



RESOLUTION ADOPTING THE 2014 PROP K STRATEGIC PLAN

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

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

WHEREAS, The Expenditure Plan also requires development of a Strategic Plan to guide the implementation of the program, and for each of the 21 programmatic categories, development of a 5-Year Prioritization Program (5YPP) as a prerequisite for allocation of funds; and

WHEREAS, The Prop K Strategic Plan is the financial tool that guides the timing of allocation of Prop K revenues and it sets policy, provides guidance for the administration of the program, guides strategy for debt issuance to optimize leveraging of state and federal funds, and gives project sponsors a sense of certainty about when they can expect Prop K revenues to be available to their projects; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5YPPs in 2005 and the first update of these documents in 2009; and

WHEREAS, In July 2013 the Transportation Authority Board adopted the 2013 Prop K Strategic Plan Baseline, which served as an interim step towards a full update in 2014, pending completion of the 2014 Prop K 5YPPs, which cover Fiscal Years 2014/15 through 2018/19; and

The 2013 Strategic Plan Baseline incorporated actual revenues and expenditures; updated revenue projections and other Strategic Plan model assumptions such as interest costs related to debt issuance; and in consultation with project sponsors, revised expected project cash flows



(reimbursement schedules) for existing allocations with large remaining unexpended balances; and incorporated programming and cash flow changes for the major capital projects and the paratransit category; and

WHEREAS, The 2014 Strategic Plan tiers off of the 2013 Baseline, incorporating programming and cash flow information for the programmatic categories based on the 2014 5YPPs, all but one of which were adopted in summer 2014; and

WHEREAS, The 2014 Strategic Plan update, like its predecessor, was developed through an iterative process involving several cycles of consultation with project sponsors, followed by testing of project funding scenarios using a complex and multi-layered computerized financial analysis model developed by Transportation Authority staff, with the assistance of the Transportation Authority's on-call engineering consultant and the Transportation Authority's financial advisors; and

WHEREAS, The Prop K Strategic Plan will be updated at least quadrennially in coordination with updates of the Regional Transportation Plan and may, between those updates, be amended as needed, as determined and recommended by the Executive Director; and

WHEREAS, The Citizens Advisory Committee was briefed on the Draft 2014 Prop K Strategic Plan at a meeting on September 3, 2014, and unanimously passed a motion of support to adopt the 2014 Prop K Strategic Plan; and

WHEREAS, At its September 16, 2014 meeting, the Plans and Programs Committee reviewed the Draft 2014 Prop K Strategic Plan, and unanimously recommended its adoption; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2014 Prop K Strategic Plan.

Enclosure:

- A. Draft 2014 Prop K Strategic Plan Policies
- B. Draft 2014 Prop K Strategic Plan Appendices



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of September, 2014, by the following votes:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee (9)

Nays: (0)

Absent: Commissioners Campos and Farrell (2)

John Avalos 9-24-14

John Avalos
Chair

Date

ATTEST:

Tilly Chang 9/24/14
Tilly Chang
Executive Director

Date

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop K. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall debt management structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. Many of the policies were carried over from the Prop B Strategic Plan, but the transition to a new Strategic Plan in 2005 provided the opportunity to update and improve upon prior policies, in addition to requiring the development of new policies to meet the new requirements and challenges of a new Expenditure Plan, which is not deliverable under the old pay-as-you-go approach. As part of this second update, we have continued to refine the policies with the benefit of the lessons learned during the last ten years.

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

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

The full set of detailed policies and procedures guiding the Transportation Authority and project sponsors are as follows:

4.1 | OPTIMIZING THE LEVERAGING OF SALES TAX FUNDS

4.1.1 | NO SUBSTITUTION

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

4.1.2 | CERTIFICATION OF COMMITTED FUNDS

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

4.1.3 | REQUIRED MATCH CONSIDERATION

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

4.1.4 | PRIORITY FOR PROJECTS LEVERAGING FUNDS WITH TIMELY USE OF FUNDS REQUIREMENTS

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

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4.1.5 | RTP CONSISTENCY

Projects shall be consistent with the RTP.

