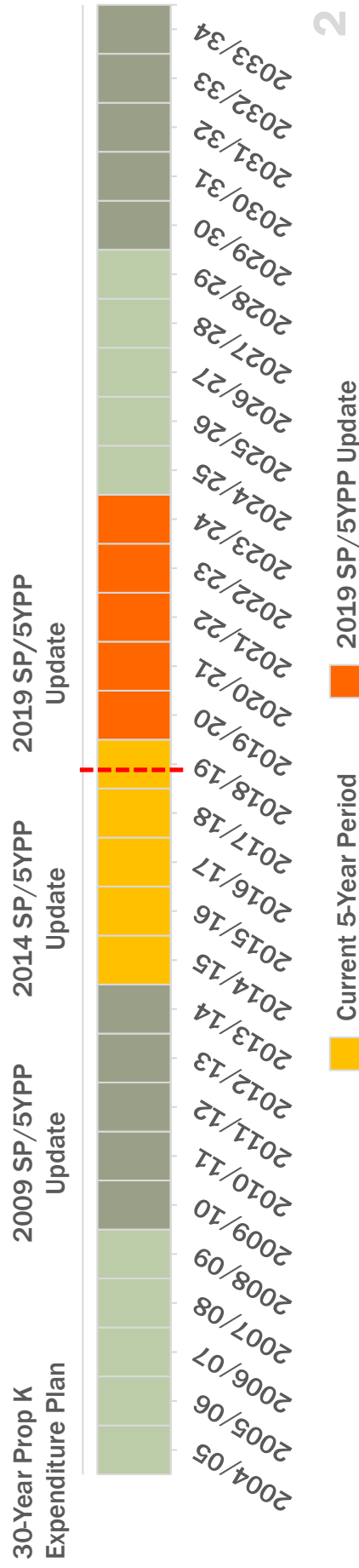
**November 13, 2018**

# 2019 Strategic Plan/5YPP Update

## Why is it important? Why now?



- ▶ **Determines which projects will receive funding over next five years**
  - ▶ 5-year period starting July 1, 2019
- ▶ **Respond to current context**
  - ▶ Board interests, agency priorities, changing funding landscape
- ▶ **Helps ensure funds are available to support project delivery**
- ▶ **Support transparency and accountability**
  - ▶ Board, sponsor, public engagement

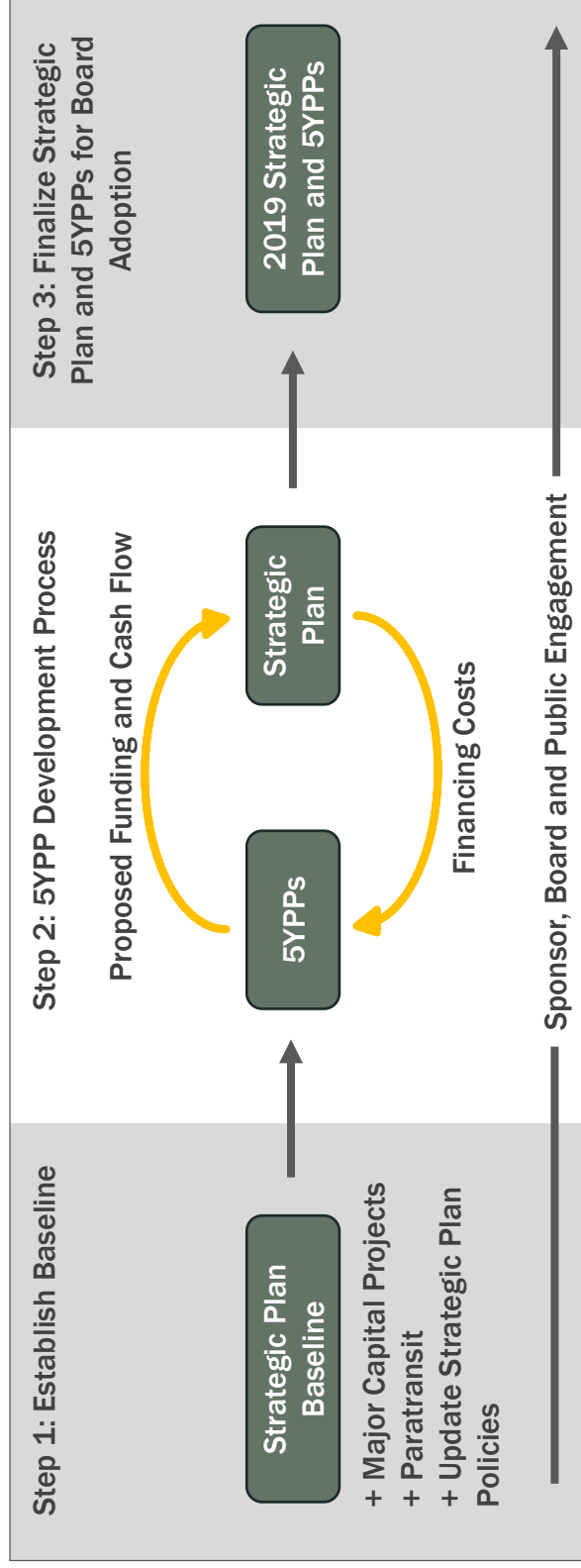


# 2019 Strategic Plan/5YPP Update

## What is the process?



- ▶ **Iterative process requiring extensive communication between SFCTA and project sponsors**
- ▶ **Strategic Plan and 5YPPs evolve in parallel and are closely coordinated**



# 2019 Strategic Plan/5YPP Update

## Step 3: Adopt Strategic Plan



**The Strategic Plan guides implementation of the Prop K Expenditure Plan, determining how much Prop K funds are available by fiscal year through 2034.**

Step 3: Finalize Strategic Plan and 5YPPs for Board Adoption

2019 Strategic Plan and 5YPPs



- ▲ Incorporates programming and cashflow for programmatic categories and major capital projects
- ▲ Updates debt assumptions and financing costs
- ▲ Guides implementation of the Prop K Expenditure Plan through FY2023/24



# Components of the Strategic Plan



## POLICIES

## REVENUES

Sales Tax

Investment Income

## EXPENDITURES

Operating Expenditures

Capital Reserve

Project Costs

Financing Costs

# 2019 Prop K Strategic Plan Prop K Policies



- ▶ Provides guidance to both Transportation Authority staff and project sponsors for program administration
- ▶ Adopted in May 2018: Minor updates for clarity purposes

## **Strategic Plan Guiding Principles:**

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

# Components of the Strategic Plan



**POLICIES**

**REVENUES**

**EXPENDITURES**

**Sales Tax**

**Investment Income**

Operating Expenditures

Capital Reserve

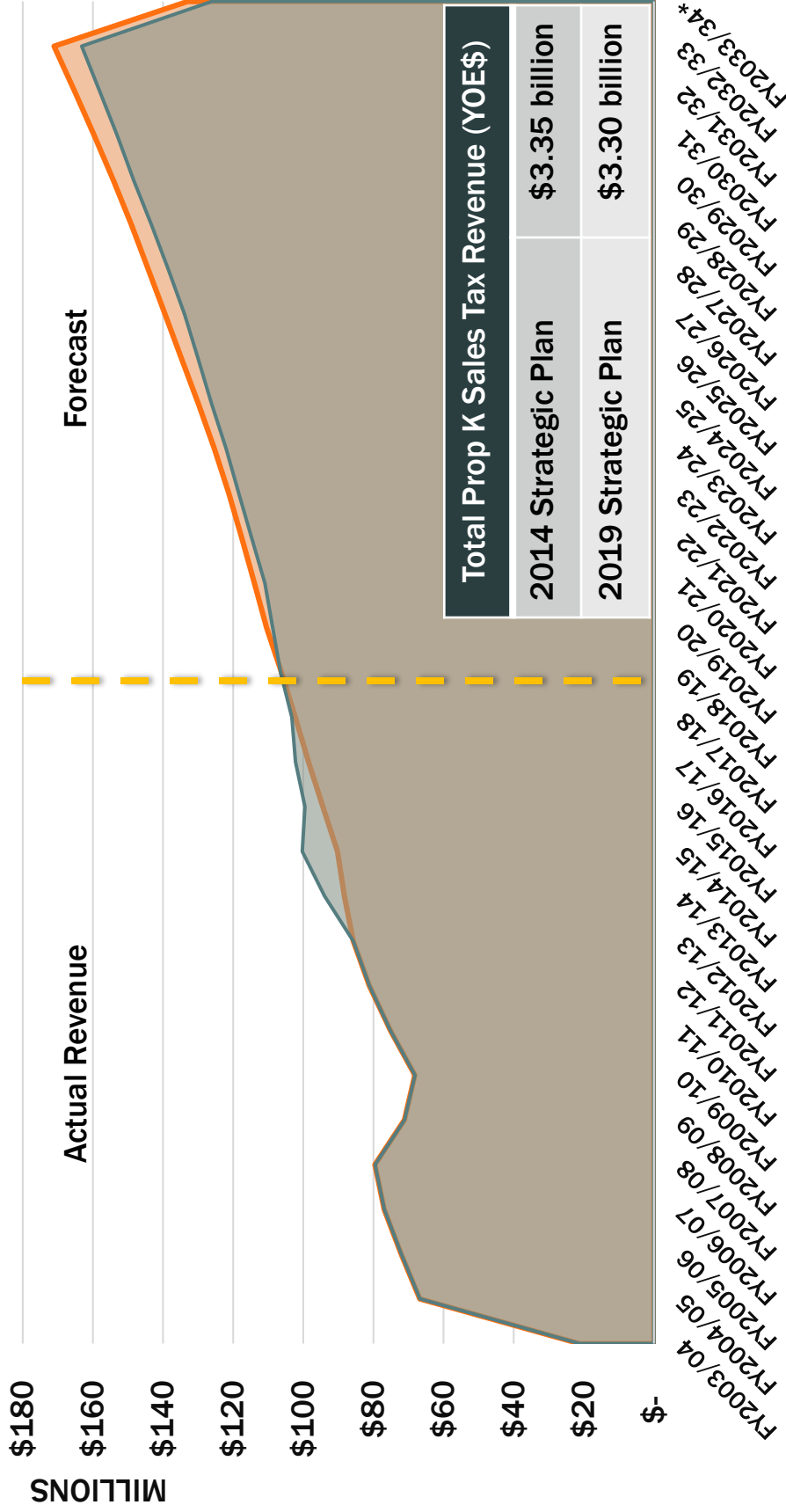
Project Costs

Financing Costs

# 2019 Strategic Plan Revenues



Prop K Sales Tax Revenue (YOES\$)



