



Memorandum

Date: October 18, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/18 Board Meeting: Adopt the 2019 Prop K Strategic Plan

RECOMMENDATION Information Action

- Adopt the 2019 Prop K Strategic Plan.

SUMMARY

At its May 22, 2018 meeting, the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline, which established how much Prop K is projected to be available by fiscal year for each Expenditure Plan category through the end of the 30-year Expenditure Plan period (March 2034). The baseline incorporated actual revenues and expenditures since the 2014 Strategic Plan, updated revenue projections, and made minor revisions to the Strategic Plan policies. It also included revising programming and cash flow assumptions for the major capital projects and the paratransit operations categories which do not have a 5-Year Prioritization Program (5YYP) requirement. On October 16, the Board approved the first ten 5YPPs for the programmatic (i.e., non-project specific) categories on their first read. This month, we are presenting the remaining eighteen 5YPPs for adoption as a separate item on this agenda. Assuming adoption of the remaining 5YPPs, we are seeking adoption of the 2019 Strategic Plan as the final step of the 2019 Strategic Plan and 5YPP update. We estimate \$2,540.3 million 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. This is the net result of lower than anticipated financing costs due to slower expenditures which offset a modest decrease (\$50 million) in revenues and the significant advancement of funds primarily to support fund exchanges for Central Subway and light rail vehicles, as described in the 5YPP item. In the 2019 Strategic Plan we estimate 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) and a 1.5% increase when compared to the 2019 Strategic Plan Baseline (up from \$277.7 million).

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:

DISCUSSION

Background.

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

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K. We last updated the 5YPPs in 2014, which identified projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19).

In May 2018 the Transportation Authority Board adopted the 2019 Strategic Plan Baseline. The baseline updated the three components of the Strategic Plan: policies, revenues, and expenditures. The 2019 Strategic Plan policies included minor updates for clarity purposes and are structured around the Strategic Plan's guiding principles to optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize cost effectiveness of financing.

2019 Prop K Strategic Plan.

We are not proposing any changes to the policies or revenue projections that were adopted in the Strategic Plan Baseline. We are recommending changes to the proposed programming and reimbursement schedules for projects, consistent the 2019 5YPPs, which impacts the amount of financing assumed in the Strategic Plan. The attached presentation provides an overview of the 2019 Strategic Plan. Attachments 2 and 3 reflect the programming and reimbursement schedules from the 2019 5YPPs, and show the amount of Prop K funds available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034.

Highlights of the 2019 Strategic Plan are also provided below.

Revenues: As presented in the baseline, Prop K sales tax revenue, when compared with the 2014 Strategic Plan, are estimated to be about 1% or \$47.7 million lower over the 30-year Expenditure Plan, for a total of \$3.30 billion versus the \$3.35 billion in the 2014 Strategic Plan.

Funds Available for Projects: Despite lower revenues, funds available to projects is about the same as in the 2014 Strategic Plan (\$2.54 billion vs. \$2.53 billion, about \$10 million), due to our lowering of the capital reserve as we move closer to the end of the 30-year expenditure plan period.

Financing Costs: In the 2019 Strategic Plan, we estimate a total long-term debt need of \$718 million, including the revenue bond we issued last year. Estimated financing costs for the entire Prop K Expenditure Plan period are \$322 million, slightly higher than the \$296 million that was anticipated in

the 2014 Strategic Plan and an increase of about 1% of funds available to the capital program. This is a slight reversal in the long trend of financing costs dropping with each subsequent Strategic Plan update. This modest uptick in projected financing is the result of advancing funds from the outyears support the potential for accelerated delivery of Muni's light rail vehicles and to support \$20 million in fund exchanges to reduce our longstanding commitment of Regional Improvement Program funds and help meet the cash flow needs for the Central Subway. There is also more modest advancing of funds in the bicycle, pedestrian, and traffic calming projects over the next five years in support of Vision Zero.

It is important to note that the Strategic Plan uses conservative assumptions for financing cost to ensure we have sufficient funds to cover project needs and debt service costs. We fully expect actual financing costs to be significantly lower as allocations and reimbursements typically happen at a slower pace than project sponsors propose at the time of programming.

Projects: The 2019 Strategic Plan incorporates programming and reimbursement schedules as adopted or proposed in the 2019 5YPPs. Through this update we continue supporting the delivery of important transportation improvements such as the replacement of the entire Muni rubber and light rail vehicle (LRV) fleet. We have been able to provide the last \$5 million to fully fund San Francisco's \$80 million commitment to the Caltrain Electrification project, provide \$20 million to reduce our Regional Improvement Program commitment to Central Subway, fund pedestrian and bicycle safety improvements in support of Vision Zero, replenish funding for Cycle 2 of the Neighborhood Transportation Improvement Program, and continuing to support the city's street resurfacing program, among others.

Next Steps.

Following adoption of the 2019 Strategic Plan, we will publish the final Strategic Plan document, which along with the 2019 5YPPs, will guide allocations of Prop K funds for the next 5 years.

FINANCIAL IMPACT

The Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Adoption of the Strategic Plan and the 5YPPs programs funds to specific projects by fiscal year. There is no impact of the recommended action on the agency's adopted Fiscal Year 2018/19 budget since actual allocation of funds is subject to separate approval action by the Board.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2019 Strategic Plan Presentation

Attachment 2 – Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Attachment 3 – Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Adopt the 2019 Prop K Strategic Plan

Presentation to the
Citizens Advisory Committee



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

October 24, 2018

2019 Strategic Plan/5YPP Update

Why is it important? Why now?



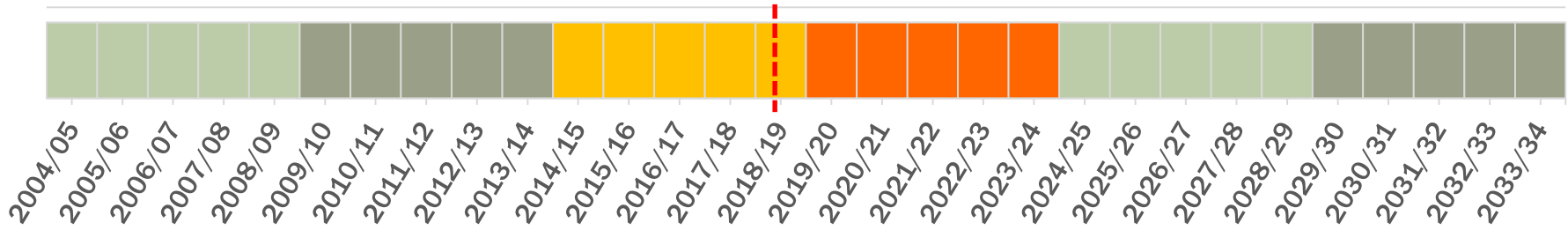
- ▶ **Determines which projects will receive funding over next five years**
- ▶ **Respond to current context**
 - ▶ Board interests, agency priorities, changing funding landscape
- ▶ **Helps ensure funds are available to support project delivery**
- ▶ **Support transparency and accountability**
 - ▶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