4.2 | SUPPORT TIMELY AND COST-EFFECTIVE PROJECT DELIVERY

4.2.1 | 5YPP APPROVAL

Prior to allocation of any Prop K funds, the lead agency will submit a 5YPP which includes clearly defined budgets, scopes and schedules for individual projects within the program, or a 5-year project delivery plan (for capital projects) which includes a clearly defined budget, scope and schedule consistent with the Strategic Plan for use of Prop K funds, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the program of projects or plans, contingent on consistency with the Strategic Plan.

4.2.2 | ALLOCATION BY PHASE

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

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

4.2.3 | OPERATIONS AND MAINTENANCE

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

4.2.4 | PREREQUISITE MILESTONES FOR ALLOCATION

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

- Prop K allocations for right-of-way and construction will be contingent on a completed environmental document. Consideration will be given to right-of-way acquisition prior to environmental document completion to respond to owner hardship, or to avoid significant cost increases due to impending development of the site. Allocations in these situations may be granted if the risk associated with the exception can be mitigated to an acceptable level and the exception is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.

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- Prop K funds will be allocated for right of way capital and support only if the project has identified and committed construction capital funds. The Transportation Authority will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.

4.2.5 | PROJECT READINESS

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

4.2.6 | PROJECT READINESS

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

4.2.7 | ALLOCATION REQUEST PACKAGE

Allocations of Prop K funds will be based on an application package prepared and submitted by the lead agency for the program or project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of this policy have been satisfied. The allocation request procedures are located on the Transportation Authority's website at www.sfcta.org under *Funding Opportunities*.

4.2.8 | RETROACTIVE REIMBURSEMENTS NOT ALLOWED

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

4.2.9 | INDIRECT EXPENSES NOT ALLOWED

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

4.2.10 | CONTRACT AWARD AND ENCUMBRANCE

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

4.2.11 | REMAINING BALANCE REQUIRED TO SAME PROJECT FOR FUTURE PHASES

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

4.2.12 | REMAINING BALANCE RETURNED TO SAME CATEGORY

Upon completion of the project, including any expected work product shown in Table F-1, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming to another project within the same Expenditure Plan line item.

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4.2.13 | COMMUNICATION

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

4.3 | MAXIMIZE THE COST-EFFECTIVENESS OF FINANCING

4.3.1 | CASH FLOW DISTRIBUTION SCHEDULES

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

4.3.2 | TIMELY-USE-OF-FUNDS REQUIREMENTS

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

4.3.3 | PROPORTIONAL SPENDING

Other fund sources committed to the project or program will be used in conjunction with Prop K funds. To the maximum extent practicable, other fund sources will be spent down prior to Prop K funds. Otherwise, Prop K funds will be spent down at a rate relatively proportional to the Prop K share of the total funds programmed to that project phase or program.

4.3.4 | PRIORITY 1 VS. PRIORITY 2 FUNDING LEVELS

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

4.3.5 | PRO-RATA (1/30TH) SHARE

The baseline of funding that any program or project can expect from Prop K cannot exceed the pro-rata share of that project or program's amount relative to the total amount of Prop K revenue in any given year. If the project sponsor wants more funding earlier than the corresponding pro-rata share, then debt financing

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must be agreed to by the Transportation Authority, and the costs of debt financing for that project or program must be borne by that particular project or program.

4.3.6 | ADVANCING FUNDS

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

4.3.7 | FINANCING ASSIGNED BY CATEGORY

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

4.4 PREQUISITE MILESTONES FOR ALLOCATION

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

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Table F-1. Prerequisite Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Planning/Conceptual Engineering	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan
Environmental Studies (PA&ED)	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan
Design Engineering (PS&E)	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan• Approved environmental document• Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Right of Way Support/Acquisition	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan• Approved environmental document• Capital construction phase committed in programming document
Construction	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan• Approved environmental document• Right of way certification• 100% PS&E• All applicable permits
Procurement (e.g. rolling stock)	<ul style="list-style-type: none">• 5YPP or 5-year project delivery plan• Approved environmental document• Right of Way Certification (if appropriate)• 100% PS&E
Incremental Operating and Maintenance	<ul style="list-style-type: none">• 5-year project delivery plan• Documentation confirming costs are for new transportation services or an eligible grandfathered project per Expenditure Plan• Proof that all other fund sources are identified and committed for operating the facility or service
Operations (e.g. paratransit operating support)	<ul style="list-style-type: none">• 5-year project delivery plan• Proof that all other fund sources are identified and committed for operating the facility or service

4.5 EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE

The phase for which Prop K funds are allocated shall be reasonably expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table F-2 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table F-1 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table F-2 for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost effective approach to delivering the project or program as required in the Expenditure Plan.