■ 2014 Strategic Plan   ■ 2019 Strategic Plan

\* FY2033/34 represents 3/4 of projected sales tax revenue in FY2033/34

# Components of the Strategic Plan



**POLICIES**

**REVENUES**

Sales Tax

Interest Income

**EXPENDITURES**

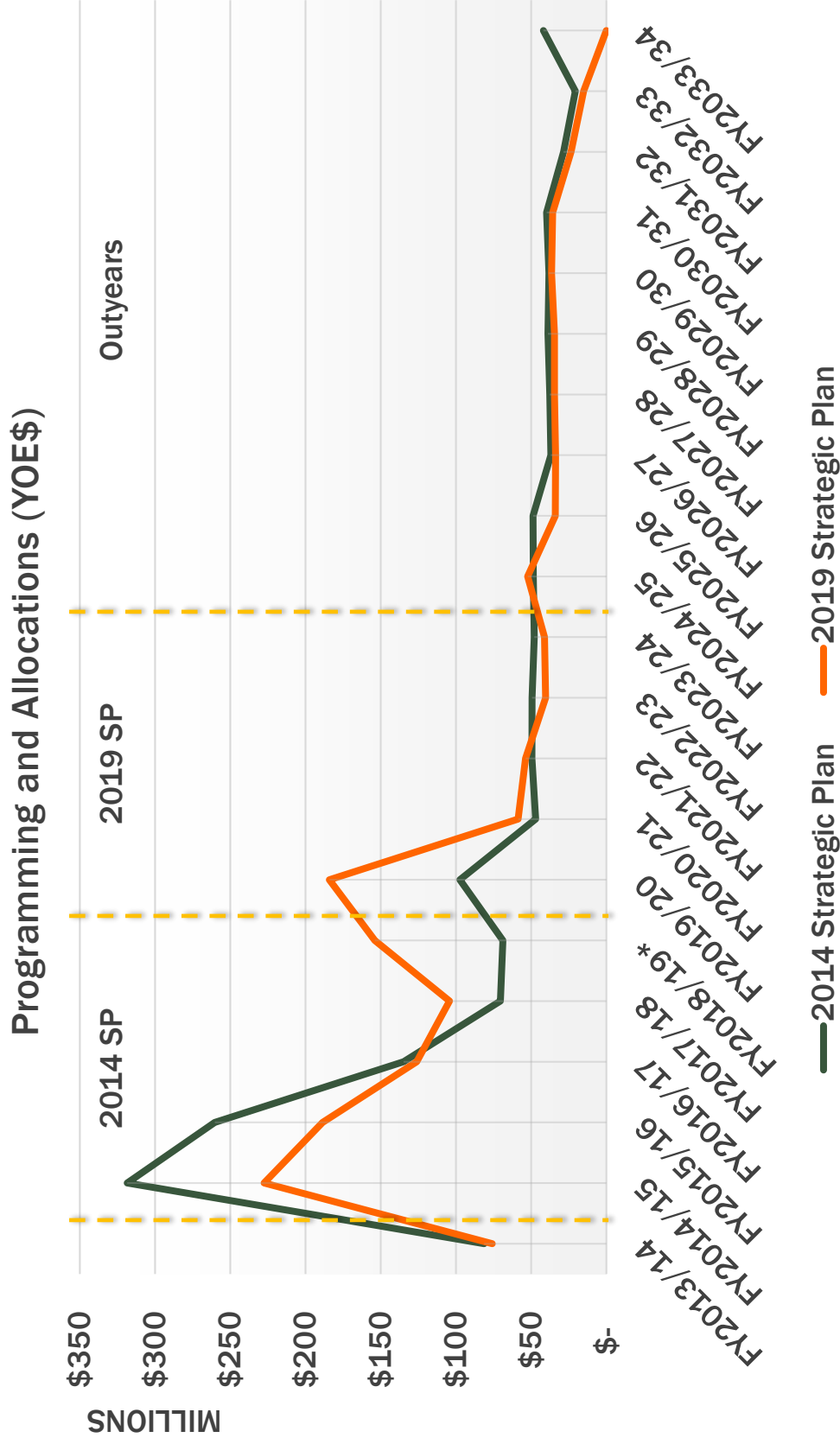
Operating Expenditures

Capital Reserve

Project Costs

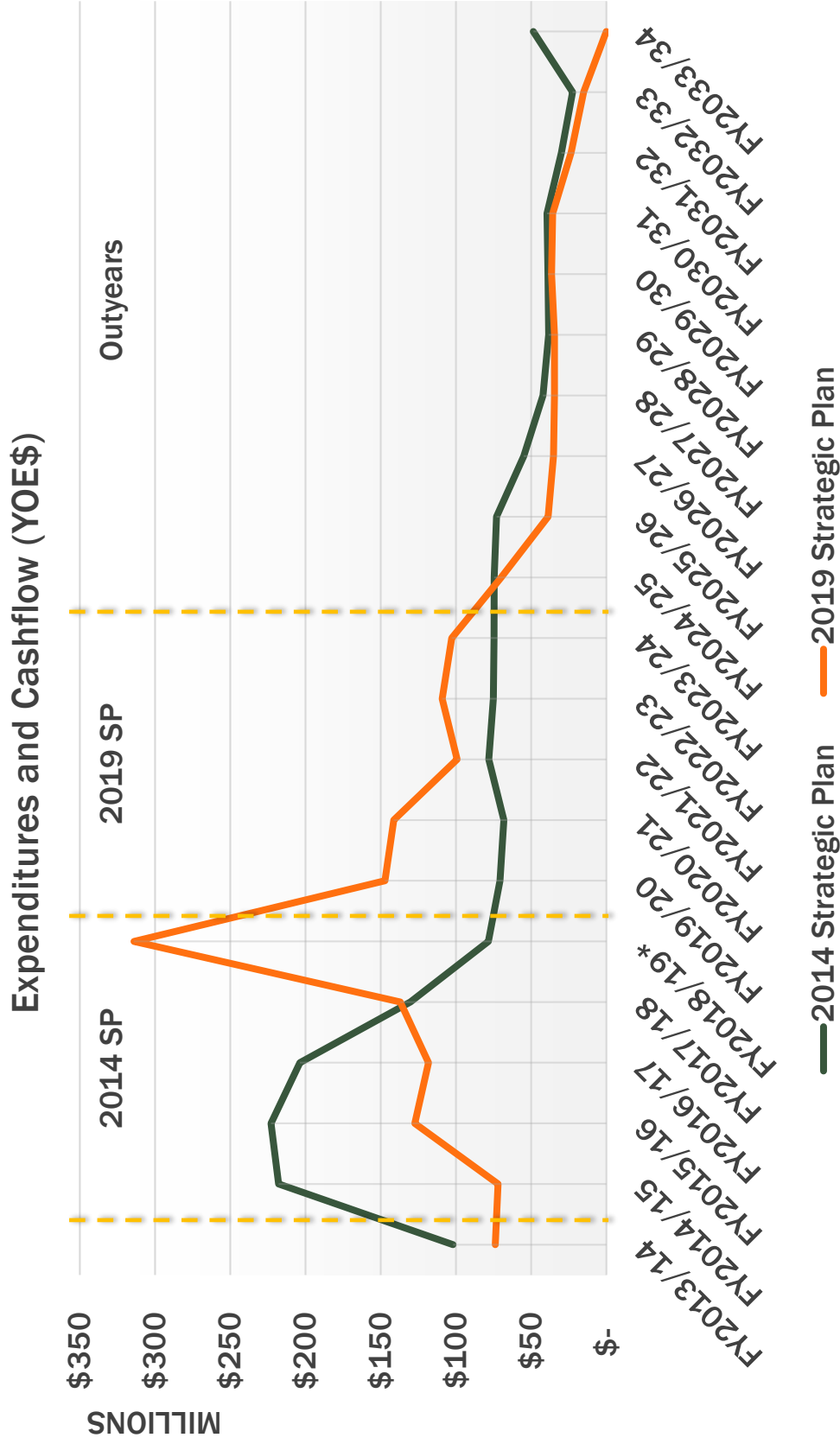
Financing Costs

# 2019 Strategic Plan Project Programming and Allocations



\* Includes allocations as of October 24, 2018 Board Meeting, and FY2018/19 programming

# 2019 Strategic Plan Project Expenditures and Cashflow

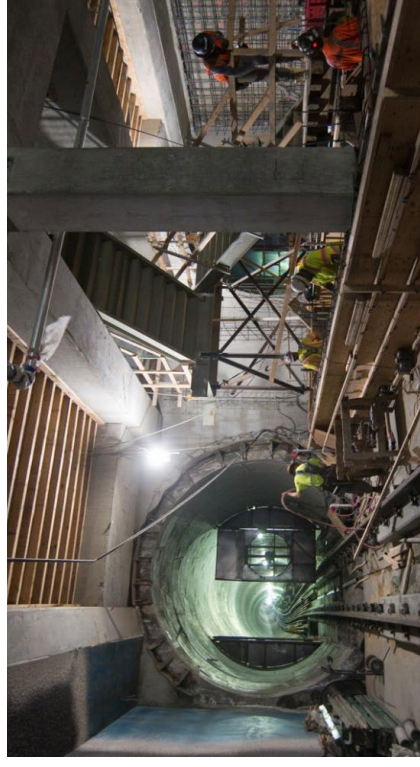


\* Expenditures for FY2018/19 and on are projections

# 2019 Strategic Plan

## Are we meeting our goals?

- ✓ **Leveraging other local, state, and federal funds**
- ✓ **Supporting project delivery**
  - ▶ **Major capital projects all complete or under construction, except Downtown Extension**
  - ▶ **Replacing entire Muni rubber tire and LRV fleet**
  - ▶ **Supporting Vision Zero**
  - ▶ **Neighborhood Transportation Improvement Program**





# 2019 Prop K Strategic Plan

## Debt assumptions over time (in millions)



✓ Maximizing cost effectiveness of financing

Categories	2005 SP Update	2009 SP Update	2014 SP Update	2019 SP Update
Total long-term debt needs	\$1,025	\$843	\$676	\$719*
Total financing costs	\$758	\$859	\$296	\$322
Bond issuance years	FY05/06- FY28/29	FY09/10 FY12/13 FY15/16 FY18/19 FY21/22 FY24/25	FY15/16 FY18/19 FY21/22 FY24/25	FY17/18* FY18/19 FY22/23

\* Includes FY17/18 sales tax revenue bond for \$248 million

# 2019 Strategic Plan

## Revenues and Expenditures Comparison



Revenues (in millions of YOES\$)		2019 Strategic Plan	2014 Strategic Plan	Δ
Sales Tax Revenue	\$	3,298.7	\$ 3,346.4	(47.7)
Investment Income	\$	45.7	\$ 80.7	(35.0)
Loans	\$	19.6	\$ 19.6	0.0
Long Term Bond Proceeds	\$	718.6	\$ 676.2	42.4
<b>TOTAL</b>	<b>\$</b>	<b>4,082.6</b>	<b>\$ 4,122.9</b>	<b>(40.3)</b>

Expenditures (in millions of YOES\$)		2019 Strategic Plan	2014 Strategic Plan	Δ
Program Administration	\$	194.4	\$ 196.0	(1.6)
Loans	\$	19.0	\$ 19.0	0.0
Funds Available for Projects	\$	2,540.3	\$ 2,529.6	10.7
Financing Costs	\$	322.2	\$ 295.7	26.6
Capital Reserve	\$	288.0	\$ 406.4	(118.4)
Long Term Bond Debt Service	\$	718.6	\$ 676.2	42.4
<b>TOTAL</b>	<b>\$</b>	<b>4,082.6</b>	<b>\$ 4,122.9</b>	<b>(40.3)</b>

Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Draft 2019 Prop K Strategic Plan  
Attachment 2. 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	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18		
<b>TRANSIT</b>																				
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming \$ 101,488,214 Finance Costs \$ 16,521,896 Total \$ 118,010,109	\$ 600,000	\$ 381,904	\$ 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	\$ -		
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,152,085 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 Finance Costs \$ - Total \$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -		Programming \$ - Finance Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 284,356,784	12.01%	Programming \$ 206,490,018 Finance Costs \$ 34,140,815 Total \$ 240,630,833	\$ -	\$ 20,350,000	\$ 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	\$ -	
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 7,568,062 Finance Costs \$ 28,468,062 Total \$ 36,036,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ -	
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming \$ 20,100,423 Finance Costs \$ 3,638,984 Total \$ 23,739,408	\$ -	\$ 797,683	\$ 1,052,092	\$ 1,184,361	\$ 1,901,300	\$ 1,730,000	\$ 340,000	\$ 149,799	\$ 149,998	\$ 13,385	\$ 1,014,868	\$ 844,931	\$ 1,437,571	\$ 1,095,729	\$ 1,795,947	\$ -
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming \$ 9,641,379 Finance Costs \$ 1,361,390 Total \$ 11,002,769	\$ -	\$ 564,417	\$ 2,015,047	\$ 36,793	\$ 12,453	\$ 8,083	\$ 11,060	\$ 6,132	\$ 2,846	\$ -	\$ 528,300	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 25,126
9	Ferry	\$ 5,263,651	8.23%	Programming \$ 4,828,683 Finance Costs \$ 433,322 Total \$ 5,262,005	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming \$ 9,294,740 Finance Costs \$ - Total \$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,894,408	0.00%	Programming \$ 4,892,873 Finance Costs \$ - Total \$ 4,892,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,370,434	3.96%	Programming \$ 1,316,007 Finance Costs \$ 54,215 Total \$ 1,370,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 9,514,729	7.25%	Programming \$ 8,823,354 Finance Costs \$ 689,431 Total \$ 9,512,785	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,762,531	0.00%	Programming \$ 7,762,044 Finance Costs \$ - Total \$ 7,762,044	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 5,677,513	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,582 Total \$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ -	\$ 19,807	\$ 19,807
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming \$ 11,247,658 Finance Costs \$ 1,287,200 Total \$ 12,534,858	\$ -	\$ 13,077	\$ 201,354	\$ 192,000	\$ (184)	\$ -	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -	\$ -
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming \$ 48,031,649 Finance Costs \$ 2,873,428 Total \$ 50,905,077	\$ -	\$ 13,077	\$ 776,725	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ 19,807	\$ 19,807	
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	\$ -	\$ 5,000	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan  
Attachment 2. 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	
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$ 411,420,696 Finance Costs \$ 61,883,054 Total \$ 473,303,749	-	\$ 28,258,807	\$ 991,284	\$ 3,191,271	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267	\$ -	\$ 120,953	\$ 14,564,466	\$ 16,384,871	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155	
				Programming \$ 20,640,763 Finance Costs \$ 3,532,459 Total \$ 24,173,222	-	\$ 58,153	\$ 393,380	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	
				Programming \$ 76,990,293 Finance Costs \$ 7,686,101 Total \$ 84,676,394	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming \$ 20,640,763 Finance Costs \$ 3,532,459 Total \$ 24,173,222	-	\$ 58,153	\$ 393,380	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	
				Programming \$ 76,990,293 Finance Costs \$ 7,686,101 Total \$ 84,676,394	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -
				Programming \$ 521,164,754 Finance Costs \$ 73,101,614 Total \$ 594,266,368	-	\$ 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	\$ 100,134,978	\$ 143,868,154	\$ 30,686,411	\$ 37,030,424	
18	Trolleybus wheelchair-lift OBM	\$ 2,515,844	0.00%	Programming \$ 2,448,531 Finance Costs \$ - Total \$ 2,448,531	-	\$ 607,194	\$ 378,938	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 5,168,000 Finance Costs \$ - Total \$ 5,168,000	-	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 528,781,285 Finance Costs \$ 73,101,614 Total \$ 601,882,899	-	\$ 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	\$ 100,134,978	\$ 143,868,154	\$ 30,686,411	\$ 37,030,424	
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%	Programming \$ 1,950,937 Finance Costs \$ 58,594 Total \$ 2,009,530	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 69,161,047 Finance Costs \$ 11,847,024 Total \$ 81,008,071	-	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 87,832,670 Finance Costs \$ 13,386,867 Total \$ 101,219,537	-	\$ 2,883,007	\$ 1,828,387	\$ 535,703	\$ 640,902	\$ 551,155	\$ 12,313,539	\$ 15,361,957	\$ 2,826,899	\$ 2,826,899	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 8,338,042	\$ 8,331,994	\$ 2,599,709
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%	Programming \$ 69,161,047 Finance Costs \$ 11,847,024 Total \$ 81,008,071	-	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 6,713,001 Finance Costs \$ 8,094,087 Total \$ 14,807,088	-	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ 10,270	\$ 8,101	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296
				Programming \$ 104,613,670 Finance Costs \$ 13,386,867 Total \$ 118,000,537	-	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 8,335,350	\$ 8,329,262	\$ 2,522,510
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%	Programming \$ 6,713,001 Finance Costs \$ 8,094,087 Total \$ 14,807,088	-	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ 10,270	\$ 8,101	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296
				Programming \$ 10,007,685 Finance Costs \$ 100,163 Total \$ 10,107,848	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 87,832,670 Finance Costs \$ 13,386,867 Total \$ 101,219,537	-	\$ 2,883,007	\$ 1,828,387	\$ 535,703	\$ 640,902	\$ 551,155	\$ 12,313,539	\$ 15,361,957	\$ 2,826,899	\$ 2,826,899	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 8,338,042	\$ 8,331,994	\$ 2,599,709
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,108,603	0.99%	Programming \$ 10,007,685 Finance Costs \$ 100,163 Total \$ 10,107,848	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 16,781,000 Finance Costs \$ - Total \$ 16,781,000	-	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 104,613,670 Finance Costs \$ 13,386,867 Total \$ 118,000,537	-	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 8,335,350	\$ 8,329,262	\$ 2,522,510
21	Muni MMAX OBM	\$ 16,518,835	0.00%	Programming \$ 16,781,000 Finance Costs \$ - Total \$ 16,781,000	-	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 7,339,709 Finance Costs \$ 33,660 Total \$ 7,373,368	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 104,613,670 Finance Costs \$ 13,386,867 Total \$ 118,000,537	-	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 8,335,350	\$ 8,329,262	\$ 2,522,510
22B	Guideways-BART	\$ 7,373,824	0.46%	Programming \$ 7,339,709 Finance Costs \$ 33,660 Total \$ 7,373,368	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 277,769,396 Finance Costs \$ 15,661,579 Total \$ 293,430,975	-	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ 21,089,315	\$ 639,240	\$ 4,774,698	\$ -	\$ 563,431	\$ 15,459,613	\$ 14,388,295
				Programming \$ 25,136,242 Finance Costs \$ 4,173,709 Total \$ 29,309,951	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$ 25,136,242 Finance Costs \$ 4,173,709 Total \$ 29,309,951	-	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,153,737	\$ 1,398,240	\$ 1,358,704	\$ 1,078,631
				Programming \$ 277,769,396 Finance Costs \$ 15,661,579 Total \$ 293,430,975	-	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ 21,089,315	\$ 639,240	\$ 4,774,698	\$ -	\$ 563,431	\$ 15,459,613	\$ 14,388,295
				Programming \$ 29,309,951 Finance Costs \$ 2,627,772 Total \$ 31,937,723	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22P	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming \$ 25,136,242 Finance Costs \$ 4,173,709 Total \$ 29,309,951	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 34,389,520 Finance Costs \$ 2,627,772 Total \$ 37,017,292	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 277,769,396 Finance Costs \$ 15,661,579 Total \$ 293,430,975	-	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ 21,089,315	\$ 639,240	\$ 4,774,698	\$ -	\$ 563,431	\$ 15,459,613	\$ 14,388,295
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming \$ 34,389,520 Finance Costs \$ 2,627,772 Total \$ 37,017,292	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 25,136,242 Finance Costs \$ 4,173,709 Total \$ 29,309,951	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Programming \$ 277,769,396 Finance Costs \$ 15,661,579 Total \$ 293,430,975	-	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ 21,089,315	\$ 639,240	\$ 4,774,698	\$ -	\$ 563,431	\$ 15,459,613	\$ 14,388,295

Draft 2019 Prop K Strategic Plan  
Attachment 2. 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	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
	Programming																	
	Finance Costs																	
	Total																	
	<b>Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)</b>																	
	Programming																	
	Finance Costs																	
	Total																	
	<b>TOTAL TRANSIT</b>																	
	<b>PARATRANSIT</b>																	
23	Paratransit	\$ 241,529,805	14.25%															
	Programming																	
	Finance Costs																	
	Total																	
	<b>TOTAL PARATRANSIT</b>																	
	<b>STREETS AND TRAFFIC SAFETY</b>																	
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%															
	Programming																	
	Finance Costs																	
	Total																	
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%															
	Programming																	
	Finance Costs																	
	Total																	
26	Great Highway Erosion Repair	\$ 2,428,457	13.41%															
	Programming																	
	Finance Costs																	
	Total																	
27	Visitacion Valley Watershed	\$ 17,944,265	0.00%															
	Programming																	
	Finance Costs																	
	Total																	
28	Illinois Street Bridge	\$ 2,000,000	0.00%															
	Programming																	
	Finance Costs																	
	Total																	
29	Golden Gate Park/SRTraffic Study	\$ 239,257	0.00%															
	Programming																	
	Finance Costs																	
	Total																	
30	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%															
	Programming																	
	Finance Costs																	
	Total																	
	<b>Total New and Upgraded Streets</b>																	
	Programming																	
	Finance Costs																	
	Total																	
31	New Signals and Signs	\$ 43,185,864	2.27%															
	Programming																	
	Finance Costs																	
	Total																	
32	Advanced Technology and Information Systems (Sfgo)	\$ 20,695,719	0.46%															
	Programming																	
	Finance Costs																	
	Total																	
33	Signals and Signs	\$ 105,153,392	0.76%															
	Programming																	
	Finance Costs																	
	Total																	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%															
	Programming																	
	Finance Costs																	
	Total																	
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%															
	Programming																	
	Finance Costs																	
	Total																	