30-Year Prop K
Expenditure Plan

2009 SP/5YPP
Update

2014 SP/5YPP
Update

2019 SP/5YPP
Update



Current 5-Year Period

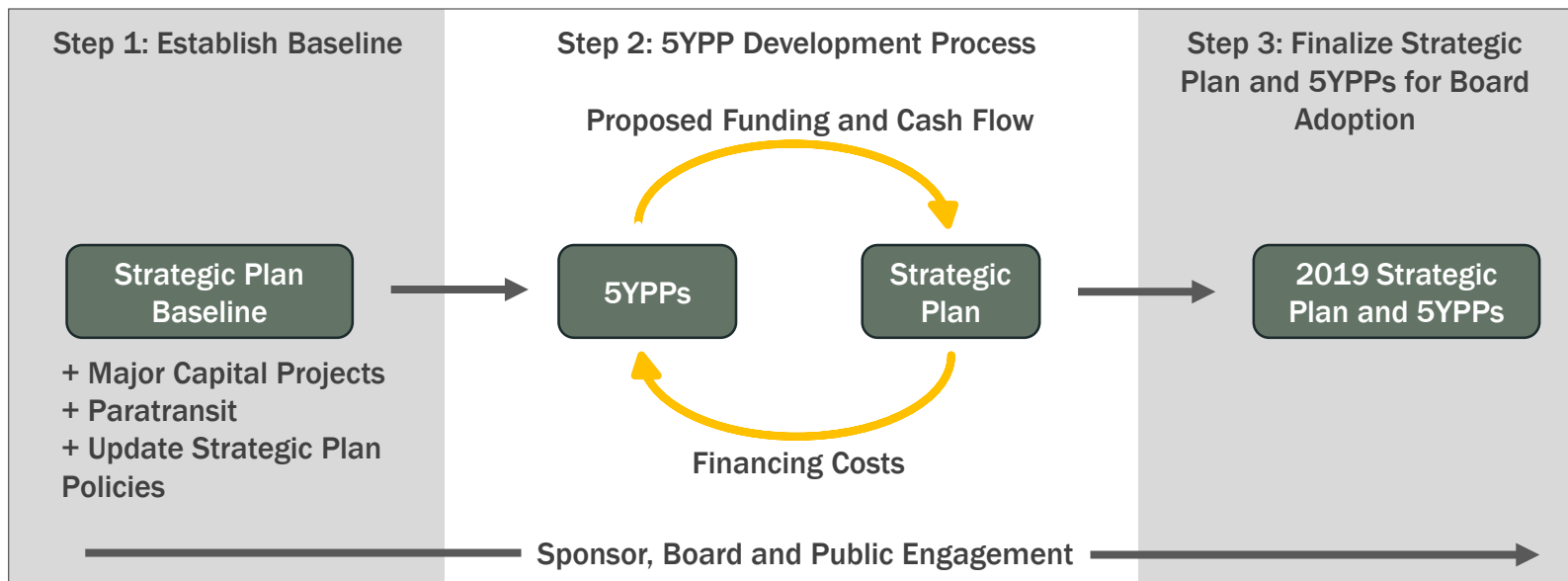
2019 SP/5YPP Update

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

EXPENDITURES

Sales Tax

Investment Income

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

Operating Expenditures

Capital Reserve

Project Costs

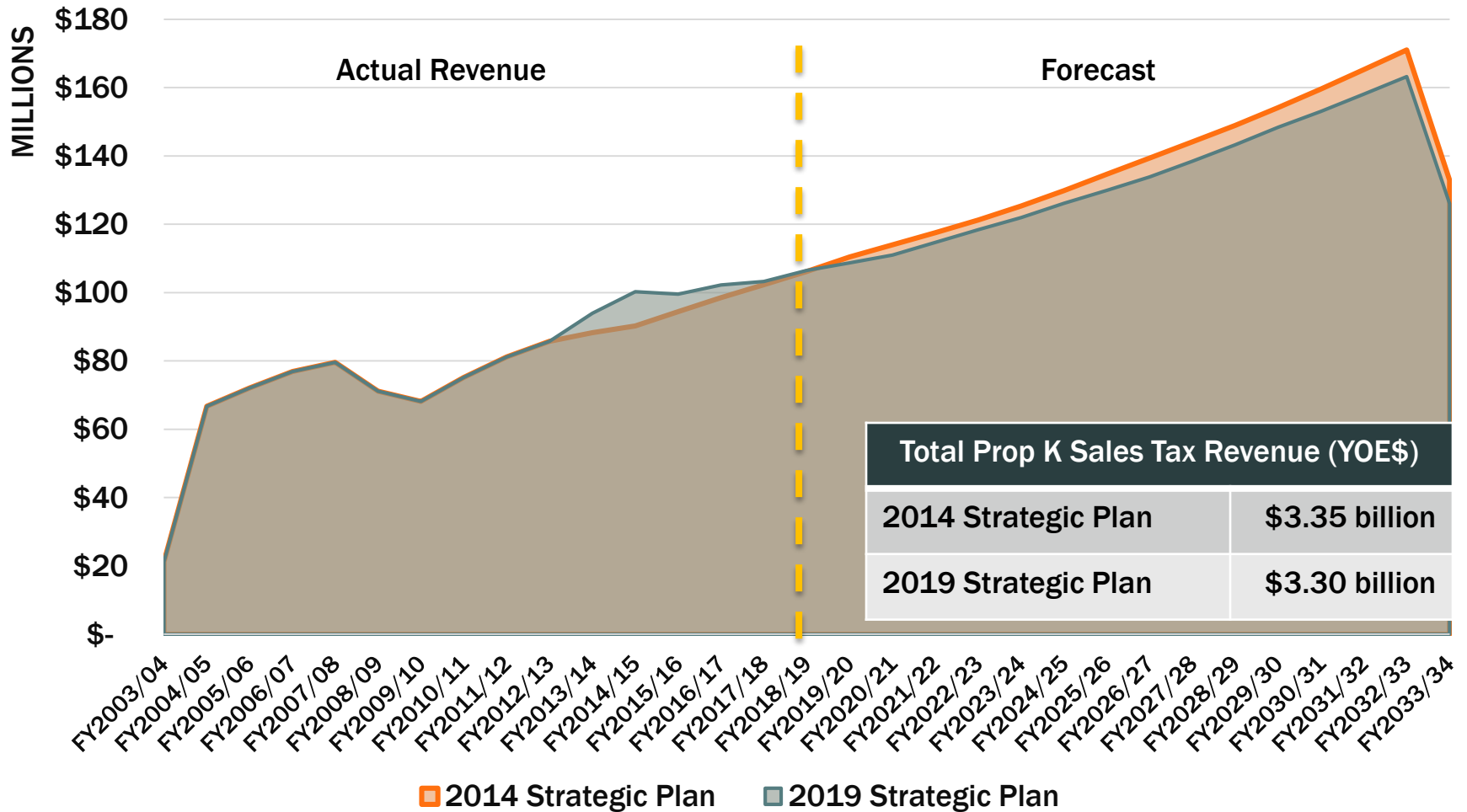
Investment Income

Financing Costs

2019 Strategic Plan Revenues



Prop K Sales Tax Revenue (YOE\$)



Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Operating Expenditures

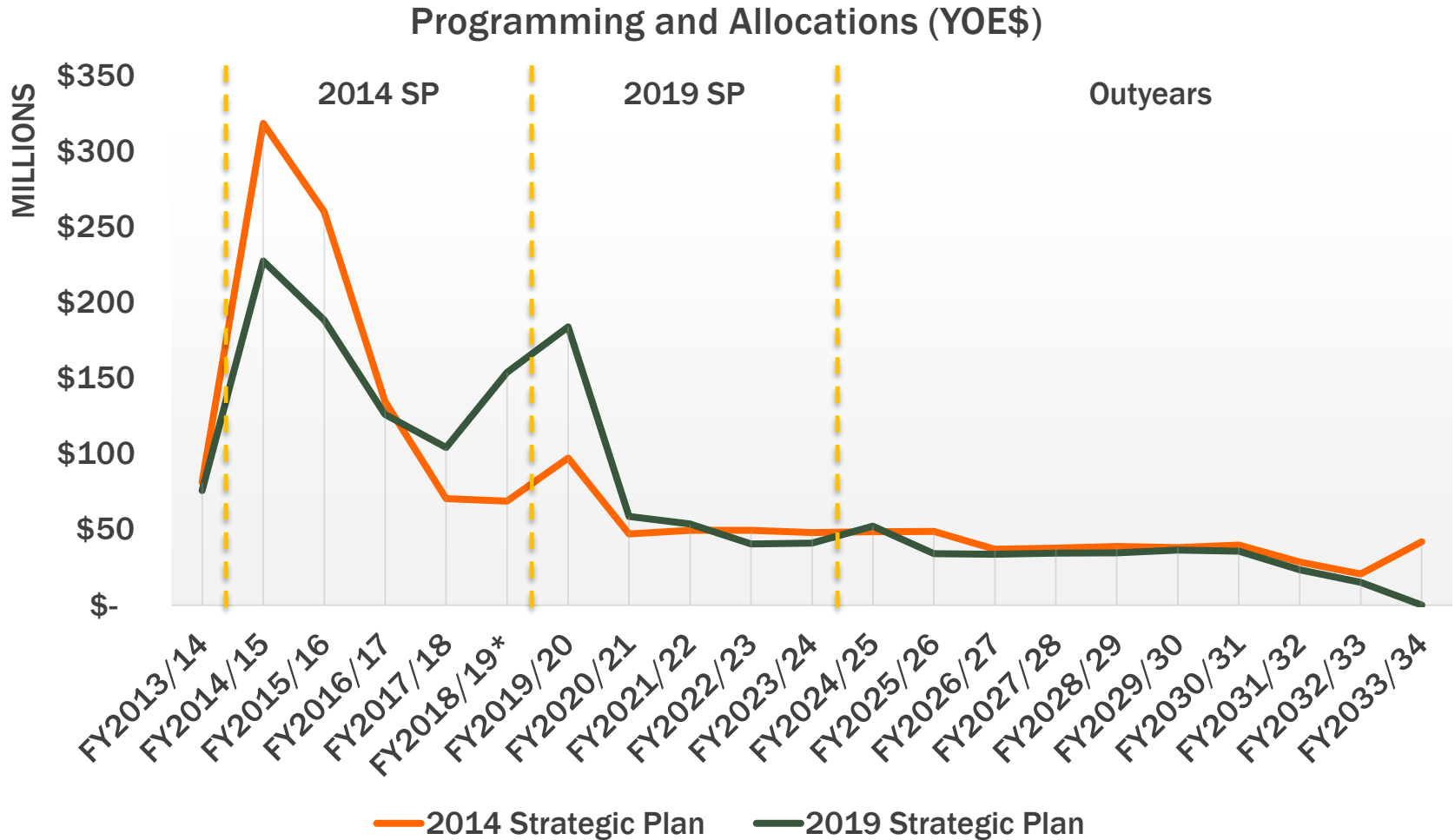
Capital Reserve

Project Costs

Interest Income

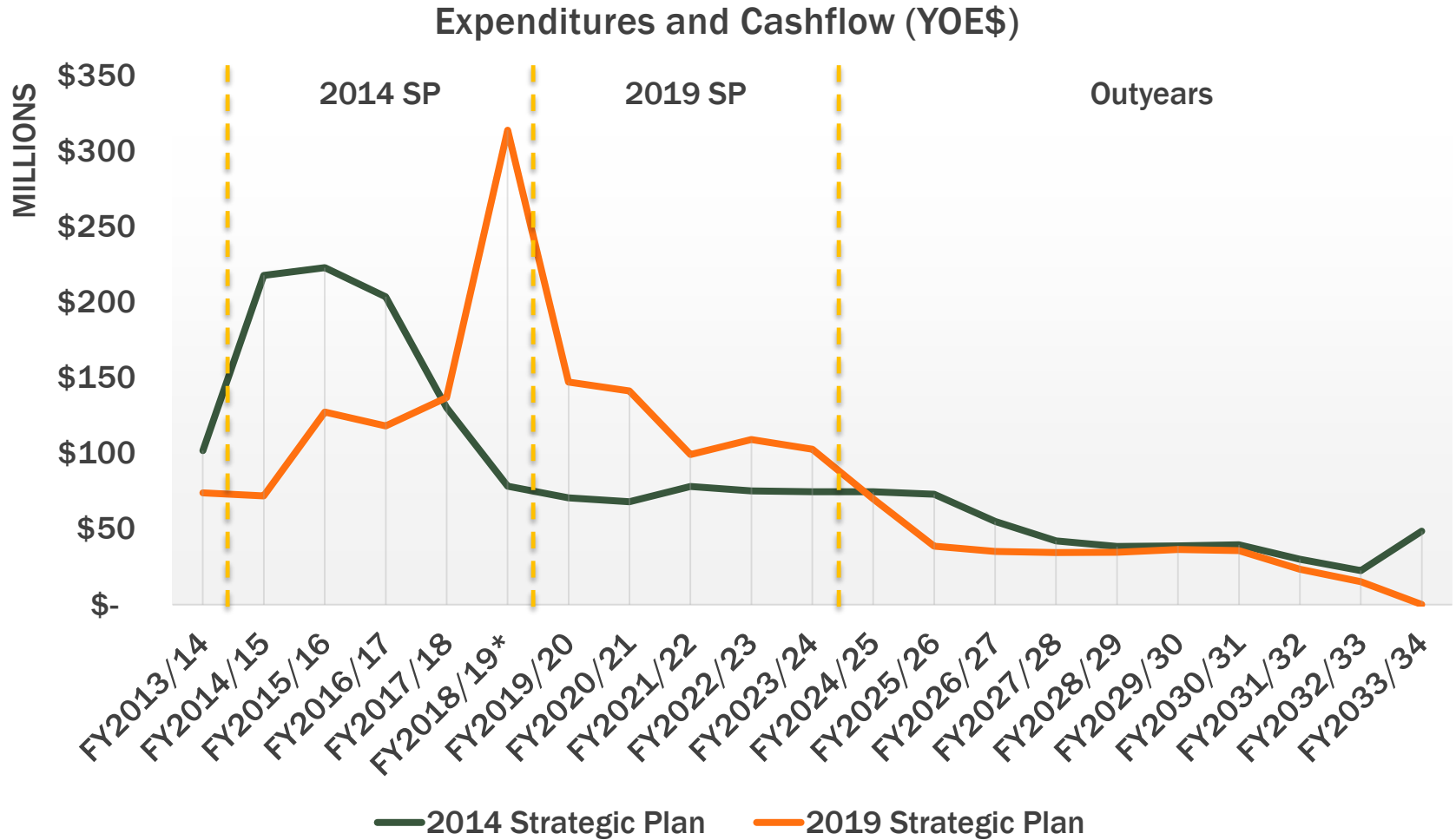
Financing Costs

2019 Strategic Plan Project Programming and Allocations



* Includes allocations as of October 24, 2018 Board Meeting, and programming

2019 Strategic Plan Project Expenditures and Cashflow



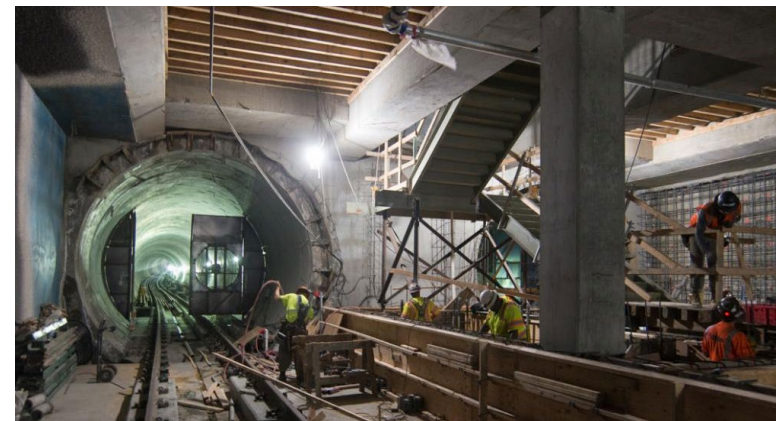
* Expenditures for FY2018/19 are projections

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 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



Amounts in millions of \$

Revenues (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
TOTAL	\$ 4,082.6	\$ 4,122.9	(40.3)

Expenditures (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
TOTAL	\$ 4,082.6	\$ 4,122.9	(40.3)

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	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
TRANSIT																							
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming	\$ 101,488,214	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 33,285,420		
				Finance Costs	\$ 16,521,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,834
				Total	\$ 118,010,109	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 33,786,254		
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,968	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,968
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,356,784	12.01%	Programming	\$ 206,490,018	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,000	\$ 54,402,133	\$ 8,084,850	\$ 18,200,000	\$ (2,501,334)	\$ -	\$ -	\$ 7,950,000	\$ 40,065,950	\$ 11,100,831	\$ 5,225,103	\$ 5,629,859	\$ 10,278,626		
				Finance Costs	\$ 34,140,815	\$ -	\$ -	\$ 1,304,793	\$ 835,194	\$ 573,621	\$ 416,798	\$ 286,148	\$ 697,089	\$ 610,969	\$ 247,108	\$ 262,885	\$ 332,363	\$ 217,918	\$ 314,841	\$ 2,043,147	\$ 2,594,014		
				Total	\$ 240,630,833	\$ -	\$ 20,350,000	\$ 14,179,793	\$ 15,664,194	\$ 54,975,754	\$ 8,501,648	\$ 18,486,148	\$ (1,804,245)	\$ 610,969	\$ 247,108	\$ 8,212,885	\$ 40,398,313	\$ 11,318,749	\$ 5,539,944	\$ 7,673,006	\$ 12,872,640		
6	Electrification	\$ 24,523,829	30.86%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ -	\$ -		
				Finance Costs	\$ 7,568,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,527	\$ 189,760	\$ 296,574	
				Total	\$ 28,468,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,053,527	\$ 189,760	\$ 296,574
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming	\$ 20,100,423	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,901,300	\$ 1,730,000	\$ 340,000	\$ 149,799	\$ 149,998	\$ 1,014,868	\$ 844,931	\$ 1,437,571	\$ 1,095,729	\$ 1,795,947	\$ 1,162,459		
				Finance Costs	\$ 3,638,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,084	\$ 10,710	\$ 33,988	\$ 31,416	\$ 13,385	\$ 9,720	\$ 6,859	\$ 1,092	\$ -	\$ 43,426	\$ 145,706		
				Total	\$ 23,739,408	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,907,384	\$ 1,740,709	\$ 373,988	\$ 181,215	\$ 163,383	\$ 1,024,589	\$ 851,789	\$ 1,438,663	\$ 1,095,729	\$ 1,839,373	\$ 1,308,165		
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming	\$ 9,641,379	\$ -	\$ 564,417	\$ 2,015,047	\$ -	\$ -	\$ -	\$ -	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 327,025		
				Finance Costs	\$ 1,361,390	\$ -	\$ -	\$ -	\$ 59,071	\$ 36,793	\$ 12,453	\$ 8,083	\$ 11,060	\$ 6,132	\$ 2,846	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 25,126	\$ 42,880	
				Total	\$ 11,002,769	\$ -	\$ 564,417	\$ 2,015,047	\$ 59,071	\$ 36,793	\$ 12,453	\$ 8,083	\$ 318,013	\$ 6,132	\$ 2,846	\$ 529,300	\$ 2,030,000	\$ -	\$ 653,092	\$ 25,126	\$ 369,905		
9	Ferry	\$ 5,263,651	8.23%	Programming	\$ 4,828,683	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000	
				Finance Costs	\$ 433,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65
				Total	\$ 5,262,005	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,065
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming	\$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	\$ -		
				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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	\$ -		
				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	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ 700,000		
				Finance Costs	\$ 689,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,665	
				Total	\$ 9,512,785	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ 709,665
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,762,531	0.00%	Programming	\$ 7,762,044	\$ -	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -		
				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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 842,582	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,807	\$ 61,143	
				Total	\$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ 19,807	\$ 61,143
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming	\$ 11,247,658	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -	\$ 945,584		
				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	\$ -	\$ 945,584		
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming	\$ 48,031,649	\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ -	\$ 1,645,584		
				Finance Costs	\$ 2,873,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,807	\$ 70,808	
				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	\$ 1,716,392		

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	FY2018/19			
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming	\$ 12,113,003	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 12,113,003	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming	\$ 411,420,696	\$ -	\$ 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	\$ 33,320,938		
				Finance Costs	\$ 61,883,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,560,807
				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	\$ 34,881,745		
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming	\$ 20,640,763	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	\$ 3,375,386		
				Finance Costs	\$ 3,532,459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,536
				Total	\$ 24,173,222	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	\$ 3,497,922		
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 7,686,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 84,676,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -	
Vehicles Subtotal	\$ 596,204,183	12.26%	Programming	\$ 521,164,754	\$ -	\$ 28,321,960	\$ 1,384,664	\$ 3,486,771	\$ 4,635,563	\$ 5,001,000	\$ 8,318,630	\$ 953,161	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 36,696,324			
			Finance Costs	\$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,683,343	
			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	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 38,379,667			
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Vehicles	\$ 603,808,116	12.11%	Programming	\$ 528,781,285	\$ -	\$ 30,169,154	\$ 2,947,602	\$ 5,103,771	\$ 5,831,665	\$ 6,034,000	\$ 8,318,630	\$ 1,313,458	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 36,696,324			
			Finance Costs	\$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,683,343	
			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	\$ 143,868,154	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ 38,379,667			
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%	Programming	\$ 1,950,937	\$ -	\$ -	\$ 383,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -		
				Finance Costs	\$ 58,594	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,009,530	\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%	Programming	\$ 69,161,047	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214	\$ 8,887,532		
				Finance Costs	\$ 11,847,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,208	\$ 534,003	
				Total	\$ 81,008,071	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,055,422	\$ 9,421,535		
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%	Programming	\$ 6,713,001	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ (1)	\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296	\$ 418,485		
				Finance Costs	\$ 1,381,086	\$ -	\$ -	\$ -	\$ -	\$ 42,585	\$ 19,364	\$ 14,466	\$ 29,283	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 27,991	\$ 54,217		
				Total	\$ 8,094,087	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 407,781	\$ 549,542	\$ 14,466	\$ 189,283	\$ 24,651	\$ 10,270	\$ 8,100	\$ 217,744	\$ 493,680	\$ 439,194	\$ 434,287	\$ 472,702		
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,108,603	0.99%	Programming	\$ 10,007,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 100,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 10,107,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Facilities Subtotal	\$ 101,325,282	13.21%	Programming	\$ 87,832,670	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 9,306,017			
			Finance Costs	\$ 13,386,867	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 77,199	\$ 588,220			
			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	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 3,838,042	\$ 8,331,994	\$ 2,599,709	\$ 9,894,237			
21	Muni MMX O&M	\$ 16,518,835	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Facilities	\$ 117,844,117	11.36%	Programming	\$ 104,613,670	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 9,306,017			
			Finance Costs	\$ 13,386,867	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 77,199	\$ 588,220			
			Total	\$ 118,000,537	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,032,703	\$ 3,791,902	\$ 2,865,155	\$ 12,313,539	\$ 15,361,957	\$ 2,826,899	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 3,838,042	\$ 8,331,994	\$ 2,599,709	\$ 9,894,237			
22B	Guideways-BART	\$ 7,373,824	0.46%	Programming	\$ 7,339,709	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ (12,500)	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	\$ -	\$ -		
				Finance Costs	\$ 33,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 7,373,368	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ (12,500)	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	\$ -	\$ -		
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming	\$ 277,769,396	\$ -	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ (639,240)	\$ (4,774,698)	\$ -	\$ (563,431)	\$ 15,459,613	\$ 14,388,295	\$ 23,972,269		
				Finance Costs	\$ 15,661,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 527,843	
				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	\$ (639,240)	\$ (4,774,698)	\$ -	\$ (563,431)	\$ 15,459,613	\$ 14,388,295	\$ 24,500,112		