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Table F-2. Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable¹
Planning/Conceptual Engineering	Planning document approved by sponsoring agency
Environmental Studies (PA&ED)	Final approved environmental decision/project approval documentation
Design Engineering (PS&E)	Final design package including contract documents
Right of Way Support/Acquisition	Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction	Constructed improvement or minimum operating segment
Procurement (e.g. rolling stock)	Equipment in service
Incremental Operating and Maintenance	Continual regular service or operation
Operations (e.g. paratransit operating support)	Continual regular service or operation

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

Item 11 Enclosure B
Transportation Authority Board
September 23, 2014

Draft 2014 Prop K Strategic Plan Appendices

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¹ Appendix C, which summarizes programming detailed in other appendices, will be finalized with publication of the Strategic Plan.



2014 PROP K STRATEGIC PLAN
Appendix A. San Francisco Expenditure Plan Summary

SF Proposition K Expenditure Plan Summary

2003 \$Millions	Total Prop K ¹	Percentage of Prop K Funding ²	Other Expected Funds	Total Expected Funding ²
A. TRANSIT	1,781.1	65.5%	8,163.2	9,944.3
i. Major Capital Projects	689.6		3,059.1	3,748.7
a. MUNI	361.0		1,041.0	1,402.0
Bus Rapid Transit/MUNI Metro Network	110.0		490.0	600.0
3rd Street Light Rail (Phase 1)	70.0		30.0	100.0
Central Subway (3rd St. LRT Phase 2)	126.0		521.0	647.0
Geary LRT	55.0		0.0	55.0
b. Caltrain	313.1		1,827.9	2,141.0
Downtown Extension to a Rebuilt Transbay Terminal	270.0		1,615.0	1,885.0
Electrification	20.5		162.0	182.5
Capital Improvement Program	22.6		50.9	73.5
c. BART Station Access, Safety and Capacity	10.5		89.5	100.0
d. Ferry	5.0		100.7	105.7
ii. Transit Enhancements	52.5		148.2	200.7
iii. System Maintenance and Renovation	1,039.0		4,955.9	5,994.9
a Vehicles	575.0		2,911.0	3,486.0
b Facilities	115.7		830.0	945.7
c Guideways	348.3		1,214.9	1,563.2
B. PARATRANSIT⁴	291.0	8.6%	105.3	396.3
C. STREETS AND TRAFFIC SAFETY	714.7	24.6%	1,318.3	2,033.0
i Major Capital Projects	117.5		422.2	539.7
a. Golden Gate Bridge South Access (Doyle Drive)	90.0		330.0	420.0
b. New and Upgraded Streets	27.5		92.2	119.7
ii. System Operations, Efficiency and Safety	60.6		94.9	155.5
a. New Signals and Signs	41.0		14.5	55.5
b. Advanced Technology and Information Systems (SFgo)	19.6		80.4	100.0
iii. System Maintenance and Renovation	281.6		605.9	887.5
a. Signals and Signs	99.8		70.7	170.5
b. Street Resurfacing, Rehabilitation, and Maintenance	162.7		517.5	680.2
c Pedestrian and Bicycle Facility Maintenance	19.1		17.7	36.8
iv. Bicycle and Pedestrian Improvements	255.0		195.3	450.3
a. Traffic Calming	70.0		72.0	142.0
b. Bicycle Circulation/Safety	56.0		21.6	77.6
c. Pedestrian Circulation/Safety	52.0		17.7	69.7
d. Curb Ramps	36.0		30.0	66.0
e. Tree Planting and Maintenance	41.0		54.0	95.0
D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES	33.2	1.3%	29.3	62.5
i. Transportation Demand Management/Parking Management	13.2		15.7	28.9
ii. Transportation/Land Use Coordination	20.0		13.6	33.6
TOTAL	2,820		100%	9,616.1
	Total Prop K Priority 1 (conservative forecast)	2,350		
	Total Prop K Priority 1 + 2 (medium forecast; most likely to materialize)	2,626		
	Total Prop K Priority 1+2+3 (optimistic forecast) ⁵	2,820		

NOTES

¹ The "Total Prop K" column fulfills the requirements in Section 131051(d) of the Public Utilities Code.