Draft 2019 Prop K Strategic Plan  
Attachment 2. 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		
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	\$ 20,815,347	1.87%	Programming \$ 20,424,653		\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 539,120	\$ 554,710	\$ 619,759	\$ 586,960	\$ 599,307	\$ 599,307	\$ 625,000	\$ 458,793	\$ 664,334	\$ 687,494	\$ 711,397	
				Finance Costs \$ 388,559		\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 2,691	\$ 6,418	\$ 6,028	\$ 2,482	\$ 2,475	\$ 1,145	\$ 2,475	\$ 209	\$ -	\$ -	\$ -
				Total \$ 20,813,212		\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 540,995	\$ 557,401	\$ 626,177	\$ 592,988	\$ 601,789	\$ 627,475	\$ 459,937	\$ 664,543	\$ 687,494	\$ 711,397		
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489		\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	
				Finance Costs \$ 6,830,365		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 72,720,855		\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Programming \$ 29,233,722		\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	
				Finance Costs \$ 3,730,647		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 32,964,370		\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Programming \$ 26,105,968		\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	
				Finance Costs \$ 2,358,653		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 28,464,622		\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	
41	Curb Ramps	\$ 28,232,310	0.05%	Programming \$ 28,208,261		\$ 871,446	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 796,000	\$ 830,949	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084	
				Finance Costs \$ 14,091		\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 28,222,352		\$ 885,537	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 796,000	\$ 830,949	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084	
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Programming \$ 39,022,527		\$ 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	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166	
				Finance Costs \$ 212,326		\$ 24,002	\$ 1,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,833	\$ 1,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 39,234,853		\$ 1,255,402	\$ 858,780	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,013,571	\$ 1,060,793	\$ 1,101,373	\$ 1,159,674	\$ 1,204,429	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166	
TOTAL STREETS AND TRAFFIC SAFETY		\$ 686,617,274	6.02%	Programming \$ 630,840,310		\$ 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	\$ 15,371,328	\$ 13,359,147	\$ 5,924,282	\$ 49,447,335	\$ 20,925,835	\$ 31,319,382	
				Finance Costs \$ 41,318,646		\$ 500,465	\$ 499,259	\$ 806,763	\$ 583,906	\$ 315,085	\$ 192,591	\$ 478,389	\$ 489,561	\$ 215,824	\$ 184,960	\$ 168,677	\$ 117,608	\$ 145,597	\$ 835,247	\$ 835,247	
				Total \$ 672,158,955		\$ 26,831,456	\$ 28,649,130	\$ 14,280,303	\$ 28,396,999	\$ 17,766,092	\$ 43,958,393	\$ 7,447,758	\$ 44,255,393	\$ 7,447,758	\$ 14,718,170	\$ 15,587,152	\$ 15,544,107	\$ 6,092,959	\$ 49,564,943	\$ 21,071,432	\$ 32,154,629
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>																					
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 12,536,451		\$ 434,849	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	
				Finance Costs \$ 1,336,592		\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 13,873,044		\$ 441,418	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 18,739,580		\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 1,007,672	\$ 1,952,033	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	
				Finance Costs \$ 2,292,920		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 21,032,499		\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 1,007,672	\$ 1,952,033	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 34,931,502	10.39%	Programming \$ 31,276,031		\$ 478,849	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 3,122,190	\$ 3,122,190	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	
				Finance Costs \$ 3,629,512		\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 34,905,543		\$ 485,418	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 529,262	\$ 458,830	\$ 3,122,190	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	
TOTAL STRATEGIC PLAN		\$ 2,793,551,071	9.11%	Programming \$ 2,480,831,072		\$ 7,574,972	\$ 176,166,341	\$ 77,424,537	\$ 110,573,674	\$ 54,295,217	\$ 203,819,851	\$ 58,862,376	\$ 107,224,705	\$ 69,626,543	\$ 69,626,543	\$ 75,875,505	\$ 227,559,889	\$ 188,685,950	\$ 126,071,910	\$ 104,250,341	
				Finance Costs \$ 254,527,772		\$ 507,033	\$ 2,275,346	\$ 1,674,312	\$ 995,743	\$ 687,285	\$ 1,597,436	\$ 1,493,989	\$ 649,859	\$ 626,135	\$ 695,247	\$ 430,106	\$ 608,900	\$ 4,131,378	\$ 4,131,378		
				Total \$ 2,735,358,845		\$ 7,574,972	\$ 176,673,374	\$ 79,098,849	\$ 112,247,987	\$ 55,290,961	\$ 204,507,136	\$ 60,459,812	\$ 108,718,694	\$ 70,276,402	\$ 108,718,694	\$ 70,276,402	\$ 76,501,640	\$ 228,255,137	\$ 189,116,057	\$ 126,680,810	\$ 108,381,719

Draft 2019 Prop K Strategic Plan  
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
<b>TRANSIT</b>																	
1	Bus Rapid Transit/Muni Metro Network	\$ 33,285,420	\$ -	\$ 2,064,919	\$ 626,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 500,834	\$ 1,205,445	\$ 1,406,757	\$ 1,542,408	\$ 1,498,619	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -
		\$ 33,786,254	\$ 1,205,445	\$ 3,471,676	\$ 2,168,593	\$ 1,498,619	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 964,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 964,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 10,278,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,594,014	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -
		\$ 12,872,640	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,574	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587
		\$ 296,574	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587
7	Capital Improvement Program	\$ 1,162,459	\$ 2,500,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 145,706	\$ 289,059	\$ 317,357	\$ 323,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -
		\$ 1,308,165	\$ 2,789,059	\$ 2,067,357	\$ 323,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 327,025	\$ 1,072,975	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 42,880	\$ 83,444	\$ 88,740	\$ 86,908	\$ 86,589	\$ 109,445	\$ 101,838	\$ 101,384	\$ 102,242	\$ 104,393	\$ 96,556	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -
		\$ 369,905	\$ 1,156,419	\$ 88,740	\$ 786,908	\$ 86,589	\$ 109,445	\$ 408,452	\$ 423,487	\$ 438,709	\$ 456,361	\$ 222,975	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -
9	Ferry	\$ 210,000	\$ 240,000	\$ 65,000	\$ 282,000	\$ 200,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 95,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 65	\$ 18,855	\$ 14,699	\$ 13,492	\$ 19,929	\$ 28,047	\$ 43,835	\$ 47,864	\$ 54,744	\$ 52,678	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -
		\$ 210,065	\$ 258,855	\$ 79,699	\$ 295,492	\$ 219,929	\$ 1,328,047	\$ 43,835	\$ 47,864	\$ 54,744	\$ 147,741	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -
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	\$ 258,380	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ 258,380	\$ -
12	Purchase/Rehab Historic Street Cars	\$ -	\$ 374,809	\$ -	\$ 545,986	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ 55,186	\$ 58,376	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 5,741	\$ 5,446	\$ 5,067	\$ 5,044	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -	\$ -
		\$ -	\$ 374,809	\$ -	\$ 545,986	\$ 5,741	\$ 5,446	\$ 50,856	\$ 52,723	\$ 54,616	\$ 56,827	\$ 59,149	\$ 58,868	\$ 60,974	\$ 44,228	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 700,000	\$ 748,000	\$ 1,208,408	\$ -	\$ -	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ 195,829	\$ -	\$ -	\$ -
		\$ 9,665	\$ 30,438	\$ 51,161	\$ 63,816	\$ 53,341	\$ 56,346	\$ 52,430	\$ 52,196	\$ 52,637	\$ 53,750	\$ 55,882	\$ 61,490	\$ 55,691	\$ 40,587	\$ -	\$ -
		\$ 709,665	\$ 778,438	\$ 1,259,569	\$ 63,816	\$ 53,341	\$ 56,346	\$ 353,086	\$ 366,064	\$ 379,212	\$ 394,630	\$ 410,925	\$ 454,587	\$ 255,520	\$ 40,587	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 409,791	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 409,791	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 61,143	\$ 92,739	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -
		\$ 61,143	\$ 189,400	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -
16	Other Transit Enhancements	\$ 945,584	\$ 500,000	\$ 2,744,300	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 121,964	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -
		\$ 945,584	\$ 500,000	\$ 2,744,300	\$ 2,871,964	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -
		\$ 1,645,584	\$ 3,373,220	\$ 3,952,708	\$ 3,295,986	\$ -	\$ -	\$ 9,871,250	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,360,202	\$ 1,183,555	\$ 1,159,094	\$ -
		\$ 70,808	\$ 123,177	\$ 128,651	\$ 256,691	\$ 280,857	\$ 338,359	\$ 294,673	\$ 271,123	\$ 248,829	\$ 226,531	\$ 204,188	\$ 184,078	\$ 142,356	\$ 83,301	\$ -	\$ -
		\$ 1,716,392	\$ 3,496,397	\$ 4,081,359	\$ 3,552,677	\$ 280,857	\$ 338,359	\$ 1,016,923	\$ 1,477,279	\$ 1,499,864	\$ 1,529,358	\$ 1,560,459	\$ 1,679,066	\$ 1,502,558	\$ 1,266,856	\$ 1,159,094	\$ -
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -





Draft 2019 Prop K Strategic Plan  
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	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 Guideways	\$ 25,757,477	\$ 35,448,196	\$ 9,542,745	\$ 6,746,311	\$ 6,642,086	\$ 8,840,062	\$ 6,111,301	\$ 8,684,363	\$ 12,059,345	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 5,733,573	\$ 325,706	\$ -
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 71,759,818	\$ 114,248,768	\$ 13,542,422	\$ 10,051,060	\$ 9,442,086	\$ 8,840,062	\$ 14,402,291	\$ 9,609,537	\$ 13,017,950	\$ 13,474,203	\$ 14,028,257	\$ 15,058,392	\$ 14,864,586	\$ 6,973,008	\$ 1,463,811	\$ -
	TOTAL TRANSIT	\$ 6,599,432	\$ 12,748,164	\$ 13,297,098	\$ 13,626,129	\$ 12,913,150	\$ 18,428,813	\$ 15,999,549	\$ 14,520,227	\$ 13,086,989	\$ 11,590,180	\$ 10,016,943	\$ 8,375,923	\$ 6,870,368	\$ 741,404	\$ -	\$ 2,236,587
	PARATRANSIT	\$ 126,233,332	\$ 134,183,127	\$ 34,672,147	\$ 28,581,360	\$ 22,555,236	\$ 32,159,685	\$ 40,579,704	\$ 25,658,021	\$ 27,692,441	\$ 26,814,240	\$ 25,527,890	\$ 24,929,303	\$ 23,095,156	\$ 13,306,485	\$ 3,364,309	\$ -
23	Paratransit	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL PARATRANSIT	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STREETS AND TRAFFIC SAFETY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 875,070	\$ 1,308,430	\$ 1,074,812	\$ 963,173	\$ 869,383	\$ 1,026,133	\$ 835,493	\$ 701,312	\$ 563,701	\$ 415,290	\$ 249,622	\$ 40,714	\$ -	\$ -	\$ -	\$ -
	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Great Highway Erosion Repair	\$ 1,397,310	\$ 294,763	\$ 34,565	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
	Visitacion Valley Watershed	\$ -	\$ -	\$ -	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRTraffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other Upgrades to Major Arterials	\$ 1,007,242	\$ 307,288	\$ 306,166	\$ 55,037	\$ 51,206	\$ 62,810	\$ 53,814	\$ 48,470	\$ 43,237	\$ 37,828	\$ 32,140	\$ 26,127	\$ 17,753	\$ 7,306	\$ -	\$ -
	Total New and Upgraded Streets	\$ 2,397,310	\$ 509,119	\$ 250,000	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
	New Signals and Signs	\$ 77,079	\$ 88,978	\$ 74,351	\$ 71,842	\$ 41,960	\$ 65,962	\$ 61,378	\$ 61,105	\$ 61,623	\$ 62,370	\$ 64,293	\$ 70,029	\$ 77,649	\$ 101,906	\$ -	\$ -
	Advanced Technology and Information Systems (Sfgo)	\$ 1,323,935	\$ 2,511,089	\$ 74,351	\$ 371,842	\$ 3,341,960	\$ 65,962	\$ 502,527	\$ 1,661,321	\$ 1,720,977	\$ 1,778,450	\$ 1,852,339	\$ 2,048,966	\$ 2,163,320	\$ 2,175,804	\$ 1,017,107	\$ -
	Signals and Signs	\$ 154,394	\$ 7,463,859	\$ 6,481,052	\$ 1,288,940	\$ 937,709	\$ 1,152,000	\$ 5,018,884	\$ 4,035,317	\$ 4,173,452	\$ 4,346,518	\$ 4,529,672	\$ 5,020,925	\$ 5,304,785	\$ 5,533,263	\$ 4,441,933	\$ -
	Street Resurfacing, Rehabilitation, and Maintenance	\$ 3,150,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,100,000	\$ 2,927,331	\$ 2,405,144	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ 5,407,226	\$ 4,519,633	\$ -	\$ -	\$ -
	Street Repair and Cleaning Equipment	\$ 936,719	\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -