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	FY2018/19			
22P	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming	\$ 25,136,242	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,153,737	\$ 1,398,240	\$ 1,358,704	\$ 1,078,631	\$ 1,785,208		
				Finance Costs	\$ 4,173,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,066	\$ 149,145
				Total	\$ 29,309,951	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,153,737	\$ 1,398,240	\$ 1,358,704	\$ 1,098,697	\$ 1,934,354		
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming	\$ 34,389,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 2,262,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 36,652,292	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Guideways	\$ 366,900,403	6.03%	Programming	\$ 344,634,866	\$ -	\$ 5,668,626	\$ 2,119,340	\$ 3,731,904	\$ 5,403,354	\$ 5,482,751	\$ 81,779,680	\$ 4,004,349	\$ 23,209,615	\$ 2,583,522	\$ (2,961,370)	\$ 1,403,737	\$ 994,810	\$ 16,818,317	\$ 15,466,926	\$ 25,757,477			
			Finance Costs	\$ 22,131,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,066	\$ 676,989		
			Total	\$ 366,766,587	\$ -	\$ 5,668,626	\$ 2,119,340	\$ 3,731,904	\$ 5,403,354	\$ 5,482,751	\$ 81,779,680	\$ 4,004,349	\$ 23,209,615	\$ 2,583,522	\$ (2,961,370)	\$ 1,403,737	\$ 994,810	\$ 16,818,317	\$ 15,486,992	\$ 26,434,466			
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,088,552,636	9.98%	Programming	\$ 978,029,821	\$ -	\$ 42,720,787	\$ 10,714,329	\$ 12,863,358	\$ 14,979,000	\$ 14,360,929	\$ 102,396,641	\$ 20,649,807	\$ 27,179,320	\$ 18,163,989	\$ 18,123,500	\$ 149,282,924	\$ 104,965,138	\$ 55,833,989	\$ 55,019,860	\$ 71,759,818			
			Finance Costs	\$ 108,620,201	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 97,265	\$ 2,948,551			
			Total	\$ 1,086,650,022	\$ -	\$ 42,720,787	\$ 10,714,329	\$ 12,868,379	\$ 15,026,921	\$ 14,381,906	\$ 102,411,849	\$ 20,679,764	\$ 27,203,971	\$ 18,174,259	\$ 18,131,601	\$ 149,290,136	\$ 104,967,830	\$ 55,836,722	\$ 55,117,125	\$ 74,708,369			
TOTAL TRANSIT	\$ 1,830,472,490	9.57%	Programming	\$ 1,611,662,273	\$ 4,742,132	\$ 139,686,501	\$ 39,061,679	\$ 37,235,332	\$ 72,657,233	\$ 26,128,926	\$ 150,212,728	\$ 42,890,966	\$ 85,120,735	\$ 45,099,145	\$ 50,733,238	\$ 209,366,426	\$ 128,015,218	\$ 92,878,203	\$ 62,445,666	\$ 119,633,900			
			Finance Costs	\$ 175,158,098	\$ -	\$ -	\$ 1,304,793	\$ 899,285	\$ 658,336	\$ 456,312	\$ 320,149	\$ 772,095	\$ 673,168	\$ 273,609	\$ 281,707	\$ 346,434	\$ 221,701	\$ 331,101	\$ 2,418,531	\$ 6,599,432			
			Total	\$ 1,786,820,371	\$ 4,742,132	\$ 139,686,501	\$ 40,366,471	\$ 38,134,617	\$ 73,315,569	\$ 26,585,238	\$ 150,532,877	\$ 43,663,061	\$ 85,793,903	\$ 45,372,754	\$ 51,014,945	\$ 209,712,860	\$ 128,236,919	\$ 93,209,303	\$ 64,864,197	\$ 126,233,332			
PARATRANSIT																							
23	Paratransit	\$ 241,529,805	14.25%	Programming	\$ 207,052,459	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 6,604,078	\$ 8,697,240	\$ 9,670,000	\$ 9,146,990	\$ 10,193,010	\$ 10,193,010	\$ 9,675,465	\$ 10,321,010		
				Finance Costs	\$ 34,421,517	\$ -	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 132,202	\$ 877,601	\$ 1,161,674		
				Total	\$ 241,473,975	\$ -	\$ 9,670,000	\$ 10,141,294	\$ 10,335,001	\$ 10,102,070	\$ 9,894,347	\$ 9,844,545	\$ 8,819,731	\$ 6,935,338	\$ 8,857,666	\$ 9,829,468	\$ 9,327,127	\$ 10,283,807	\$ 10,325,212	\$ 10,553,066	\$ 11,482,684		
TOTAL PARATRANSIT		\$ 241,529,805	14.25%	\$ 207,052,459	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 6,604,078	\$ 8,697,240	\$ 9,670,000	\$ 9,146,990	\$ 10,193,010	\$ 10,193,010	\$ 9,675,465	\$ 10,321,010			
STREETS AND TRAFFIC SAFETY																							
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%	Programming	\$ 69,842,746	\$ 2,832,840	\$ 1,977,839	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ -	\$ (991)	\$ -	\$ -	\$ -	\$ 20,400,000	\$ -	\$ 2,000,000	\$ -		
				Finance Costs	\$ 10,977,566	\$ -	\$ 458,997	\$ 16,574	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,484	\$ 220,359	\$ 105,587	\$ 92,061	\$ 91,657	\$ 92,413	\$ 121,637	\$ 701,665	\$ 875,070	
				Total	\$ 80,820,312	\$ 2,832,840	\$ 2,436,836	\$ 16,574	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ 153,484	\$ 219,367	\$ 105,587	\$ 92,061	\$ 91,657	\$ 20,492,413	\$ 121,637	\$ 2,701,665	\$ 875,070		
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
26	Great Highway Erosion Repair	\$ 2,428,457	13.41%	Programming	\$ 2,041,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,596	\$ 265,802	\$ (214)	\$ 70,012	\$ -	\$ 1,397,310		
				Finance Costs	\$ 325,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,367,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,596	\$ 265,802	\$ (214)	\$ 70,012	\$ -	\$ 1,397,310	
27	Visitation Valley Watershed	\$ 17,944,265	0.00%	Programming	\$ 17,943,584	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 184,500	\$ 1,778,050	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 17,943,584	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 184,500	\$ 1,778,050	\$ -	\$ -		
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
29	Golden Gate Park/SR1Traffic Study	\$ 239,257	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
30	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%	Programming	\$ 3,562,193	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 1,000,000		
				Finance Costs	\$ 556,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 4,118,618	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 1,007,242	
Total New and Upgraded Streets	\$ 29,416,770	3.00%	Programming	\$ 28,097,986	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 392,867	\$ 200,000	\$ 49,596	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 2,397,310			
			Finance Costs	\$ 881,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
			Total	\$ 28,979,949	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 392,867	\$ 200,000	\$ 49,596	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 2,404,552			
31	New Signals and Signs	\$ 43,185,864	2.27%	Programming	\$ 42,200,105	\$ -	\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,649,017	\$ 495,896	\$ 39,819	\$ 2,332,458	\$ 326,166	\$ 2,060,000	\$ 280,000	\$ 1,407,547	\$ 2,069,359	\$ 5,289,722	\$ 1,246,856		
				Finance Costs	\$ 981,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 43,181,495	\$ -	\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,649,882	\$ 495,896	\$ 39,819	\$ 2,332,458	\$ 326,166	\$ 2,060,000	\$ 280,000	\$ 1,407,547	\$ 2,069,359	\$ 5,289,722	\$ 1,323,935		
32	Advanced Technology and Information Systems (SFgo)	\$ 20,695,719	0.46%	Programming	\$ 20,599,491	\$ -	\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ -	\$ 5,509	\$ -	\$ -	\$ (8,000)	\$ -	\$ 2,200,000	\$ 806,611		
				Finance Costs	\$ 94,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 20,693,974	\$ -	\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ -	\$ 5,509	\$ -	\$ -	\$ (8,000)	\$ -	\$ 2,200,000	\$ 806,611		

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	FY2018/19			
33	Signals and Signs	\$ 105,153,392	0.76%	Programming	\$ 104,349,317	\$ -	\$ 2,343,676	\$ 8,636,568	\$ 274,956	\$ 4,391,291	\$ 583,307	\$ 239,921	\$ 391,405	\$ 1,028,717	\$ 3,916,651	\$ 444,550	\$ 251,252	\$ 8,474,277	\$ 3,886,176	\$ 10,298,081	\$ 154,394		
				Finance Costs	\$ 795,361	\$ -	\$ -	\$ -	\$ 34,979	\$ 37,417	\$ 23,585	\$ 5,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 105,144,679	\$ -	\$ 2,343,676	\$ 8,636,568	\$ 309,936	\$ 4,428,708	\$ 606,892	\$ 245,089	\$ 391,405	\$ 1,028,717	\$ 3,916,651	\$ 444,550	\$ 251,252	\$ 8,474,277	\$ 3,886,176	\$ 10,298,081	\$ 154,394		
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%	Programming	\$ 127,444,514	\$ -	\$ 10,946,669	\$ 12,630,000	\$ 3,250,000	\$ 13,488,709	\$ 2,880,000	\$ 2,496,953	\$ 1,703,167	\$ 2,259,537	\$ 4,485,000	\$ 4,540,463	\$ (1,678,365)	\$ 13,884,546	\$ 3,431,648	\$ 4,097,251	\$ 3,150,000		
				Finance Costs	\$ 14,049,865	\$ -	\$ -	\$ 480,906	\$ 771,784	\$ 546,489	\$ 288,760	\$ 184,733	\$ 315,892	\$ 261,341	\$ 106,278	\$ 90,425	\$ 75,875	\$ 24,986	\$ 23,960	\$ 133,582	\$ 576,764		
				Total	\$ 141,494,379	\$ -	\$ 10,946,669	\$ 13,110,906	\$ 4,021,784	\$ 14,035,199	\$ 3,168,760	\$ 2,681,686	\$ 2,019,058	\$ 2,520,878	\$ 4,591,278	\$ 4,630,888	\$ (1,602,490)	\$ 13,909,531	\$ 3,455,608	\$ 4,230,833	\$ 3,726,764		
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	Programming	\$ 27,270,886	\$ -	\$ 1,033,625	\$ 535,166	\$ 664,504	\$ 608,592	\$ 670,000	\$ 699,000	\$ 606,915	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 1,499,408	\$ -	\$ 936,719		
				Finance Costs	\$ 3,375	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,274,261	\$ -	\$ 1,037,000	\$ 535,166	\$ 664,504	\$ 608,592	\$ 670,000	\$ 699,000	\$ 606,915	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 1,499,408	\$ -	\$ 936,719		
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming	\$ 20,424,653	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 539,120	\$ 554,710	\$ 619,759	\$ 586,960	\$ 599,307	\$ 625,000	\$ 458,793	\$ 664,334	\$ 687,494	\$ 711,397	\$ 736,957		
				Finance Costs	\$ 388,559	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 2,691	\$ 6,418	\$ 6,028	\$ 2,482	\$ 2,475	\$ 1,145	\$ 209	\$ -	\$ -	\$ 5,834	
				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	\$ 742,791		
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	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	\$ 4,246,174		
				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	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	\$ 4,246,174		
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	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	\$ 3,693,704		
				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	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	\$ 3,693,704		
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	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	\$ 1,971,828		
				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	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	\$ 1,971,828		
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	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084	\$ 994,383		
				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	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084	\$ 994,383		
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	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166	\$ 1,192,519		
				Finance Costs	\$ 212,326	\$ -	\$ 24,002	\$ 1,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,595	\$ 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	\$ 1,000,000	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166	\$ 1,192,519		
TOTAL STREETS AND TRAFFIC SAFETY		\$ 686,617,274	6.02%	Programming	\$ 630,840,310	\$ 2,832,840	\$ 26,330,992	\$ 28,149,870	\$ 13,473,540	\$ 27,813,092	\$ 17,451,007	\$ 43,765,802	\$ 6,969,370	\$ 14,228,610	\$ 15,371,328	\$ 13,359,147	\$ 5,924,282	\$ 49,447,335	\$ 20,925,835	\$ 31,319,382	\$ 21,527,455		
				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	\$ 1,541,990		
				Total	\$ 672,158,955	\$ 2,832,840	\$ 26,831,456	\$ 28,649,130	\$ 14,280,303	\$ 28,396,999	\$ 17,766,092	\$ 43,958,393	\$ 7,447,758	\$ 14,718,170	\$ 15,587,152	\$ 13,544,107	\$ 6,092,959	\$ 49,564,943	\$ 21,071,432	\$ 32,154,629	\$ 23,069,445		
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																							
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	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	\$ 1,645,000		
				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	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	\$ 1,645,000		
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	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 805,000		
				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	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 805,000		
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	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	\$ 2,450,000		
				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	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827	\$ 2,470,538		
TOTAL STRATEGIC PLAN		\$ 2,793,551,071	9.11%	Programming	\$ 2,480,831,072	\$ 7,574,972	\$ 176,166,341	\$ 77,424,537	\$ 61,031,872	\$ 110,573,674	\$ 54,295,217	\$ 203,819,851	\$ 58,862,376	\$ 107,224,705	\$ 69,626,543	\$ 75,875,505	\$ 227,559,889	\$ 188,685,950	\$ 126,071,910	\$ 104,250,341	\$ 153,932,365		
				Finance Costs	\$ 254,527,772	\$ -	\$ 507,033	\$ 2,275,346	\$ 2,371,049	\$ 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	\$ 9,323,634		
				Total	\$ 2,735,358,845	\$ 7,574,972	\$ 176,673,374	\$ 79,699,883	\$ 63,402,921	\$ 112,247,987	\$ 55,290,961	\$ 204,507,136	\$ 60,459,812	\$ 108,718,694	\$ 70,276,402	\$ 76,501,640	\$ 228,255,137	\$ 189,116,057	\$ 126				