² Percentages are based Prop K Priority 1 and 2 forecasts of \$2.626 billion.

³ Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state and local sources, plus \$2.82B reauthorized sales tax revenues, \$230M from a BART General Obligation Bond, and approximately \$199M from the proposed 3rd dollar toll on the Bay Area state-owned toll bridges. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

⁴ With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Of all the funding sources that make up the \$12.4B in expected funding, paratransit operating support is only eligible for Prop K and up to 10% of MUNI's annual share of Federal Section 5307 funds (currently about \$3.5 M annually). Therefore, total expected funding for Paratransit only reflects Prop K and Section 5307. The remaining paratransit operating costs for the next 30-years will be funded using other sources of operating funds, such as those currently included in MUNI's \$460M annual operating budget.

⁵ Priority 3 projects will only be funded if the revenues materialize under the optimistic scenario for sales tax revenues. They are also included in case Priority 1 or 2 projects realize cost savings, identify other unanticipated sources of funding, experience delays or are canceled.



2014 PROP K STRATEGIC PLAN
Appendix A. San Francisco Expenditure Plan Summary

Proposition K Transportation Sales Tax Reauthorization and Expenditure Plan

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
 San Francisco, CA 94103
 TEL 415.522.4800
 FAX 415.522.4829
 EMAIL info@sfcta.org
 WEB www.sfcta.org

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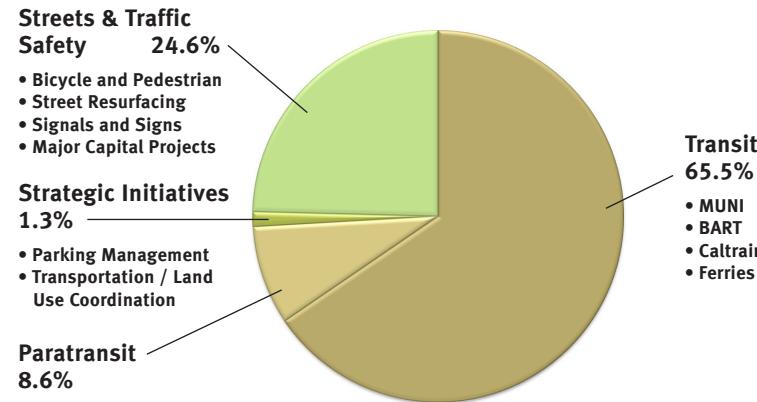
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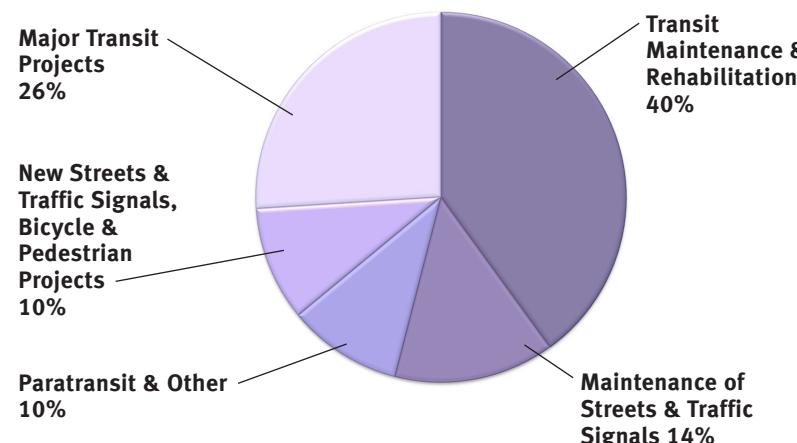
Cynthia Fong
 DEPUTY DIRECTOR FOR FINANCE &
 ADMINISTRATION