Draft 2019 Prop K Strategic Plan  
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	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
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 736,957	\$ 702,659	\$ 784,632	\$ 812,238	\$ 837,680	\$ 813,143	\$ 665,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ 869,255	\$ 664,756	\$ -
		\$ 5,834	\$ 8,771	\$ 11,611	\$ 16,155	\$ 21,045	\$ 33,864	\$ 31,487	\$ 31,331	\$ 31,590	\$ 32,274	\$ 33,627	\$ 37,043	\$ 35,677	\$ 34,930	\$ -	\$ -
		\$ 742,791	\$ 711,430	\$ 796,243	\$ 828,393	\$ 858,725	\$ 847,007	\$ 696,874	\$ 800,392	\$ 829,376	\$ 863,424	\$ 899,967	\$ 995,000	\$ 949,652	\$ 904,186	\$ 664,756	\$ -
38	Traffic Calming	\$ 4,246,174	\$ 19,358,450	\$ 6,412,499	\$ 5,510,000	\$ 3,130,000	\$ 3,130,000	\$ -	\$ 1,670,266	\$ 1,755,045	\$ 776,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 41,995	\$ 312,511	\$ 577,838	\$ 865,314	\$ 808,933	\$ 790,340	\$ 780,782	\$ 728,259	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
		\$ 4,246,174	\$ 19,358,450	\$ 6,454,494	\$ 5,822,511	\$ 3,707,838	\$ 3,995,314	\$ 808,933	\$ 2,460,606	\$ 2,535,827	\$ 1,504,686	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 3,693,704	\$ 4,829,758	\$ 2,779,758	\$ 4,660,758	\$ 1,299,758	\$ 1,189,758	\$ -	\$ 69,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 49,765	\$ 176,735	\$ 287,996	\$ 333,413	\$ 469,776	\$ 444,656	\$ 407,507	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
		\$ 3,693,704	\$ 4,879,523	\$ 2,956,493	\$ 4,948,754	\$ 1,633,171	\$ 1,659,534	\$ 444,656	\$ 476,936	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 1,971,828	\$ 2,625,000	\$ 1,650,963	\$ 1,791,000	\$ 1,000,000	\$ 1,000,000	\$ 334,080	\$ 873,919	\$ 911,409	\$ 952,678	\$ 980,228	\$ 279,987	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 75,645	\$ 107,592	\$ 126,605	\$ 174,388	\$ 239,160	\$ 222,537	\$ 221,544	\$ 223,418	\$ 228,128	\$ 236,548	\$ 215,143	\$ 166,587	\$ 121,359	\$ -	\$ -
		\$ 1,971,828	\$ 2,700,645	\$ 1,758,555	\$ 1,917,605	\$ 1,174,388	\$ 1,239,160	\$ 556,618	\$ 1,095,464	\$ 1,134,827	\$ 1,180,807	\$ 1,216,776	\$ 495,130	\$ 166,587	\$ 121,359	\$ -	\$ -
41	Curb Ramps	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,263,517	\$ 1,299,429	\$ 1,773,544	\$ 561,603	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,263,517	\$ 1,299,429	\$ 1,773,544	\$ 561,603	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
42	Tree Planting and Maintenance	\$ 1,192,519	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 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	\$ 1,626,895	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343	\$ 19,251	\$ 19,349	\$ 19,558	\$ 20,214	\$ 22,248	\$ 25,153	\$ 35,524	\$ -	\$ -
		\$ 1,192,519	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,933,903	\$ 1,509,268	\$ 1,562,131	\$ 1,622,471	\$ 1,690,797	\$ 1,874,108	\$ 1,980,016	\$ 2,053,639	\$ 1,626,895	\$ -
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		\$ 21,527,455	\$ 47,122,470	\$ 25,464,395	\$ 27,609,060	\$ 17,982,370	\$ 16,824,004	\$ 16,695,838	\$ 17,491,101	\$ 18,123,718	\$ 18,763,071	\$ 18,722,322	\$ 19,927,841	\$ 19,446,424	\$ 15,302,488	\$ 12,475,318	\$ -
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STR.</b>		\$ 1,541,990	\$ 2,532,473	\$ 2,436,446	\$ 2,689,832	\$ 2,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
43	Transportation Demand Management / Parking Management	\$ 23,069,445	\$ 49,654,943	\$ 27,900,841	\$ 30,298,892	\$ 20,864,773	\$ 20,480,520	\$ 20,060,517	\$ 20,650,921	\$ 21,073,416	\$ 21,468,534	\$ 21,146,215	\$ 22,051,508	\$ 21,299,292	\$ 16,767,457	\$ 12,475,318	\$ -
		\$ 1,645,000	\$ 1,550,610	\$ 930,000	\$ 666,000	\$ 350,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 61,212	\$ 88,884	\$ 96,210	\$ 97,340	\$ 130,655	\$ 121,488	\$ 120,901	\$ 121,914	\$ 124,558	\$ 121,744	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
		\$ 1,645,000	\$ 1,611,822	\$ 1,018,884	\$ 762,210	\$ 447,340	\$ 235,655	\$ 513,065	\$ 532,920	\$ 552,913	\$ 577,168	\$ 436,059	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 805,000	\$ 3,550,000	\$ 450,000	\$ 300,000	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ 604,982	\$ 32,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 825,538	\$ 3,654,900	\$ 600,960	\$ 439,707	\$ 2,413,884	\$ 500,525	\$ 706,341	\$ 810,040	\$ 838,995	\$ 242,316	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 2,450,000	\$ 5,100,610	\$ 1,380,000	\$ 966,000	\$ 2,600,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 1,035,982	\$ 484,765	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 166,112	\$ 239,844	\$ 235,917	\$ 261,225	\$ 381,180	\$ 354,597	\$ 352,964	\$ 355,926	\$ 334,719	\$ 305,828	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
		\$ 2,470,538	\$ 5,266,722	\$ 1,619,844	\$ 1,201,917	\$ 2,861,225	\$ 736,180	\$ 1,219,406	\$ 1,342,960	\$ 1,391,908	\$ 819,484	\$ 620,143	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
<b>TOTAL STRATEGIC PLAN</b>		\$ 153,932,365	\$ 184,126,053	\$ 58,687,454	\$ 53,723,301	\$ 40,417,466	\$ 41,102,886	\$ 52,333,813	\$ 33,969,708	\$ 33,765,153	\$ 34,471,897	\$ 34,547,584	\$ 36,481,221	\$ 35,671,212	\$ 23,459,051	\$ 15,098,223	\$ -
		\$ 9,323,634	\$ 17,493,104	\$ 17,948,123	\$ 18,624,322	\$ 18,264,400	\$ 25,582,560	\$ 22,810,607	\$ 21,024,501	\$ 19,100,176	\$ 17,048,283	\$ 14,866,083	\$ 12,587,996	\$ 10,340,045	\$ 7,792,127	\$ 741,404	\$ 2,236,587
		\$ 163,255,999	\$ 201,619,157	\$ 76,635,577	\$ 72,347,623	\$ 58,681,866	\$ 66,685,446	\$ 75,144,419	\$ 54,994,210	\$ 52,865,329	\$ 51,520,180	\$ 49,413,667	\$ 49,069,217	\$ 46,011,257	\$ 31,251,178	\$ 15,839,627	\$ 2,236,587

Draft 2019 Prop K Strategic Plan  
Attachment 3. 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	
TRANSPORT																				
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming \$ 101,488,214 Finance Costs \$ 16,521,896 Total \$ 118,010,109	\$ 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	\$ 2,966,080	
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,152,085 Finance Costs \$ - Total \$ 96,152,085	\$ -	\$ 10,153,919	\$ 25,343,865	\$ 22,009,049	\$ 30,137,141	\$ 2,219,898	\$ 7,500	\$ 302,172	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming \$ 126,000,000 Finance Costs \$ - Total \$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ (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	\$ -
4	Geary Light Rail	\$ -		Programming \$ - Finance Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,356,784	12.01%	Programming \$ 206,490,018 Finance Costs \$ 34,140,815 Total \$ 240,630,833	\$ -	\$ 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	\$ 16,175,570	\$ 18,234,712	\$ 32,239,139	\$ 11,600,423	\$ 11,248,959	
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 20,900,000 Finance Costs \$ 7,568,062 Total \$ 28,468,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,904,966	\$ 5,180,931
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming \$ 20,100,423 Finance Costs \$ 3,638,984 Total \$ 23,739,408	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,358,342	\$ 1,358,776	\$ 1,602,878	\$ 749,171	\$ 437,142	\$ 265,546	\$ 174,958	\$ 33	\$ 197,185	\$ 2,855,993	\$ 2,855,993
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming \$ 9,641,379 Finance Costs \$ 1,361,390 Total \$ 11,002,769	\$ -	\$ 189,942	\$ -	\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 48,032	\$ 212,915	\$ -	\$ 306,953	\$ 6,132	\$ 36,510	\$ 115,530	\$ 19,006	\$ 73,435	\$ 2,179,924
9	Ferry	\$ 5,263,651	8.23%	Programming \$ 4,828,683 Finance Costs \$ 433,322 Total \$ 5,262,005	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ -	\$ 1,353	\$ -	\$ -	\$ 864,500	\$ -	\$ 435,500	\$ -	\$ -	\$ -	\$ 440,000
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming \$ 9,294,740 Finance Costs \$ - Total \$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,894,408	0.00%	Programming \$ 4,892,873 Finance Costs \$ - Total \$ 4,892,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,370,434	3.96%	Programming \$ 1,316,007 Finance Costs \$ 54,215 Total \$ 1,370,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 9,514,729	7.25%	Programming \$ 8,823,354 Finance Costs \$ 689,431 Total \$ 9,512,785	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 127,163	\$ 69,459	\$ 208,629	\$ 769,997	\$ 641,059	
14	Relocation of Paul St to Oakdale-Caitrain Station	\$ 7,762,531	0.00%	Programming \$ 7,762,044 Finance Costs \$ - Total \$ 7,762,044	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 1,918	
15	Purchase Additional Light Rail Vehicles	\$ 5,677,513	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,582 Total \$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ -	\$ 1,763,385	\$ 1,329,105
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming \$ 11,247,658 Finance Costs \$ 1,287,200 Total \$ 12,534,858	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 288,627	\$ 288,627	\$ 130,000	\$ 156,102	\$ 329,096	\$ 177,855	\$ 11,288	\$ 245,198	\$ 131,238	\$ 201,419	\$ 101,728
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming \$ 48,031,649 Finance Costs \$ 2,873,428 Total \$ 50,905,077	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 755,926	\$ 208,285	\$ 426,720	\$ 434,087	\$ 2,759,197	\$ 2,073,810
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan  
Attachment 3. 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		
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$	-	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		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$	-	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		
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming \$	-	(3,194)	56,000	-	4,786	1,176,229	560,987	580,063	1,205,859	130,008	298,548	796,127	59,881	144,362	3,742,134		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	(3,194)	56,000	-	4,786	560,987	580,063	1,176,229	560,987	580,063	1,205,859	130,008	298,548	796,127	59,881	144,362	3,742,134
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
18	Vehicles Subtotal	\$ 596,204,183	12.26%	Programming \$	-	1,211,153	307,829	7,080,702	11,758,966	4,184,332	7,194,495	9,953,830	4,476,590	5,976,681	16,347,120	4,737,587	26,652,381	50,279,211	41,645,900		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	1,211,153	307,829	7,080,702	11,758,966	4,184,332	7,194,495	9,953,830	4,476,590	5,976,681	16,347,120	4,737,587	26,652,381	50,279,211	41,645,900		
19	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming \$	-	607,194	378,938	533,000	219,102	142,990	207,010	360,297	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	607,194	378,938	533,000	219,102	142,990	207,010	360,297	-	-	-	-	-	-	-		
20	F-Line O&M	\$ 5,088,090	0.00%	Programming \$	-	1,240,000	1,184,000	1,084,000	977,000	683,000	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	1,240,000	1,184,000	1,084,000	977,000	683,000	-	-	-	-	-	-	-	-			
20B	Rehab/Upgrades Existing Facilities-BART	\$ 603,808,116	12.11%	Programming \$	-	3,058,347	1,870,767	8,697,702	12,955,068	5,010,322	7,401,505	10,314,127	4,476,590	5,976,681	16,347,120	4,737,587	26,652,381	50,279,211	41,645,900		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	3,058,347	1,870,767	8,697,702	12,955,068	5,010,322	7,401,505	10,314,127	4,476,590	5,976,681	16,347,120	4,737,587	26,652,381	50,279,211	41,645,900		
20M	Rehab/Upgrades Existing Facilities-MUNI	\$ 2,009,758	2.92%	Programming \$	-	-	-	236,864	146,751	-	-	-	-	-	-	-	-	-	44,328		
				Finance Costs \$	-	-	-	5,021	5,336	1,613	741	674	-	-	-	-	-	-	-		
				Total \$	-	-	-	241,885	152,087	1,613	741	674	-	-	-	-	-	-	-	44,328	
20P	Rehab/Upgrades Existing Facilities-Caltrain	\$ 81,060,226	14.62%	Programming \$	-	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		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	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		
20U	Rehab/Upgrades Existing Facilities-Discretionary	\$ 101,325,282	16.95%	Programming \$	-	252	(41,416)	27,287	2,279,311	368,859	392,863	396,729	110,833	2,859	10,605	(458)	-	-	718,579		
				Finance Costs \$	-	-	-	-	42,585	19,364	14,466	29,283	24,651	10,270	8,101	7,213	2,691	2,732	27,991		
				Total \$	-	252	(41,416)	27,287	2,321,896	388,223	407,329	426,012	135,484	13,129	18,706	6,755	2,691	2,732	746,570		
21	Muni MMAX O&M	\$ 16,518,835	0.00%	Programming \$	-	4,000,000	3,819,000	3,497,000	3,151,000	416,520	1,897,480	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	4,000,000	3,819,000	3,497,000	3,151,000	416,520	1,897,480	-	-	-	-	-	-	-			
22	Facilities Subtotal	\$ 117,844,117	11.36%	Programming \$	-	4,801,032	3,813,367	3,935,267	6,154,453	1,573,013	2,386,204	1,573,235	2,735,779	1,916,071	4,677,679	3,761,348	2,015,158	5,017,155	11,532,691		
				Finance Costs \$	-	-	-	-	47,921	20,977	15,208	29,957	24,651	10,270	8,101	7,213	2,691	2,732	27,991		
				Total \$	-	4,801,032	3,813,367	3,940,288	6,202,374	1,593,989	2,401,412	1,603,192	2,760,431	1,926,341	4,685,780	3,768,560	2,017,850	5,019,888	11,609,890		
22B	Guideways-BART	\$ 7,373,824	0.46%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$	-	175,239	1,207,736	3,674,641	835,289	3,006,872	6,953,538	4,346,680	5,717,888	7,331,097	3,008,107	9,064,851	7,171,839	7,737,728	29,791,924		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	175,239	1,207,736	3,674,641	835,289	3,006,872	6,953,538	4,346,680	5,717,888	7,331,097	3,008,107	9,064,851	7,171,839	7,737,728	29,791,924		
22P	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming \$	-	(50,655)	6,634	570,290	448,304	283,493	535,001	494,017	1,797,337	960,147	868,354	1,587,340	2,16,578	763,766	4,091,533		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,066		
				Total \$	-	(50,655)	6,634	570,290	448,304	283,493	535,001	494,017	1,797,337	960,147	868,354	1,587,340	2,16,578	763,766	4,111,599		
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
22V	Total	\$ 344,654,866	-	Programming \$	-	124,584	1,214,369	4,244,930	1,283,593	3,290,366	7,488,540	4,840,697	7,515,225	8,291,244	3,876,461	11,831,140	7,411,882	8,730,690	34,040,796		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	124,584	1,214,369	4,244,930	1,283,593	3,290,366	7,488,540	4,840,697	7,515,225	8,291,244	3,876,461	11,831,140	7,411,882	8,730,690	34,040,796		