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	(Over) / Under >\$1M
TRANSIT																	
1	Bus Rapid Transit/Muni Metro Network	\$ -	\$ 2,064,919	\$ 626,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 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)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -
		\$ 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	\$ 2,500,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 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	\$ 1,072,975	\$ -	\$ 700,000	\$ -	\$ -	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ 126,419	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 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	\$ 240,000	\$ 65,000	\$ 282,000	\$ 200,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 95,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 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	\$ 38,376	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 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	\$ 748,000	\$ 1,208,408	\$ -	\$ -	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ 199,829	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 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	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 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	\$ 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	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
	Total Transit Enhancements (10-16)	\$ 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	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 3,496,397	\$ 4,081,359	\$ 3,552,677	\$ 280,857	\$ 338,359	\$ 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	\$ -	\$ -

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	(Over) / Under>\$1M
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	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 56,616,219	\$ -	\$ 3,304,749	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 60,872,488	\$ 4,653,997	\$ 8,392,152	\$ 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	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 2,250,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 2,554,191	\$ 2,024,728	\$ 329,017	\$ 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	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -	\$ -
		\$ 10,545,950	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -	\$ -
	Vehicles Subtotal	\$ 69,412,169	\$ 1,700,000	\$ 3,304,749	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 73,972,630	\$ 6,678,725	\$ 8,721,169	\$ 5,128,505	\$ 8,980,267	\$ 15,542,291	\$ 7,630,444	\$ 6,970,709	\$ 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	\$ 69,412,169	\$ 1,700,000	\$ 3,304,749	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 73,972,630	\$ 6,678,725	\$ 8,721,169	\$ 5,128,505	\$ 8,980,267	\$ 15,542,291	\$ 7,630,444	\$ 6,970,709	\$ 6,285,628	\$ 5,578,446	\$ 4,911,629	\$ 3,931,685	\$ 2,976,290	\$ 639,775	\$ -	\$ -
20B	Rehab/Upgrades Existing facilities-BART	\$ 790,000	\$ -	\$ -	\$ -	\$ -	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ 83,928	\$ 26,633	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 4,882	\$ 4,541	\$ 4,519	\$ 4,557	\$ 4,654	\$ 4,846	\$ 5,332	\$ 5,455	\$ 6,423	\$ -	\$ -	\$ -
		\$ 790,000	\$ -	\$ -	\$ -	\$ 4,882	\$ 74,521	\$ 77,288	\$ 80,079	\$ 83,366	\$ 86,896	\$ 95,997	\$ 92,518	\$ 90,351	\$ 26,633	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 2,000,000	\$ 1,899,677	\$ -	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,016,545	\$ 1,012,324	\$ 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	\$ -	\$ -	\$ -
		\$ 3,016,545	\$ 2,912,001	\$ 1,002,322	\$ 3,798,592	\$ 1,275,122	\$ 1,101,617	\$ 1,002,925	\$ 907,577	\$ 810,292	\$ 710,003	\$ 611,062	\$ 472,550	\$ 342,883	\$ -	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 750,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 854,180	\$ 511,716	\$ 109,911	\$ 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	\$ 5,848,403	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -
		\$ 5,868,028	\$ 24,818	\$ 21,678	\$ 9,069	\$ -	\$ 545,900	\$ 388,855	\$ 402,818	\$ 419,112	\$ 436,225	\$ 482,788	\$ 508,564	\$ 528,298	\$ 471,697	\$ -	\$ -
	Facilities Subtotal	\$ 9,388,403	\$ 2,299,677	\$ -	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -	\$ -
		\$ 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	\$ 526,425	\$ 384,802	\$ -	\$ -	\$ -
		\$ 10,528,753	\$ 3,448,535	\$ 1,133,910	\$ 3,910,377	\$ 1,406,683	\$ 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	\$ 9,388,403	\$ 2,299,677	\$ -	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -	\$ -
		\$ 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	\$ 526,425	\$ 384,802	\$ -	\$ -	\$ -
		\$ 10,528,753	\$ 3,448,535	\$ 1,133,910	\$ 3,910,377	\$ 1,406,683	\$ 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	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 2,761	\$ 2,842	\$ 3,122	\$ 3,517	\$ 5,066	\$ -	\$ -	\$ -
		\$ 2,700,000	\$ -	\$ -	\$ 8,003	\$ -	\$ 380,108	\$ 283,058	\$ 292,576	\$ 304,731	\$ 317,596	\$ 352,073	\$ 371,643	\$ 386,874	\$ 325,706	\$ -	\$ -
22M	Guideways-MUNI	\$ 5,801,164	\$ 5,892,745	\$ 6,246,311	\$ 6,642,086	\$ 8,840,062	\$ 4,548,536	\$ 7,167,844	\$ 10,510,213	\$ 10,958,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ 4,948,587	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
		\$ 6,503,697	\$ 6,930,396	\$ 7,287,150	\$ 7,669,494	\$ 10,109,687	\$ 5,729,914	\$ 8,343,954	\$ 11,696,279	\$ 12,169,861	\$ 12,668,519	\$ 13,518,816	\$ 13,248,063	\$ 6,201,505	\$ -	\$ -	\$ -

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	(Over) / Under >\$1M	
22P	Guideways-Caltrain	\$ 2,000,000	\$ 3,650,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,004
		\$ 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	\$ -	\$ -	\$ -	
		\$ 2,297,035	\$ 3,995,111	\$ 889,734	\$ 373,041	\$ 460,419	\$ 397,562	\$ 361,702	\$ 327,025	\$ 291,610	\$ 255,050	\$ 218,795	\$ 168,060	\$ 119,353	\$ -	\$ -	\$ -	
22U	Guideways-Discretionary	\$ 24,947,032	\$ -	\$ -	\$ -	\$ -	\$ 1,185,477	\$ 1,236,242	\$ 1,259,304	\$ 1,215,901	\$ 1,265,537	\$ 1,400,649	\$ 1,476,199	\$ 403,178	\$ -	\$ -	\$ -	\$ 6,146
		\$ -	\$ 269,788	\$ 225,348	\$ 184,332	\$ 187,972	\$ 174,907	\$ 174,128	\$ 174,380	\$ 172,026	\$ 171,951	\$ 180,321	\$ 191,137	\$ 156,482	\$ -	\$ -	\$ -	
		\$ 24,947,032	\$ 269,788	\$ 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	\$ -	\$ -	\$ -	
	Total Guideways	\$ 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	\$ -	\$ -	\$ 133,816
		\$ 999,568	\$ 1,652,550	\$ 1,655,922	\$ 1,592,785	\$ 1,918,016	\$ 1,756,667	\$ 1,714,721	\$ 1,690,219	\$ 1,677,486	\$ 1,688,814	\$ 1,761,400	\$ 1,792,699	\$ 1,533,819	\$ -	\$ -	\$ -	
		\$ 36,447,764	\$ 11,195,295	\$ 8,402,233	\$ 8,234,871	\$ 10,758,078	\$ 7,867,968	\$ 10,399,084	\$ 13,749,564	\$ 14,154,129	\$ 14,678,654	\$ 15,670,654	\$ 15,455,103	\$ 7,267,392	\$ 325,706	\$ -	\$ -	
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 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	\$ -	\$ -	\$ 1,902,613
		\$ 6,700,378	\$ 7,780,133	\$ 8,206,252	\$ 7,831,666	\$ 12,304,966	\$ 10,839,286	\$ 9,988,360	\$ 9,182,433	\$ 8,358,071	\$ 7,531,481	\$ 6,773,014	\$ 5,640,788	\$ 4,262,817	\$ -	\$ -	\$ -	
		\$ 120,949,146	\$ 21,322,555	\$ 18,257,312	\$ 17,273,752	\$ 21,145,028	\$ 25,241,577	\$ 19,597,896	\$ 22,200,383	\$ 21,832,274	\$ 21,559,738	\$ 21,831,405	\$ 20,505,375	\$ 11,235,825	\$ 1,463,811	\$ -	\$ -	
TOTAL TRANSIT		\$ 121,434,963	\$ 21,375,049	\$ 14,955,231	\$ 9,642,086	\$ 13,730,872	\$ 24,580,155	\$ 11,137,795	\$ 14,605,452	\$ 15,224,061	\$ 15,510,947	\$ 16,553,381	\$ 16,224,788	\$ 8,156,563	\$ 2,622,905	\$ -	\$ -	
		\$ 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	\$ 5,149,922	\$ 741,404	\$ 2,236,587	\$ -	
		\$ 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	\$ 2,236,587	\$ -	
PARATRANSIT																		
23	Paratransit	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,830
		\$ 2,046,355	\$ 1,974,735	\$ 2,072,445	\$ 2,207,623	\$ 3,116,052	\$ 3,091,782	\$ 2,991,491	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -	\$ -	
		\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -	\$ -	
TOTAL PARATRANSIT		\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,046,355	\$ 1,974,735	\$ 2,072,445	\$ 2,207,623	\$ 3,116,052	\$ 3,091,782	\$ 2,991,491	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -	\$ -	
		\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -	\$ -	
STREETS AND TRAFFIC SAFETY																		
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,925,407
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,416
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	\$ 259,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,294
		\$ 35,644	\$ 34,565	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	\$ -	
27	Visitacion Valley Watershed	\$ -	\$ -	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -	\$ -	\$ 681
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -	\$ -	
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1 Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 239,257
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
30	Other Upgrades to Major Arterials	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,173
		\$ 57,288	\$ 56,166	\$ 55,037	\$ 51,206	\$ 62,810	\$ 53,814	\$ 48,470	\$ 43,237	\$ 37,828	\$ 32,140	\$ 26,127	\$ 17,753	\$ 7,306	\$ -	\$ -	\$ -	
		\$ 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	\$ 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	\$ -	\$ -	\$ 436,821
		\$ 92,932	\$ 90,731	\$ 86,801	\$ 80,793	\$ 99,152	\$ 85,007	\$ 76,632	\$ 68,438	\$ 59,975	\$ 51,088	\$ 41,738	\$ 28,711	\$ 12,723	\$ -	\$ -	\$ -	
		\$ 602,051	\$ 340,731	\$ 6,122,073	\$ 80,793	\$ 2,099,152	\$ 2,190,159	\$ 76,632	\$ 68,438	\$ 803,948	\$ 825,435	\$ 898,746	\$ 931,949	\$ 948,644	\$ 947,294	\$ -	\$ -	
31	New Signals and Signs	\$ 2,422,111	\$ -	\$ 300,000	\$ 3,300,000	\$ -	\$ 441,149	\$ 1,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ 1,978,936	\$ 2,085,671	\$ 2,073,898	\$ 1,017,107	\$ -	\$ -	\$ 4,369
		\$ 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	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	
32	Advanced Technology and Information Systems (SFgo)	\$ 2,320,000	\$ 661,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,010,830	\$ 785,955	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ 859,616	\$ -	\$ -	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,155	\$ 10,107	\$ 10,108	\$ 10,214	\$ 10,553	\$ 11,611	\$ 13,124	\$ 18,611	\$ -	\$ -	\$ -	
		\$ 2,320,000	\$ 661,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,020,985	\$ 796,062	\$ 822,802	\$ 855,696	\$ 891,730	\$ 988,409	\$ 1,044,260	\$ 1,084,065	\$ 859,616	\$ -	\$ -	