Lee Saage
 DEPUTY DIRECTOR FOR CAPITAL PROJECTS

EXPENDITURES BY CATEGORY



EXPENDITURES BY TYPE



Inside the Plan

MAJOR CAPITAL PROJECTS

- Create a citywide network of fast, reliable bus and rail transit
- Build the Central Subway from SOMA to Chinatown
- Extend Caltrain downtown to a rebuilt Transbay Terminal (Transbay Transit Center)
- Electrify the Caltrain line to downtown San Francisco
- Rebuild the South Access to the Golden Gate Bridge (Presidio Parkway)

PROJECTS AND PROGRAMS

- Transit: investments to improve and expand transit service, replace transit vehicles, and maintain transit infrastructure and facilities.
- Paratransit: support for door-to-door van and taxi services for seniors and people with disabilities who are unable to use fixed route transit.
- Streets and Traffic Safety: street resurfacing and repair; traffic signs and signals; pedestrian and bicycle safety projects; traffic calming; and tree planting and maintenance.
- Transportation System Management/Strategic Initiatives: support for neighborhood planning and parking studies and funds to increase land use/ transportation coordination.

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DRAFT 2014 Prop K Strategic Plan
Appendix B. Expenditure Plan (EP) Line Items

EP No.	Eligible Project Sponsors ¹ (First agency is 5YPP lead ²)	Project Name	Programmatic Category [5YPP Required]
1	SFMTA, DPW, Planning, SFCTA	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	Yes
2	SFMTA	3rd Street Light Rail (LRT)(Phase 1)	
3	SFMTA	Central Subway (3rd St. LRT Phase 2)	
4	SFMTA	Geary Light Rail	
5	TJPA	Downtown Extension to a Rebuilt Transbay Terminal	
6	PCJPB	Electrification	
7	PCJPB	Caltrain Capital Improvement Program	Yes
8	BART, DPW, SFMTA	BART Station Access, Safety and Capacity	Yes
9	PORT, GGBHTD	Ferry	Yes
10	SFMTA, BART, DPW, PCJPB	Extension of Trolleybus Lines/Motor Coach Conversion	Yes [Transit Enhancements]
11		F-Line Extension to Fort Mason	
12		Purchase/Rehabilitation Historic Street Cars	
13		Balboa Park BART/MTA-MUNI Station Access	
14		Relocation of Paul Street Caltrain Station to Oakdale	
15		Purchase Additional Light Rail Vehicles	
16		Other Transit Enhancements	
17	SFMTA, BART, PCJPB	New and Renovated Vehicles	Yes
18	SFMTA	Trolleybus Wheelchair-lift Operations & Maintenance	
19	SFMTA	F-Line Operations & Maintenance	
20	SFMTA, BART, PCJPB	Rehabilitate/Upgrade Existing Facilities	Yes
21	SFMTA	MTA-MUNI Metro Extension (MMX) Operations &	
22	SFMTA, BART, PCJPB	Guideways	Yes
23	SFMTA	Paratransit	
24	Caltrans, SFCTA	Golden Gate Bridge South Access (Doyle Drive)	
25	DPW	Bernal Heights Street System Upgrading	
26	SFCTA, Caltrans, DPW, PCJPB, PORT, SFMTA	Great Highway Erosion Repair	Yes [New and Upgraded Streets]
27		Visitacion Valley Watershed	
28		Illinois Street Bridge	
29		Golden Gate Park/SR1 Traffic Study	
30		Other Upgrades to Major Arterials	
31	SFMTA	New Signals and Signs	Yes
32	SFMTA	Advanced Technology and Information Systems (SFgo)	Yes
33	SFMTA	Signals and Signs	Yes
34	DPW	Street Resurfacing, Rehabilitation, and Maintenance	Yes
35		Street Repair and Cleaning Equipment	
37	DPW, SFMTA	Pedestrian and Bicycle Facility Maintenance	Yes
38	SFMTA, DPW	Traffic Calming	Yes
39	SFMTA, BART, DPW, PCJPB	Bicycle Circulation/Safety	Yes
40	SFMTA, BART, DPW, PCJPB	Pedestrian Circulation/Safety	Yes
41	DPW, SFMTA	Curb Ramps	Yes
42	DPW	Tree Planting and Maintenance	Yes
43	SFCTA, DAS, Planning, SFE, SFMTA	Transportation Demand Management/Parking Management	Yes
44	SFCTA, BART, DPW, PCJPB, Planning, SFMTA	Transportation/Land Use Coordination	Yes