Draft 2019 Prop K Strategic Plan  
Attachment 3. 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
	Total Guideways	\$ 366,900,403	6.03%	\$ 366,766,587	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,697	\$ 7,515,225	\$ 8,291,244	\$ 3,876,461	\$ 11,831,140	\$ 7,411,882	\$ 8,730,690	\$ 34,060,862
	<b>Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)</b>	\$ 1,088,552,636	9.98%	\$ 1,086,650,022	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,877,900	\$ 20,393,114	\$ 9,873,700	\$ 17,276,248	\$ 16,728,059	\$ 14,727,594	\$ 16,183,996	\$ 24,901,260	\$ 20,330,075	\$ 36,079,421	\$ 64,027,056	\$ 87,219,387
	<b>TOTAL TRANSIT</b>	\$ 1,830,472,490	9.57%	\$ 1,786,820,371	\$ 40,020	\$ 19,173,929	\$ 65,500,058	\$ 42,698,829	\$ 67,153,039	\$ 37,566,820	\$ 30,141,425	\$ 49,729,877	\$ 71,056,026	\$ 77,867,124	\$ 50,267,069	\$ 48,872,892	\$ 82,163,607	\$ 94,096,232	\$ 114,165,084
	<b>PARATRANSIT</b>																		
23	Paratransit	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,120,622	\$ 9,669,170	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220
	<b>TOTAL PARATRANSIT</b>	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ 19,340,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,120,622	\$ 9,669,170	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220
	<b>STREETS AND TRAFFIC SAFETY</b>																		
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%	\$ 80,820,312	\$ 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	\$ 154,880
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 2,428,457	13.41%	\$ 2,367,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Visitation Valley Watershed	\$ 17,944,265	0.00%	\$ 17,943,584	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 37,731	\$ 214,815	\$ 244,853	\$ 58,634	\$ 533,683
28	Illinois Street Bridge	\$ 2,000,000	0.00%	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SRTraffic Study	\$ 239,257	0.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%	\$ 4,118,618	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ 100,761	\$ 197,660	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 143,527
	<b>Total New and Upgraded Streets</b>	\$ 124,162,488	0.71%	\$ 28,979,949	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 413,228	\$ 388,779	\$ 146,205	\$ 247,942	\$ 65,586	\$ 236,342	\$ 612,045	\$ 258,274	\$ 705,948
31	New Signals and Signs	\$ 43,185,864	2.27%	\$ 43,181,495	\$ -	\$ 566,645	\$ 530,220	\$ 682,397	\$ 1,407,953	\$ 2,434,007	\$ 719,816	\$ 215,254	\$ 1,079,669	\$ 1,306,666	\$ 300,177	\$ 1,894,315	\$ 1,243,575	\$ 849,899	\$ 1,590,297
32	Advanced Technology and Information Systems (SF80)	\$ 20,695,719	0.46%	\$ 20,693,974	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -
33	Signals and Signs	\$ 105,153,392	0.76%	\$ 105,144,679	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,706	\$ 3,732,254	\$ 3,109,290	\$ 825,097	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,613,438	\$ 1,509,160	\$ 3,218,153	\$ 2,098,352
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%	\$ 141,494,379	\$ -	\$ 2,555,228	\$ 11,595,486	\$ 8,936,910	\$ 8,648,769	\$ 8,956,718	\$ 2,252,503	\$ 1,834,995	\$ 2,288,998	\$ 1,141,138	\$ 3,180,287	\$ 956,368	\$ 667,945	\$ 1,964,180	\$ 3,940,727
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	\$ 27,274,261	\$ -	\$ 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
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan  
Attachment 3. 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
				Total \$	2,149,645	500,000	477,000	436,998	394,000	341,647	-	-	-	-	-	-	-	-	-
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming \$ 20,424,653 Finance Costs \$ 388,559 Total \$ 20,813,212	-	6,427	495,880	590,800	554,448	1,184,553	616,522	611,159	595,560	530,325	693,982	458,778	589,750	610,854	234,963
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489 Finance Costs \$ 6,830,365 Total \$ 72,720,855	-	844,629	534,995	1,226,670	1,122,376	727,997	309,998	1,243,702	1,217,539	1,313,231	967,649	1,195,401	966,874	384,173	1,243,115
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Programming \$ 29,233,722 Finance Costs \$ 3,730,647 Total \$ 32,964,370	-	302,872	326,497	536,091	576,622	283,131	521,503	848,697	1,182,644	1,166,830	617,699	370,510	1,640,884	1,085,246	327,583
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Programming \$ 26,105,968 Finance Costs \$ 2,358,653 Total \$ 28,464,622	-	356,707	272,472	322,245	307,623	263,905	845,217	595,747	543,858	705,732	700,377	925,858	1,469,571	1,166,190	653,235
41	Curb Ramps	\$ 28,232,310	0.05%	Programming \$ 28,208,261 Finance Costs \$ 14,091 Total \$ 28,222,352	-	871,446	-	439,846	651,359	728,820	113,051	959,332	816,272	857,771	746,554	881,806	275,817	753,388	28,349
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Programming \$ 39,022,527 Finance Costs \$ 212,326 Total \$ 39,234,853	-	1,231,400	857,000	893,999	929,155	975,463	869,596	1,201,267	1,034,493	1,223,175	956,791	1,232,164	1,039,806	839,352	254,970
	TOTAL STREETS AND TRAFFIC SAFETY	\$ 686,617,274	6.02%	Programming \$ 630,840,310 Finance Costs \$ 41,318,646 Total \$ 672,158,955	70,000	15,199,761	20,670,294	20,762,157	20,051,337	21,166,165	13,328,743	23,684,516	19,551,732	13,926,253	12,348,006	12,375,874	33,698,762	12,822,085	12,780,932
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 12,536,451 Finance Costs \$ 1,336,592 Total \$ 13,873,044	-	426,701	274,374	348,614	199,797	165,048	191,313	183,213	271,806	294,502	574,190	243,683	419,385	443,877	2,906
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 18,739,580 Finance Costs \$ 2,292,920 Total \$ 21,032,499	-	18,990	149,000	296,000	73,560	327,985	384,646	99,351	264,663	831,581	553,884	824,454	881,833	1,375,135	435,183
	TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 34,931,502	10.39%	Programming \$ 31,276,031 Finance Costs \$ 3,629,512 Total \$ 34,905,543	-	445,691	423,374	644,614	273,357	493,033	575,958	282,563	536,469	1,126,083	1,128,074	1,068,137	1,301,217	1,819,012	438,088
	TOTAL STRATEGIC PLAN	\$ 2,793,551,071	9.11%	Programming \$ 2,480,831,072 Finance Costs \$ 254,527,772 Total \$ 2,735,358,845	110,020	35,326,414	108,209,072	76,146,649	98,822,046	69,891,762	53,206,190	83,101,275	101,105,411	101,293,756	74,489,906	72,681,320	127,786,703	118,818,852	141,146,702