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	(Over) / Under > \$1M		
33	Signals and Signs	\$ 7,463,859	\$ 6,426,000	\$ 1,180,000	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ 4,441,933	\$ -	\$ -	\$ 8,714	
		\$ -	\$ 55,052	\$ 108,940	\$ 87,709	\$ -	\$ 48,110	\$ 47,467	\$ 47,119	\$ 47,513	\$ 49,009	\$ 53,866	\$ 60,892	\$ 88,536	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ 26,057	
		\$ 907,952	\$ 803,568	\$ 715,810	\$ 695,873	\$ 857,154	\$ 797,579	\$ 793,224	\$ 774,957	\$ 772,969	\$ 782,599	\$ 834,003	\$ 828,491	\$ 603,912	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,907,952	\$ 3,803,568	\$ 3,715,810	\$ 3,795,873	\$ 3,784,485	\$ 3,202,724	\$ 5,426,790	\$ 5,081,363	\$ 5,466,973	\$ 5,668,223	\$ 6,241,228	\$ 5,348,124	\$ 603,912	\$ -	\$ -	\$ -	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 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	\$ -	\$ -	\$ 1,022	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (34,438)	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 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	\$ -	\$ -	\$ 2,136	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 19,358,450	\$ 6,412,499	\$ 5,510,000	\$ 3,130,000	\$ 3,130,000	\$ -	\$ 1,670,266	\$ 1,755,045	\$ 776,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,232	
		\$ -	\$ 41,995	\$ 312,511	\$ 577,838	\$ 865,314	\$ 808,933	\$ 790,340	\$ 780,782	\$ 728,259	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 4,829,758	\$ 2,779,758	\$ 4,660,758	\$ 1,299,758	\$ 1,189,758	\$ -	\$ 69,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,078	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,945	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 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	\$ -	\$ -	\$ 9,958	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 1,408,424	\$ 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	\$ -	\$ -	\$ 3,273	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343	\$ 19,251	\$ 19,349	\$ 19,558	\$ 20,214	\$ 22,248	\$ 25,153	\$ 35,524	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 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	\$ -	\$ -	\$ -	
TRANSPORTATION SYSTEMS MANAGEMENT/STR		\$ 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	\$ -	\$ -	\$ -	\$ -	
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 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	\$ -	\$ -	\$ -	
43	Transportation Demand Management / Parking Management	\$ 1,550,610	\$ 930,000	\$ 666,000	\$ 350,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,854	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,611,822	\$ 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	\$ 3,550,000	\$ 450,000	\$ 300,000	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ 604,982	\$ 32,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,105	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,654,900	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 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	\$ -	\$ -	\$ 58,192,227	
		\$ 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	\$ -	\$ -	\$ -
		\$ 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			
TRANSIT																						
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming	\$ 101,488,214	\$ 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		
				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	\$ -	\$ 10,153,919	\$ 25,343,865	\$ 22,009,049	\$ 30,137,141	\$ 2,219,898	\$ 7,500	\$ 302,172	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -		
				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	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -		
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	\$ -	\$ 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		
				Finance Costs	\$ 34,140,815	\$ -	\$ -	\$ 1,304,793	\$ 835,194	\$ 573,621	\$ 416,798	\$ 286,148	\$ 697,089	\$ 247,108	\$ 262,885	\$ 332,363	\$ 217,918	\$ 314,841	\$ 2,043,147	\$ -	\$ -	
				Total	\$ 240,630,833	\$ -	\$ 309,000	\$ 34,088,793	\$ 2,007,292	\$ 13,183,335	\$ 22,451,166	\$ 7,709,938	\$ 19,940,416	\$ 7,685,969	\$ 1,357,015	\$ 16,438,455	\$ 18,567,074	\$ 32,457,056	\$ 11,915,264	\$ 13,292,105		
6	Electrification	\$ 24,523,829	30.86%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,904,966	\$ 5,180,931		
				Finance Costs	\$ 7,568,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,527	\$ 189,760	
				Total	\$ 28,468,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,918,493	\$ 5,370,691	
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming	\$ 20,100,423	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,355,342	\$ 1,358,776	\$ 1,602,878	\$ 749,171	\$ 437,142	\$ 265,546	\$ 174,958	\$ 33	\$ 197,185	\$ 2,855,993		
				Finance Costs	\$ 3,638,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,084	\$ 10,710	\$ 33,988	\$ 31,416	\$ 13,385	\$ 9,720	\$ 6,859	\$ 1,092	\$ -	\$ 43,426		
				Total	\$ 23,739,408	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,361,426	\$ 1,369,486	\$ 1,636,866	\$ 780,587	\$ 450,527	\$ 275,266	\$ 181,817	\$ 1,125	\$ 197,185	\$ 2,899,419		
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming	\$ 9,641,379	\$ -	\$ 189,942	\$ -	\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 212,915	\$ -	\$ -	\$ 306,953	\$ 36,510	\$ 115,530	\$ 19,006	\$ 73,435	\$ 2,179,924		
				Finance Costs	\$ 1,361,390	\$ -	\$ -	\$ -	\$ 59,071	\$ 36,793	\$ 12,453	\$ 8,083	\$ 11,060	\$ 6,132	\$ 2,846	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 25,126	
				Total	\$ 11,002,769	\$ -	\$ 189,942	\$ -	\$ 1,686,373	\$ 538,066	\$ 60,485	\$ 220,998	\$ 11,060	\$ 6,132	\$ 309,799	\$ 37,510	\$ 115,530	\$ 19,006	\$ 73,435	\$ 2,205,050		
9	Ferry	\$ 5,263,651	8.23%	Programming	\$ 4,828,683	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ 1,353	\$ -	\$ -	\$ -	\$ 864,500	\$ 435,500	\$ -	\$ -	\$ -	\$ 440,000		
				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	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 641,059		
				Finance Costs	\$ 689,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,512,785	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 641,059		
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,762,531	0.00%	Programming	\$ 7,762,044	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 1,918		
				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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ -	\$ 1,763,385	\$ 1,329,105		
				Finance Costs	\$ 842,582	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ -	\$ 1,763,385	\$ 1,348,912	
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming	\$ 11,247,658	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 288,627	\$ 130,000	\$ 156,102	\$ 329,096	\$ 177,855	\$ 11,288	\$ 245,198	\$ 131,238	\$ 201,419	\$ 101,728		
				Finance Costs	\$ 1,287,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 12,534,858	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 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	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 755,926	\$ 208,285	\$ 426,720	\$ 434,087	\$ 2,759,197	\$ 2,073,810			
			Finance Costs	\$ 2,873,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
			Total	\$ 50,905,077	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 755,926	\$ 208,285	\$ 426,720	\$ 434,087	\$ 2,759,197	\$ 2,093,617			
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming	\$ 12,113,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOY \$'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	
				Programming	Finance Costs																
				Total	\$ 12,113,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming	\$ 411,420,696	\$ -	\$ 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	\$ 61,883,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 473,303,749	\$ -	\$ 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	\$ 20,640,763	\$ -	\$ (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	\$ 3,532,459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 24,173,222	\$ -	\$ (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	
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 7,686,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 84,676,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Vehicles Subtotal	\$ 596,204,183	12.26%	Programming	\$ 521,164,754	\$ -	\$ 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	\$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 594,266,368	\$ -	\$ 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	
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Vehicles	\$ 603,808,116	12.11%	Programming	\$ 528,781,285	\$ -	\$ 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	\$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 601,882,899	\$ -	\$ 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	
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%	Programming	\$ 1,950,937	\$ -	\$ -	\$ -	\$ 236,864	\$ 146,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,328	
				Finance Costs	\$ 58,594	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,009,530	\$ -	\$ -	\$ -	\$ 241,885	\$ 152,087	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,328	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%	Programming	\$ 69,161,047	\$ -	\$ 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	\$ 11,847,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,208	
				Total	\$ 81,008,071	\$ -	\$ 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	\$ 10,818,991	
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%	Programming	\$ 6,713,001	\$ -	\$ 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	\$ 1,381,086	\$ -	\$ -	\$ -	\$ -	\$ 42,585	\$ 19,364	\$ 14,466	\$ 29,283	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 27,991	
				Total	\$ 8,094,087	\$ -	\$ 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	
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,108,603	0.99%	Programming	\$ 10,007,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 100,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 10,107,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Facilities Subtotal	\$ 101,325,282	13.21%	Programming	\$ 87,832,670	\$ -	\$ 801,032	\$ (5,633)	\$ 438,267	\$ 3,003,453	\$ 1,156,493	\$ 488,724	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,679	\$ 3,761,348	\$ 2,015,158	\$ 5,017,155	\$ 11,532,691	
				Finance Costs	\$ 13,386,867	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 77,199	\$ -	
				Total	\$ 101,219,537	\$ -	\$ 801,032	\$ (5,633)	\$ 443,288	\$ 3,051,374	\$ 1,177,469	\$ 503,932	\$ 1,603,192	\$ 2,760,431	\$ 1,926,341	\$ 4,685,780	\$ 3,768,560	\$ 2,017,850	\$ 5,019,888	\$ 11,609,890	
21	Muni MMX O&M	\$ 16,518,835	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Facilities	\$ 117,844,117	11.36%	Programming	\$ 104,613,670	\$ -	\$ 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	\$ 13,386,867	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 77,199	\$ -	
				Total	\$ 118,000,537	\$ -	\$ 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	\$ 7,339,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178,950	\$ 23,465	\$ 229,196	\$ 157,338
				Finance Costs	\$ 33,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,373,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178,950	\$ 23,465	\$ 229,196	\$ 157,338
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming	\$ 277,769,396	\$ -	\$ 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	\$ 15,661,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 293,430,975	\$ -	\$ 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	\$ 25,136,242	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 494,017	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,587,340	\$ 216,578	\$ 763,766	\$ 4,091,533	
				Finance Costs	\$ 4,173,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,066	
				Total	\$ 29,309,951	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 494,017	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,587,340	\$ 216,578	\$ 763,766	\$ 4,111,599	
				Programming	\$ 34,389,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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		
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Finance Costs	\$ 2,262,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 36,652,292	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Guideways	\$ 366,900,403	6.03%	Programming	\$ 344,634,866	\$ -	\$ 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	\$ 22,131,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,066	
				Total	\$ 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	
				Programming	\$ 978,029,821	\$ -	\$ 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	
				Finance Costs	\$ 108,620,201	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 97,265	
				Total	\$ 1,086,650,022	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,882,920	\$ 20,441,035	\$ 9,894,677	\$ 17,291,456	\$ 16,758,016	\$ 14,752,245	\$ 16,194,266	\$ 24,909,361	\$ 20,337,288	\$ 36,082,112	\$ 64,029,788	\$ 87,316,652	
TOTAL TRANSIT				Programming	\$ 1,611,662,273	\$ 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	
				Finance Costs	\$ 175,158,098	\$ -	\$ -	\$ 1,304,793	\$ 899,285	\$ 658,336	\$ 456,312	\$ 320,149	\$ 772,095	\$ 673,168	\$ 273,609	\$ 281,707	\$ 346,434	\$ 221,701	\$ 331,101	\$ 2,418,531	
				Total	\$ 1,786,820,371	\$ 40,020	\$ 19,173,929	\$ 66,804,851	\$ 43,598,114	\$ 67,811,375	\$ 38,023,132	\$ 30,461,574	\$ 50,501,973	\$ 71,729,195	\$ 78,140,733	\$ 50,548,776	\$ 49,219,326	\$ 82,385,308	\$ 94,427,333	\$ 116,583,614	
PARATRANSIT																					
23	Paratransit	\$ 241,529,805	14.25%	Programming	\$ 207,052,459	\$ -	\$ -	\$ 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	
				Finance Costs	\$ 34,421,517	\$ -	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 132,202	\$ 877,601	
				Total	\$ 241,473,975	\$ -	\$ -	\$ 19,811,294	\$ 10,335,001	\$ 10,102,070	\$ 9,894,347	\$ 8,647,324	\$ 8,153,835	\$ 8,798,455	\$ 7,884,864	\$ 10,280,090	\$ 9,849,307	\$ 10,283,807	\$ 9,604,826	\$ 10,508,820	
TOTAL PARATRANSIT				Programming	\$ 207,052,459	\$ -	\$ -	\$ 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	
				Finance Costs	\$ 34,421,517	\$ -	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 132,202	\$ 877,601	
				Total	\$ 241,473,975	\$ -	\$ -	\$ 19,811,294	\$ 10,335,001	\$ 10,102,070	\$ 9,894,347	\$ 8,647,324	\$ 8,153,835	\$ 8,798,455	\$ 7,884,864	\$ 10,280,090	\$ 9,849,307	\$ 10,283,807	\$ 9,604,826	\$ 10,508,820	
STREETS AND TRAFFIC SAFETY																					
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%	Programming	\$ 69,842,746	\$ 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	
				Finance Costs	\$ 10,977,566	\$ -	\$ 458,997	\$ 16,574	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,484	\$ 220,359	\$ 105,587	\$ 92,061	\$ 91,657	\$ 92,413	\$ 121,637	\$ 701,665
				Total	\$ 80,820,312	\$ 70,000	\$ 5,199,676	\$ 16,574	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 15,046,876	\$ 9,642,159	\$ 3,172,612	\$ 2,242,828	\$ 1,892,897	\$ 21,719,313	\$ 961,499	\$ 856,545	
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 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%	Programming	\$ 2,041,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,855	\$ 21,527	\$ 93,695	\$ 27,037	\$ 28,737	
				Finance Costs	\$ 325,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,367,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,855	\$ 21,527	\$ 93,695	\$ 27,037	\$ 28,737
27	Visitacion Valley Watershed	\$ 17,944,265	0.00%	Programming	\$ 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	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 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%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1Traffic Study	\$ 239,257	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
30	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%	Programming	\$ 3,562,193	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ -	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 143,527	
				Finance Costs	\$ 556,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 4,118,618	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ -	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 143,527	
31	New Signals and Signs	\$ 43,185,864	2.27%	Programming	\$ 42,200,105	\$ -	\$ 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	
				Finance Costs	\$ 981,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 43,181,495	\$ -	\$ 566,645	\$ 530,220	\$ 682,397	\$ 1,407,953	\$ 2,434,873	\$ 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 (SFgo)	\$ 20,695,719	0.46%	Programming	\$ 20,599,491	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -	
				Finance Costs	\$ 94,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 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%	Programming	\$ 104,349,317	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,771,727	\$ 3,694,837	\$ 3,085,705	\$ 819,930	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,613,438	\$ 1,509,160	\$ 3,218,153	\$ 2,098,352	
				Finance Costs	\$ 795,361	\$ -	\$ -	\$ -	\$ 34,979	\$ 37,417	\$ 23,585	\$ 5,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 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%	Programming	\$ 127,444,514	\$ -	\$ 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	
				Finance Costs	\$ 14,049,865	\$ -	\$ -	\$ 480,906	\$ 771,784	\$ 546,489	\$ 288,760	\$ 184,733	\$ 315,892	\$ 261,341	\$ 106,278	\$ 90,425	\$ 75,875	\$ 24,986	\$ 23,960	\$ 133,582	
				Total	\$ 141,494,379	\$ -	\$ 2,555,228	\$ 12,076,393	\$ 9,708,694	\$ 9,195,258	\$ 9,245,478	\$ 2,437,237	\$ 2,150,887	\$ 2,550,339	\$ 1,247,415	\$ 3,270,713	\$ 1,032,243	\$ 692,931	\$ 1,988,140	\$ 4,074,308	