¹ Sponsor acronyms include BART (Bay Area Rapid Transit District), Caltrans (California Department of Transportation), DAS (Department of Administrative Services), DPW (Department of Public Works), GGBHTD (Golden Gate Bridge, Highway & Transportation District), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), Planning (Planning Department), SFCTA (San Francisco County Transportation Authority), SFE (San Francisco Department of the Environment), SFMTA (San Francisco Municipal Transportation Agency), and TJPA (Transbay Joint Powers Authority).

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholder. It does not confer veto power.

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Appendix D. Prop K Major Capital Projects – Summary Update

Central Subway

Scope

The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway is the second phase of the Third Street Light Rail line, which opened in 2007. It is a 1.75-mile extension of the existing Third Street Light Rail line from its current terminus at 4th and King Streets to a surface station south of Bryant Street and underground at a portal under I-80. From there it will continue north to stations at Yerba Buena/Moscone Center, Union Square, where it will provide passenger connections to the Powell Street Station and BART, and at Chinatown, where the line will terminate. The Central Subway is expected to carry nearly 73,000 passengers a day, making it the second most utilized rail project in the Federal New Starts Program.

Status

On March 30, 2010 the Transportation Authority Board adopted a Baseline Budget, Schedule, and Funding Plan for the project, consistent with the requirements in the Prop K Expenditure Plan and intended to further demonstrate local commitment to the project as it continued to seek Federal New Starts and other funds to fully fund the project. On October 11, 2012, the SFMTA received the Central Subway project's Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA), the most significant funding-related milestone in the New Starts process. The FFGA represents the FTA's official commitment of \$942.2 million in federal New Starts funds to the project and allowed the project to move forward into the main construction phase. Revenue service is scheduled for December 2018.

The total project budget is \$1.58 billion, and the SFMTA has identified full funding from a combination of local, state, and federal sources. We have been working with SFMTA over the past few years and we will continue working together to ensure that bridge funding is available to the project, given that most of the remaining \$75.5 million in San Francisco Regional Improvement Program (RIP) funds committed by the Transportation Authority to the project¹ are not likely to be available when needed to meet the project's cash flow needs.

The Prop K Expenditure Plan makes \$126 million available for this project line. This project is grandfathered from Prop B (the predecessor to Prop K) and is therefore not subject to finance costs, which are instead carried by the Prop K program as a whole. The 2014 Strategic Plan includes updated actual and projected cash flow needs for the project, which have been slower than anticipated in the 2009 Strategic Plan. This was partially due to delays in the project schedule and partially due to the ability of the SFMTA to drawdown other funds available to the project first, which is beneficial to the Prop K program, as a whole. The Transportation Authority Board has fully allocated the Prop K funds programmed to the project.

Final Design was completed in October 2012. Construction for the project is being executed in four construction packages. Two of the contracts have been completed: Utility Relocation 1, and Utility Relocation 2. Work is underway on the two remaining contracts: Tunnels, and Stations and Systems. The Tunnels contract was awarded in June 2011, to the Joint Venture of Barnard/Impregilo/Healy. The \$233 million contract consists of 1.5 miles of twin-bore tunnels underneath Fourth Street and Stockton Street, from I-80 to North Beach. Its major components include tunnel boring machine (TBM) procurement, construction of the TBM launch box and cross passages, construction of extraction shaft and portal, and headwalls for the Union Square and Moscone stations, among other

¹ See Table D-1 at the end of Appendix D for detail on the Transportation Authority's remaining RIP commitments.

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Central Subway

elements. On June 2, 2014 the first TBM, Mom Chung, completed the drive of the southbound tunnel and holed through at the extraction pit at the site of the old Pagoda Theater in North Beach. The second TBM, Big Alma, holed through on June 11. In parallel, the contractor continues working on excavating the five cross passages. Substantial completion of this contract is anticipated by May 2015.