Draft 2019 Prop K Strategic Plan  
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	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	\$ 32,319,192	\$ 12,145,896	\$ 11,603,155	\$ 7,208,194	\$ 1,658,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 500,834	\$ 1,205,445	\$ 1,406,757	\$ 1,542,408	\$ 1,498,619	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -
		\$ 32,820,025	\$ 13,351,341	\$ 13,009,912	\$ 8,750,602	\$ 3,157,263	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ 356,148	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 356,148	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 1,224,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,224,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 13,230,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,594,014	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -
		\$ 15,824,026	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -
6	Electrification	\$ 3,150,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,574	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587
		\$ 3,447,033	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587
7	Capital Improvement Program	\$ 4,056,792	\$ 1,831,230	\$ 2,125,000	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 145,706	\$ 289,059	\$ 317,357	\$ 323,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -
		\$ 4,202,499	\$ 2,120,289	\$ 2,442,357	\$ 1,198,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 786,987	\$ 627,025	\$ 672,975	\$ 300,000	\$ 300,000	\$ 200,000	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ 126,419	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 42,880	\$ 83,444	\$ 88,740	\$ 86,908	\$ 86,589	\$ 109,445	\$ 101,838	\$ 101,384	\$ 102,242	\$ 104,393	\$ 96,556	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -
		\$ 829,867	\$ 710,469	\$ 761,715	\$ 386,908	\$ 386,589	\$ 309,445	\$ 408,452	\$ 423,487	\$ 438,709	\$ 456,361	\$ 222,975	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -
9	Ferry	\$ 490,000	\$ 580,000	\$ 105,000	\$ 141,000	\$ 341,000	\$ 200,000	\$ 550,000	\$ 250,000	\$ 300,000	\$ 95,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 65	\$ 18,855	\$ 14,699	\$ 13,492	\$ 19,929	\$ 28,047	\$ 43,835	\$ 47,864	\$ 54,744	\$ 52,678	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -
		\$ 490,065	\$ 598,855	\$ 119,699	\$ 154,492	\$ 360,929	\$ 228,047	\$ 593,835	\$ 297,864	\$ 354,744	\$ 147,741	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -
11	F-Line Extension to Fort Mason	\$ -	\$ 500,000	\$ 426,100	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ 258,380	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 500,000	\$ 426,100	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ 258,380	\$ -
12	Purchase/Rehab Historic Street Cars	\$ -	\$ 187,405	\$ 187,404	\$ 272,993	\$ 272,993	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 55,186	\$ 55,186	\$ 36,376	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,067	\$ 5,044	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -	\$ -
		\$ -	\$ 187,405	\$ 187,404	\$ 272,993	\$ 278,734	\$ -	\$ 50,856	\$ 52,723	\$ 54,616	\$ 56,827	\$ 59,149	\$ 58,868	\$ 60,974	\$ 44,228	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 1,677,027	\$ 618,094	\$ 900,000	\$ 638,314	\$ -	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ 199,829	\$ -	\$ -	\$ -
		\$ 9,665	\$ 30,438	\$ 51,161	\$ 63,816	\$ 53,341	\$ 56,346	\$ 52,430	\$ 52,196	\$ 52,637	\$ 53,750	\$ 55,882	\$ 61,490	\$ 55,691	\$ 40,587	\$ -	\$ -
		\$ 1,686,693	\$ 648,532	\$ 951,161	\$ 702,130	\$ 53,341	\$ 56,346	\$ 353,086	\$ 366,064	\$ 379,212	\$ 394,630	\$ 410,925	\$ 454,587	\$ 255,520	\$ 40,587	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 2,205,072	\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 409,791	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,205,072	\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 409,791	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 61,143	\$ 92,739	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -
		\$ 1,561,143	\$ 92,739	\$ 77,490	\$ 70,911	\$ 65,715	\$ 181,731	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -
16	Other Transit Enhancements	\$ 2,833,186	\$ 580,000	\$ 580,000	\$ 4,250,000	\$ 1,244,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 121,964	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -
		\$ 2,833,186	\$ 580,000	\$ 580,000	\$ 4,371,964	\$ 1,400,360	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -
		\$ 8,215,285	\$ 1,885,499	\$ 2,821,154	\$ 5,161,307	\$ 1,517,293	\$ 96,661	\$ 9,871,250	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,360,202	\$ 1,183,555	\$ 1,159,094	\$ -
		\$ 70,808	\$ 123,177	\$ 128,651	\$ 256,691	\$ 280,837	\$ 338,359	\$ 294,673	\$ 271,123	\$ 248,829	\$ 226,631	\$ 204,188	\$ 184,078	\$ 142,356	\$ 83,301	\$ -	\$ -
		\$ 8,286,093	\$ 2,008,676	\$ 2,949,805	\$ 5,417,998	\$ 1,798,150	\$ 435,020	\$ 10,165,923	\$ 1,477,279	\$ 1,499,864	\$ 1,529,358	\$ 1,560,459	\$ 1,679,066	\$ 1,502,558	\$ 1,266,856	\$ 1,159,094	\$ -
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -



Draft 2019 Prop K Strategic Plan  
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	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
17M	New and Renovated Vehicles-MUNI	\$ 76,828,115	\$ 52,218,123	\$ 34,801,973	\$ 26,198,505	\$ 1,082,195	\$ 33,867,059	\$ 2,769,739	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,560,807	\$ 4,256,269	\$ 4,653,997	\$ 5,087,403	\$ 4,666,520	\$ 7,269,230	\$ 6,386,829	\$ 5,819,540	\$ 5,271,630	\$ 4,698,275	\$ 4,106,018	\$ 3,517,451	\$ 2,693,938	\$ 1,895,147	\$ -	\$ -
		\$ 78,388,921	\$ 56,474,392	\$ 39,455,970	\$ 31,285,908	\$ 5,748,715	\$ 41,136,289	\$ 9,156,568	\$ 6,119,540	\$ 5,571,630	\$ 4,698,275	\$ 4,106,018	\$ 3,517,451	\$ 2,693,938	\$ 1,895,147	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 6,035,416	\$ 3,028,558	\$ 1,975,000	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 122,536	\$ 304,191	\$ 324,728	\$ 329,017	\$ 307,675	\$ 379,746	\$ 327,906	\$ 298,333	\$ 269,736	\$ 240,532	\$ 210,385	\$ 180,492	\$ 138,660	\$ 98,522	\$ -	\$ -
		\$ 6,157,952	\$ 3,332,749	\$ 2,299,728	\$ 1,179,017	\$ 307,675	\$ 379,746	\$ 327,906	\$ 298,333	\$ 269,736	\$ 240,532	\$ 210,385	\$ 180,492	\$ 138,660	\$ 98,522	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ 743,520	\$ 50,954,344	\$ 25,292,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 743,520	\$ 51,108,654	\$ 26,623,720	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -
	Vehicles Subtotal	\$ 82,863,531	\$ 55,246,681	\$ 36,776,973	\$ 27,792,025	\$ 52,036,539	\$ 59,159,488	\$ 10,447,502	\$ 766,192	\$ 782,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -
		\$ 1,683,343	\$ 4,560,461	\$ 4,978,725	\$ 5,416,420	\$ 5,128,505	\$ 8,980,267	\$ 7,864,528	\$ 7,164,252	\$ 6,487,780	\$ 5,783,170	\$ 5,055,475	\$ 4,332,831	\$ 3,321,664	\$ 2,344,196	\$ -	\$ -
		\$ 84,546,873	\$ 59,807,141	\$ 41,755,698	\$ 33,208,445	\$ 57,165,044	\$ 68,139,755	\$ 18,312,030	\$ 7,930,444	\$ 7,270,709	\$ 6,285,628	\$ 5,578,446	\$ 4,911,629	\$ 3,931,685	\$ 2,976,290	\$ 639,775	\$ -
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 82,863,531	\$ 55,246,681	\$ 36,776,973	\$ 27,792,025	\$ 52,036,539	\$ 59,159,488	\$ 10,447,502	\$ 766,192	\$ 782,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -
		\$ 1,683,343	\$ 4,560,461	\$ 4,978,725	\$ 5,416,420	\$ 5,128,505	\$ 8,980,267	\$ 7,864,528	\$ 7,164,252	\$ 6,487,780	\$ 5,783,170	\$ 5,055,475	\$ 4,332,831	\$ 3,321,664	\$ 2,344,196	\$ -	\$ -
		\$ 84,546,873	\$ 59,807,141	\$ 41,755,698	\$ 33,208,445	\$ 57,165,044	\$ 68,139,755	\$ 18,312,030	\$ 7,930,444	\$ 7,270,709	\$ 6,285,628	\$ 5,578,446	\$ 4,911,629	\$ 3,931,685	\$ 2,976,290	\$ 639,775	\$ -
20B	Rehab/Upgrades Existing facilities-BART	\$ 65,672	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 190,000	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ 83,928	\$ 26,633	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,882	\$ 4,519	\$ 4,557	\$ 4,654	\$ 4,846	\$ 5,332	\$ 5,455	\$ 6,423	\$ -	\$ -
		\$ 65,672	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 194,882	\$ 74,521	\$ 77,288	\$ 80,079	\$ 83,366	\$ 86,896	\$ 95,997	\$ 92,518	\$ 90,351	\$ 26,633	\$ -
	Rehab/Upgrades Existing facilities-MUNI	\$ 19,406,632	\$ 5,567,463	\$ 4,748,805	\$ 2,220,941	\$ 1,866,667	\$ 933,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 534,003	\$ 1,016,545	\$ 1,013,324	\$ 1,002,322	\$ 998,592	\$ 1,275,122	\$ 1,101,617	\$ 1,002,925	\$ 907,577	\$ 810,292	\$ 710,003	\$ 611,062	\$ 472,550	\$ 342,883	\$ -	\$ -
		\$ 19,940,635	\$ 6,584,008	\$ 5,761,129	\$ 3,223,263	\$ 2,865,259	\$ 2,208,455	\$ 1,101,617	\$ 1,002,925	\$ 907,577	\$ 810,292	\$ 710,003	\$ 611,062	\$ 472,550	\$ 342,883	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 978,214	\$ 584,243	\$ 684,243	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 54,217	\$ 104,180	\$ 111,716	\$ 109,911	\$ 102,716	\$ 126,678	\$ 109,279	\$ 99,301	\$ 89,635	\$ 79,748	\$ 69,515	\$ 59,275	\$ 44,955	\$ 30,610	\$ -	\$ -
		\$ 1,032,431	\$ 688,422	\$ 795,959	\$ 309,911	\$ 102,716	\$ 126,678	\$ 109,279	\$ 99,301	\$ 89,635	\$ 79,748	\$ 69,515	\$ 59,275	\$ 44,955	\$ 30,610	\$ -	\$ -
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ -	\$ 5,098,403	\$ 500,000	\$ 250,000	\$ -	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ 471,697	\$ -
		\$ -	\$ 19,625	\$ 24,818	\$ 21,678	\$ 9,069	\$ -	\$ 2,653	\$ 2,642	\$ 2,664	\$ 2,721	\$ 2,829	\$ 3,114	\$ 3,465	\$ 4,886	\$ -	\$ -
		\$ -	\$ 5,118,028	\$ 524,818	\$ 271,678	\$ 9,069	\$ -	\$ 545,900	\$ 388,855	\$ 402,818	\$ 419,112	\$ 436,225	\$ 482,788	\$ 508,564	\$ 528,298	\$ 471,697	\$ -
	Facilities Subtotal	\$ 20,450,517	\$ 11,250,109	\$ 6,133,048	\$ 2,870,941	\$ 2,066,667	\$ 1,123,333	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -
		\$ 588,220	\$ 1,140,350	\$ 1,148,858	\$ 1,133,910	\$ 1,110,377	\$ 1,406,683	\$ 1,218,091	\$ 1,109,387	\$ 1,004,433	\$ 897,415	\$ 787,192	\$ 678,783	\$ 576,425	\$ 384,802	\$ -	\$ -
		\$ 21,038,737	\$ 12,390,458	\$ 7,281,905	\$ 4,004,851	\$ 3,177,044	\$ 2,530,016	\$ 1,831,318	\$ 1,568,368	\$ 1,480,109	\$ 1,392,517	\$ 1,302,638	\$ 1,249,122	\$ 1,118,587	\$ 992,143	\$ 498,330	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 20,450,517	\$ 11,250,109	\$ 6,133,048	\$ 2,870,941	\$ 2,066,667	\$ 1,123,333	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -
		\$ 588,220	\$ 1,140,350	\$ 1,148,858	\$ 1,133,910	\$ 1,110,377	\$ 1,406,683	\$ 1,218,091	\$ 1,109,387	\$ 1,004,433	\$ 897,415	\$ 787,192	\$ 678,783	\$ 576,425	\$ 384,802	\$ -	\$ -
		\$ 21,038,737	\$ 12,390,458	\$ 7,281,905	\$ 4,004,851	\$ 3,177,044	\$ 2,530,016	\$ 1,831,318	\$ 1,568,368	\$ 1,480,109	\$ 1,392,517	\$ 1,302,638	\$ 1,249,122	\$ 1,118,587	\$ 992,143	\$ 498,330	\$ -
22B	Guideways-BART	\$ 62,050	\$ -	\$ -	\$ 1,000,000	\$ 1,700,000	\$ -	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ 325,706	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 8,003	\$ -	\$ 2,820	\$ 2,781	\$ 2,748	\$ 2,842	\$ 3,122	\$ 3,517	\$ 5,066	\$ -	\$ -	\$ -
		\$ 62,050	\$ -	\$ -	\$ 1,000,000	\$ 1,708,003	\$ -	\$ 380,108	\$ 283,058	\$ 292,576	\$ 304,731	\$ 317,596	\$ 352,073	\$ 371,643	\$ 386,874	\$ 325,706	\$ -
22M	Guideways-MUNI	\$ 55,008,536	\$ 5,409,914	\$ 19,500,512	\$ 9,660,771	\$ 8,950,165	\$ 7,587,435	\$ 9,709,251	\$ 10,114,530	\$ 10,510,213	\$ 10,958,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ 4,948,587	\$ -	\$ -
		\$ 527,843	\$ 702,533	\$ 1,037,651	\$ 1,040,839	\$ 1,027,408	\$ 1,269,625	\$ 1,181,378	\$ 1,176,110	\$ 1,186,066	\$ 1,211,089	\$ 1,258,972	\$ 1,359,161	\$ 1,429,985	\$ 1,252,918	\$ -	\$ -
		\$ 55,536,379	\$ 6,112,447	\$ 20,538,164	\$ 10,701,611	\$ 9,977,574	\$ 8,857,060	\$ 10,890,629	\$ 11,290,640	\$ 11,696,279	\$ 12,169,861	\$ 12,668,519	\$ 13,518,816	\$ 13,248,063	\$ 6,201,505	\$ -	\$ -
22P	Guideways-Caltrain	\$ 5,358,134	\$ 2,055,971	\$ 2,825,000	\$ 2,075,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 149,145	\$ 297,035	\$ 345,111	\$ 389,734	\$ 373,041	\$ 460,419	\$ 397,562	\$ 361,702	\$ 327,025	\$ 291,610	\$ 255,050	\$ 218,795	\$ 168,060	\$ 119,353	\$ -	\$ -
		\$ 5,507,280	\$ 2,353,005	\$ 3,170,111	\$ 2,464,734	\$ 623,041	\$ 460,419	\$ 397,562	\$ 361,702	\$ 327,025	\$ 291,610	\$ 255,050	\$ 218,795	\$ 168,060	\$ 119,353	\$ -	\$ -
22U	Guideways-Discretionary	\$ -	\$ 11,234,026	\$ 13,713,006	\$ -	\$ -	\$ -	\$ 1,185,477	\$ 1,236,242	\$ 1,259,304	\$ 1,215,901	\$ 1,265,537	\$ 1,400,649	\$ 1,476,199	\$ 403,178	\$ -	\$ -
		\$ -	\$ -	\$ 269,788	\$ 225,348	\$ 184,332	\$ 187,972	\$ 174,907	\$ 174,128	\$ 174,380	\$ 172,026	\$ 171,951	\$ 180,321	\$ 191,137	\$ 156,482	\$ -	\$ -
		\$ -	\$ 11,234,026	\$ 13,982,794	\$ 225,348	\$ 184,332	\$ 187,972	\$ 1,360,384	\$ 1,410,370	\$ 1,433,685	\$ 1,387,927	\$ 1,437,488	\$ 1,580,970	\$ 1,667,336	\$ 559,660	\$ -	\$ -
		\$ 60,428,720	\$ 18,699,910	\$ 36,038,518	\$ 12,735,771	\$ 10,900,165	\$ 7,587,435	\$ 11,272,016	\$ 11,631,049	\$ 12,059,345	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 5,733,573	\$ 325,706	\$ -