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOY \$'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		
				Programming	Finance Costs																	
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	Programming	\$ 27,270,886	\$ -	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514		
				Finance Costs	\$ 3,375	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 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%	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	\$ -	\$ 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		
				Finance Costs	\$ 388,559	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 2,691	\$ 6,418	\$ 6,028	\$ 2,482	\$ 2,475	\$ 1,145	\$ 209	\$ -	\$ -		
				Total	\$ 20,813,212	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,186,427	\$ 619,213	\$ 617,577	\$ 601,588	\$ 532,807	\$ 696,457	\$ 459,922	\$ 589,959	\$ 610,854	\$ 234,963		
38	Traffic Calming	\$ 72,734,087	9.39%	Programming	\$ 65,890,489	\$ -	\$ 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		
				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	\$ -	\$ 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		
				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	\$ -	\$ 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		
				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	\$ -	\$ 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		
				Finance Costs	\$ 14,091	\$ -	\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 28,222,352	\$ -	\$ 885,537	\$ -	\$ 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	\$ -	\$ 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		
				Finance Costs	\$ 212,326	\$ -	\$ 24,002	\$ 1,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 39,234,853	\$ -	\$ 1,255,402	\$ 858,780	\$ 893,999	\$ 929,155	\$ 975,463	\$ 869,596	\$ 1,203,862	\$ 1,036,325	\$ 1,224,653	\$ 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	\$ 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			
			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			
			Total	\$ 672,158,955	\$ 70,000	\$ 15,700,226	\$ 21,169,554	\$ 21,568,920	\$ 20,635,244	\$ 21,481,249	\$ 13,521,334	\$ 24,162,904	\$ 20,041,293	\$ 14,142,077	\$ 12,532,966	\$ 12,544,551	\$ 33,816,370	\$ 12,967,682	\$ 13,616,179			
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																						
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming	\$ 12,536,451	\$ -	\$ 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		
				Finance Costs	\$ 1,336,592	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 13,873,044	\$ -	\$ 433,269	\$ 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	\$ -	\$ 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		
				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	\$ -	\$ 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			
			Finance Costs	\$ 3,629,512	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
			Total	\$ 34,905,543	\$ -	\$ 452,259	\$ 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	\$ 110,020	\$ 34,819,381	\$ 105,933,726	\$ 73,775,600	\$ 97,147,733	\$ 68,896,018	\$ 52,518,905	\$ 81,503,839	\$ 99,611,422	\$ 100,643,898	\$ 73,863,771	\$ 71,986,072	\$ 127,356,596	\$ 118,209,952	\$ 137,015,324			
			Finance Costs	\$ 254,527,772	\$ -	\$ 507,033	\$ 2,275,346	\$ 2,371,049	\$ 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			
			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	\$ 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	\$ -
		\$ -	\$ 187,405	\$ 187,404	\$ 272,993	\$ 272,993	\$ 5,741	\$ 5,446	\$ 5,067	\$ 5,044	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -
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	\$ -	\$ -
Total Transit Enhancements (10-16)	\$ 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	\$ 280,857	\$ 338,359	\$ 294,673	\$ 271,123	\$ 248,829	\$ 226,531	\$ 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	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 4,541	\$ 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	\$ -
20M	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	\$ 1,012,324	\$ 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	\$ 526,425	\$ 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	\$ 526,425	\$ 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	\$ 2,761	\$ 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	\$ -	\$ -
		\$ -	\$ 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	\$ -	\$ -