On May 21, 2013, the SFMTA Board authorized award of the \$840 million Stations and Systems contract to Tutor Perini Corporation. This is the largest single contract ever awarded by the SFMTA. Its major components include: construction of the three underground stations, one surface station, and track and systems for the whole alignment. Since notice to proceed, Tutor Perini has been working on the slurry walls for the Chinatown Station headhouse and the Yerba Buena/Moscone station. At the Union Square station, work is proceeding on the installation of secant piles in preparation for excavation activities. Substantial completion is scheduled for February 2018.

The arts program for the project is underway under the direction of the San Francisco Arts Commission. With participation of the Transportation Authority, SFMTA, and arts professionals, the artists have been selected for the multiple opportunities at each of the four stations. The artists are now developing their proposals into actual construction drawings and mock-ups. The budget for the arts program has been set at \$14.5 million.

Schedule

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2003/04	3	2009/10
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	3	2009/10	4	2011/12
R/W Activities/Acquisition				
Advertise Construction	2	2009/10	N/A	N/A
Start Construction (e.g., Award Contract)	3	2009/10	N/A	N/A
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	2	2018/19

Cost

Planning/Conceptual Engineering	\$45,453,112
Design Engineering (PS&E)	\$113,681,636
Right of Way	\$34,777,414
Construction	\$1,384,387,838
TOTAL	\$1,578,300,000

Funding (see next page)

Central Subway Full Funding Plan
Updated: August 2014

Source ²	Type	Status	Project Phases ¹				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
5309 New Starts ³	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$235,180,078	\$319,181,484	\$942,200,000
		Programmed	\$0	\$0	\$0	\$623,018,516	\$623,018,516	
		Planned	\$0	\$0	\$0		\$0	
CMAQ ^{4,5}	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	\$41,025,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	\$61,308,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop 1B- MTC ⁶	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$43,610,057	\$68,235,059	\$87,895,815
		Programmed	\$0	\$0	\$0	\$19,660,756	\$19,660,756	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop 1B-SFMTA ⁶	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$132,280,028	\$157,676,536	\$219,896,185
		Programmed	\$0	\$0	\$0	\$62,219,649	\$62,219,649	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF ^{4,7}	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$88,000,000
		Programmed	\$0	\$0	\$0	\$12,498,000	\$12,498,000	
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000	
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	\$14,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K ⁴	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$123,975,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
	Totals	Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$591,488,917	\$785,401,079	\$1,578,300,000
		Programmed	\$0	\$0	\$0	\$717,396,921	\$717,396,921	
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000	
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$1,578,300,000	

Central Subway Full Funding Plan

Updated: August 2014

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, and TCRP - Traffic Congestion Relief Program.

³The Full Funding Grant Agreement was executed on October 11, 2012 and is the FTA's official commitment of the \$942.2 million in federal New Starts funds to the project and is a necessary milestone that allows the project to move forward into the major construction phase.

⁴ In January 2008, the Transportation Authority working with MTC and SFMTA brokered a fund swap of \$4 million in FY 2008/09 RIP funds programmed to Central Subway for an equivalent amount of CMAQ funds for the subject project. The swap gave SFMTA quicker access to the funds than would have been possible with the delay in available RIP funds. The \$4 million in CMAQ funds count toward the Transportation Authority's RIP commitment to the project. The RIP funds helped MTC address eligibility issues for a regional project. In November 2008, the Transportation Authority approved a swap that traded \$2,025,000 in FY 2008/09 Prop K funds for an equivalent amount of CMAQ funds to help SFMTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program (RBPP) projects (Res. 09-25), without any negative impacts to the Central Subway Program.

⁵ In September 2010, SFMTA brokered a fund swap of \$17.5 million in CMAQ funds from AC Transit for an equivalent amount of Section 5307 federal transit funds. SFMTA then released an equivalent amount of Prop 1B funds from the Central Subway project to transit rehabilitation projects that were previously funded with the swapped Section 5307 funds and used the CMAQ funds for the Central Subway project. In February 2011, SFMTA brokered a similar \$17.5 million CMAQ/Prop 1B fund swap with AC Transit.