Draft 2019 Prop K Strategic Plan  
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	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
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 1,364,630	\$ 627,659	\$ 759,632	\$ 812,238	\$ 837,680	\$ 838,143	\$ 740,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ 869,255	\$ 664,756	\$ -
		\$ 5,834	\$ 8,771	\$ 11,611	\$ 16,155	\$ 21,045	\$ 33,864	\$ 31,487	\$ 31,331	\$ 31,590	\$ 32,274	\$ 33,627	\$ 37,043	\$ 35,677	\$ 34,930	\$ -	\$ -
		\$ 1,370,464	\$ 636,430	\$ 771,243	\$ 828,393	\$ 858,725	\$ 872,007	\$ 771,874	\$ 800,392	\$ 829,376	\$ 863,424	\$ 899,967	\$ 995,000	\$ 949,652	\$ 904,186	\$ 664,756	\$ -
38	Traffic Calming	\$ 8,019,802	\$ 7,267,652	\$ 8,363,180	\$ 9,513,167	\$ 9,256,101	\$ 3,995,501	\$ 1,975,000	\$ 1,670,266	\$ 1,755,045	\$ 776,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 41,995	\$ 312,511	\$ 577,838	\$ 865,314	\$ 808,933	\$ 790,340	\$ 780,782	\$ 728,259	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
		\$ 8,019,802	\$ 7,267,652	\$ 8,405,175	\$ 9,825,678	\$ 9,833,939	\$ 4,860,815	\$ 2,783,933	\$ 2,460,606	\$ 2,535,827	\$ 1,504,686	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,584,493	\$ 4,962,958	\$ 4,399,758	\$ 3,980,758	\$ 2,099,758	\$ 1,399,758	\$ 990,000	\$ 69,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 49,765	\$ 176,735	\$ 287,996	\$ 333,413	\$ 469,776	\$ 444,656	\$ 407,507	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
		\$ 1,584,493	\$ 5,012,723	\$ 4,576,493	\$ 4,268,754	\$ 2,433,171	\$ 1,869,534	\$ 1,394,656	\$ 476,936	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 3,047,253	\$ 2,636,637	\$ 1,894,077	\$ 1,426,000	\$ 2,140,963	\$ 1,000,000	\$ 834,080	\$ 873,919	\$ 911,409	\$ 952,678	\$ 980,228	\$ 279,987	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 75,645	\$ 107,592	\$ 126,605	\$ 174,388	\$ 239,160	\$ 222,537	\$ 221,544	\$ 223,418	\$ 228,128	\$ 236,548	\$ 215,143	\$ 166,587	\$ 121,359	\$ -	\$ -
		\$ 3,047,253	\$ 2,712,282	\$ 2,001,669	\$ 1,552,605	\$ 2,315,351	\$ 1,239,160	\$ 1,056,618	\$ 1,095,464	\$ 1,134,827	\$ 1,180,807	\$ 1,216,776	\$ 495,130	\$ 166,587	\$ 121,359	\$ -	\$ -
41	Curb Ramps	\$ 1,380,561	\$ 775,000	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 3,012,061	\$ 1,086,032	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,346,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,380,561	\$ 775,000	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 3,012,061	\$ 1,086,032	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,346,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
42	Tree Planting and Maintenance	\$ 2,336,179	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 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	\$ 1,626,895	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343	\$ 19,251	\$ 19,349	\$ 19,558	\$ 20,214	\$ 22,248	\$ 25,153	\$ 35,524	\$ -	\$ -
		\$ 2,336,179	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,933,903	\$ 1,509,268	\$ 1,562,131	\$ 1,622,471	\$ 1,690,797	\$ 1,874,108	\$ 1,980,016	\$ 2,053,639	\$ 1,626,895	\$ -
	<b>TOTAL STREETS AND TRAFFIC SAFETY</b>	\$ 70,378,632	\$ 30,347,246	\$ 31,237,385	\$ 28,480,223	\$ 28,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
		\$ 1,541,990	\$ 2,532,473	\$ 2,436,446	\$ 2,689,832	\$ 2,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
		\$ 71,920,622	\$ 32,879,719	\$ 33,673,831	\$ 33,649,141	\$ 31,362,626	\$ 22,658,225	\$ 29,087,154	\$ 21,925,350	\$ 21,823,416	\$ 21,468,534	\$ 21,146,215	\$ 22,051,508	\$ 21,299,292	\$ 16,767,457	\$ 12,475,318	\$ -
	<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIA</b>	\$ 1,780,913	\$ 1,933,610	\$ 1,285,000	\$ 636,000	\$ 430,000	\$ 430,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
	Transportation Demand Management / Parking Management	\$ -	\$ 61,212	\$ 88,884	\$ 96,210	\$ 121,340	\$ 130,655	\$ 121,488	\$ 120,901	\$ 121,914	\$ 124,558	\$ 121,744	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
		\$ 1,780,913	\$ 1,994,822	\$ 1,373,884	\$ 732,210	\$ 527,340	\$ 560,655	\$ 513,065	\$ 532,920	\$ 552,913	\$ 577,168	\$ 436,059	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 3,271,855	\$ 2,233,115	\$ 2,080,000	\$ 375,000	\$ 1,250,000	\$ 1,250,000	\$ 548,232	\$ 577,977	\$ 604,982	\$ 32,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 3,292,392	\$ 2,338,015	\$ 2,230,960	\$ 514,707	\$ 1,413,884	\$ 1,500,525	\$ 781,341	\$ 810,040	\$ 838,995	\$ 242,316	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
	<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>	\$ 5,052,768	\$ 4,166,725	\$ 3,365,000	\$ 1,011,000	\$ 1,680,000	\$ 1,680,000	\$ 939,809	\$ 989,997	\$ 1,035,982	\$ 484,765	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 5,073,306	\$ 4,332,837	\$ 3,604,844	\$ 1,246,917	\$ 1,941,225	\$ 2,061,180	\$ 1,294,406	\$ 1,342,960	\$ 1,391,908	\$ 819,484	\$ 620,143	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
	<b>TOTAL STRATEGIC PLAN</b>	\$ 314,089,653	\$ 147,248,329	\$ 141,346,218	\$ 99,247,557	\$ 109,173,541	\$ 102,832,446	\$ 69,915,904	\$ 38,740,823	\$ 35,115,153	\$ 34,471,897	\$ 34,547,584	\$ 36,481,221	\$ 35,671,212	\$ 23,459,051	\$ 15,098,223	\$ -
		\$ 9,323,634	\$ 17,493,104	\$ 17,948,123	\$ 18,624,322	\$ 18,264,400	\$ 25,582,560	\$ 22,810,607	\$ 21,024,501	\$ 19,100,176	\$ 17,048,283	\$ 14,866,083	\$ 12,587,996	\$ 10,340,045	\$ 7,792,127	\$ 741,404	\$ 2,236,587
		\$ 323,413,287	\$ 164,741,434	\$ 159,294,341	\$ 117,871,880	\$ 127,437,941	\$ 128,415,006	\$ 92,726,510	\$ 59,765,325	\$ 54,215,329	\$ 51,520,180	\$ 49,413,667	\$ 49,069,217	\$ 46,011,257	\$ 31,251,178	\$ 15,839,627	\$ 2,236,587