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
22U	Guideways-Discretionary	\$ -	\$ -	\$ 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	\$ -	\$ -
Total Guideways		\$ 60,428,720	\$ 18,699,910	\$ 36,038,510	\$ 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	\$ -
		\$ 676,989	\$ 999,568	\$ 1,652,550	\$ 1,655,922	\$ 1,592,785	\$ 1,918,016	\$ 1,756,667	\$ 1,714,721	\$ 1,690,219	\$ 1,677,486	\$ 1,688,814	\$ 1,761,400	\$ 1,792,699	\$ 1,533,819	\$ -	\$ -
		\$ 61,105,709	\$ 19,699,478	\$ 37,691,068	\$ 14,391,693	\$ 12,492,950	\$ 9,505,451	\$ 13,028,683	\$ 13,345,770	\$ 13,749,564	\$ 14,154,129	\$ 14,678,654	\$ 15,670,654	\$ 15,455,103	\$ 7,267,392	\$ 325,706	\$ -
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)		\$ 163,742,768	\$ 85,196,699	\$ 78,948,539	\$ 43,398,737	\$ 65,003,371	\$ 67,870,256	\$ 22,332,745	\$ 12,856,223	\$ 13,317,950	\$ 13,474,203	\$ 14,028,257	\$ 15,058,392	\$ 14,864,586	\$ 6,973,008	\$ 1,463,811	\$ -
		\$ 2,948,551	\$ 6,700,378	\$ 7,780,133	\$ 8,206,252	\$ 7,831,666	\$ 12,304,966	\$ 10,839,286	\$ 9,988,360	\$ 9,182,433	\$ 8,358,071	\$ 7,531,481	\$ 6,773,014	\$ 5,640,788	\$ 4,262,817	\$ -	\$ -
		\$ 166,691,319	\$ 91,897,078	\$ 86,728,672	\$ 51,604,989	\$ 72,835,037	\$ 80,175,222	\$ 33,172,031	\$ 22,844,582	\$ 22,500,383	\$ 21,832,274	\$ 21,559,738	\$ 21,831,405	\$ 20,505,375	\$ 11,235,825	\$ 1,463,811	\$ -
TOTAL TRANSIT		\$ 227,572,611	\$ 102,266,349	\$ 96,275,823	\$ 57,084,238	\$ 68,820,308	\$ 71,957,727	\$ 33,060,609	\$ 14,634,481	\$ 15,205,452	\$ 15,224,061	\$ 15,510,947	\$ 16,553,381	\$ 16,224,788	\$ 8,156,563	\$ 2,622,905	\$ -
		\$ 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	\$ 5,149,922	\$ 741,404	\$ 2,236,587
		\$ 234,172,043	\$ 115,014,513	\$ 109,572,921	\$ 70,710,367	\$ 81,733,458	\$ 90,386,540	\$ 49,060,158	\$ 29,154,707	\$ 28,292,441	\$ 26,814,240	\$ 25,527,890	\$ 24,929,303	\$ 23,095,156	\$ 13,306,485	\$ 3,364,309	\$ 2,236,587
PARATRANSIT																	
23	Paratransit	\$ 11,085,642	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,161,674	\$ 2,046,355	\$ 1,974,735	\$ 2,072,445	\$ 2,207,623	\$ 3,116,052	\$ 3,091,782	\$ 2,991,491	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
		\$ 12,247,316	\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
TOTAL PARATRANSIT		\$ 11,085,642	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,161,674	\$ 2,046,355	\$ 1,974,735	\$ 2,072,445	\$ 2,207,623	\$ 3,116,052	\$ 3,091,782	\$ 2,991,491	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
		\$ 12,247,316	\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
STREETS AND TRAFFIC SAFETY																	
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 3,891,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -
		\$ 4,766,672	\$ 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	\$ -	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 737,533	\$ 975,681	\$ 129,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 35,644	\$ 34,565	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
		\$ 737,533	\$ 1,011,325	\$ 164,125	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
27	Visitacion Valley Watershed	\$ 1,261,665	\$ -	\$ -	\$ 2,345,091	\$ 2,345,091	\$ 1,345,090	\$ 2,605,151	\$ 750,000	\$ 750,000	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,261,665	\$ -	\$ -	\$ 2,345,091	\$ 2,345,091	\$ 1,345,090	\$ 2,605,151	\$ 750,000	\$ 750,000	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR11Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 943,184	\$ 1,140,000	\$ 235,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 7,242	\$ 57,288	\$ 56,166	\$ 55,037	\$ 51,206	\$ 62,810	\$ 53,814	\$ 48,470	\$ 43,237	\$ 37,828	\$ 32,140	\$ 26,127	\$ 17,753	\$ 7,306	\$ -	\$ -
		\$ 950,427	\$ 1,197,288	\$ 291,166	\$ 155,037	\$ 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	\$ 2,942,381	\$ 2,115,681	\$ 364,560	\$ 2,445,091	\$ 2,345,091	\$ 1,345,090	\$ 2,605,151	\$ 750,000	\$ 750,000	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
		\$ 7,242	\$ 92,932	\$ 90,731	\$ 86,801	\$ 80,793	\$ 99,152	\$ 85,007	\$ 76,632	\$ 68,438	\$ 59,975	\$ 51,088	\$ 41,738	\$ 28,711	\$ 12,723	\$ -	\$ -
		\$ 2,949,624	\$ 2,208,613	\$ 455,291	\$ 2,531,892	\$ 2,425,884	\$ 1,444,242	\$ 2,690,159	\$ 826,632	\$ 818,438	\$ 803,948	\$ 825,435	\$ 898,746	\$ 931,949	\$ 948,644	\$ 947,294	\$ -
31	New Signals and Signs	\$ 6,498,843	\$ 497,803	\$ 1,211,056	\$ 1,361,055	\$ 650,000	\$ 1,700,000	\$ 1,541,149	\$ 1,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ 1,978,936	\$ 2,085,671	\$ 2,073,898	\$ 1,017,107	\$ -
		\$ 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	\$ -	\$ -
		\$ 6,575,923	\$ 586,781	\$ 1,285,407	\$ 1,432,897	\$ 691,960	\$ 1,765,962	\$ 1,602,527	\$ 1,661,321	\$ 1,720,977	\$ 1,778,450	\$ 1,852,339	\$ 2,048,966	\$ 2,163,320	\$ 2,175,804	\$ 1,017,107	\$ -
32	Advanced Technology and Information Systems (SFgo)	\$ 2,889,972	\$ 1,870,000	\$ 1,611,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,010,830	\$ 785,955	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ 859,616	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,155	\$ 10,107	\$ 10,108	\$ 10,214	\$ 10,553	\$ 11,611	\$ 13,124	\$ 18,611	\$ -	\$ -
		\$ 2,889,972	\$ 1,870,000	\$ 1,611,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,020,985	\$ 796,062	\$ 822,802	\$ 855,696	\$ 891,730	\$ 988,409	\$ 1,044,260	\$ 1,084,065	\$ 859,616	\$ -
33	Signals and Signs	\$ 16,879,415	\$ 3,294,472	\$ 5,214,954	\$ 4,914,953	\$ 2,997,285	\$ 1,152,000	\$ 5,120,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ 4,441,933	\$ -
		\$ -	\$ -	\$ 55,052	\$ 108,940	\$ 87,709	\$ -	\$ 48,110	\$ 47,467	\$ 47,119	\$ 49,009	\$ 47,513	\$ 53,866	\$ 60,892	\$ 88,536	\$ -	\$ -
		\$ 16,879,415	\$ 3,294,472	\$ 5,270,006	\$ 5,023,893	\$ 3,084,994	\$ 1,152,000	\$ 5,168,884	\$ 4,035,317	\$ 4,173,452	\$ 4,346,518	\$ 4,529,672	\$ 5,020,925	\$ 5,304,785	\$ 5,533,263	\$ 4,441,933	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 19,178,269	\$ 3,467,056	\$ 3,900,000	\$ 2,250,000	\$ 3,780,000	\$ 3,048,199	\$ 4,454,276	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ 5,407,226	\$ 4,519,633	\$ -	\$ -	\$ -
		\$ 576,764	\$ 907,952	\$ 803,568	\$ 715,810	\$ 695,873	\$ 857,154	\$ 797,579	\$ 793,224	\$ 774,957	\$ 772,969	\$ 782,599	\$ 834,003	\$ 828,491	\$ 603,912	\$ -	\$ -
		\$ 19,755,034	\$ 4,375,008	\$ 4,703,568	\$ 2,965,810	\$ 4,475,873	\$ 3,905,353	\$ 5,251,856	\$ 5,426,790	\$ 5,081,363	\$ 5,466,973	\$ 5,668,223	\$ 6,241,228	\$ 5,348,124	\$ 603,912	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOY \$'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	
35	Street Repair and Cleaning Equipment	\$ 365,231	\$ 1,423,904	\$ 1,085,682	\$ 890,177	\$ 926,136	\$ 960,629	\$ 1,564,206	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 365,231	\$ 1,423,904	\$ 1,085,682	\$ 890,177	\$ 926,136	\$ 960,629	\$ 1,564,206	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -	
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 950,000	\$ 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	\$ 1,348,359	\$ 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	\$ 1,348,359	\$ 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	\$ -	
TOTAL STREETS AND TRAFFIC SAFETY		\$ 70,378,632	\$ 30,347,246	\$ 31,237,385	\$ 30,959,309	\$ 28,480,223	\$ 19,001,709	\$ 25,722,475	\$ 18,765,530	\$ 18,873,718	\$ 18,763,071	\$ 18,722,322	\$ 19,927,841	\$ 19,446,424	\$ 15,302,488	\$ 12,475,318	\$ -	
		\$ 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	\$ -	
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																		
43	Transportation Demand Management / Parking Management	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ 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	\$ -	\$ -	
		\$ 1,780,913	\$ 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	\$ -	\$ -	
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 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	\$ 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	\$ -		
		\$ 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	\$ -		
TOTAL STRATEGIC PLAN		\$ 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	