⁶ Both SFMTA and MTC have committed to dedicating these Prop 1B funds to the project. However, availability of Prop 1B funds is subject to the state's ability to sell bonds and therefore SFMTA will need to build some flexibility into the project's funding plan to account for possible delays. At its January 18, 2011 meeting, the SFMTA Board committed to programming a total of \$325.5 million of its Prop 1B funds to the project. That amount was reduced by \$17.5 million to reflect the February 2011 CMAQ/Prop 1B swap referenced in footnote #5.

⁷ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The RIP commitment to Presidio Parkway was completed with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for RIP funds. The Transportation Authority and SFMTA are working together to ensure that bridge funding is available to the project, given that only \$12.5 million (through the 2014 STIP) of the \$88 million in RIP funds are likely to be available in time to meet the project's cash flow needs. SFMTA is considering using SFMTA Revenue Bond funds or enacting a funds swap with other agencies in the region or state to fill the gap.

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Appendix D. Prop K Major Capital Projects – Summary Update

Doyle Drive Replacement (Re-envisioned as Presidio Parkway)

Scope

Construction of the Presidio Parkway—the replacement for the aging and outdated Doyle Drive—began in December 2009. The transformation of this gateway to San Francisco is unfolding before our eyes. The thousands of drivers who travel between the Golden Gate Bridge and San Francisco every day are witnessing the dramatic progress being made on the new bridge and tunnel, which are signature design elements of the new roadway.

Originally built in 1936, Doyle Drive was structurally and seismically deficient and required replacement. This critical regional link was re-envisioned as a parkway with separate roadways for opposing lanes of traffic, two sets of short tunnels, shoulders for refuge and a wide, landscaped median. Upon completion of construction and final landscaping in 2015, San Francisco will have experienced the most dramatic improvement of its waterfront since the restoration of Crissy Field and the removal of the Embarcadero freeway. The Presidio Parkway project is jointly led by the Authority and the California Department of Transportation (Caltrans).

Status

Construction of the parkway has been divided into two phases, allowing seismic safety to be achieved sooner by switching traffic from the old Doyle Drive onto the completed Phase I structures. Phase I included a replacement bridge on Highway 1 north of the MacArthur Tunnel and the new southbound Presidio Viaduct, constructed by contractor C.C. Myers. Phase I also included the first of four short tunnels and a temporary bypass constructed by contractor R&L Brosamer. This phase was being delivered using traditional design-bid-build contracting.

Upon completion of Phase I in April 2012, seismic safety was achieved following a 57-hour weekend closure of Doyle Drive, during which traffic was shifted off the existing roadway and onto the completed permanent southbound structures and a temporary bypass road.

With traffic off the existing roadway, Phase II construction began in 2012 to complete the remaining elements of the Presidio Parkway, including the Northbound Presidio Viaduct and Battery Tunnel, the Main Post Tunnels and the new Girard Road Interchange with a direct connection to the Presidio. Phase II is being delivered through a public-private partnership (P3). This is the first project in California to operate under this financial model based upon statutory authority created in 2009. The P3 method of delivery will reduce costs, free up state funding for other uses, transfer cost-overrun risks to the private developer, and ensure a high maintenance standard during the 30 year contract.

The selected P3 bidder, Golden Link Concessionaire (GLC), is designing, building and financing the project and will then operate and maintain the facilities completed in Phase I and Phase II over a 30-year concession period. Phase II construction will continue through 2015.

All sources in the funding plan have been secured. The funding plan is set up to accommodate a \$276.4 million milestone payment to GLC as well as \$716.5 million for availability payments to GLC beginning once Substantial Completion is achieved (i.e., when the entire facility is open and traffic is flowing). Availability payments include operating and

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Appendix D. Prop K Major Capital Projects – Summary Update

Doyle Drive Replacement (Re-envisioned as Presidio Parkway)

maintenance costs. The funding plan reflects the actual availability payment schedule as negotiated in the 2012 P3 Agreement.

Schedule

Phase I

- Planning/Conceptual Engineering
- Environmental Studies (PAED)
- Design Engineering (PS&E)
- R/W Activities/Acquisition
- Advertise Construction
- Start Construction (e.g., Award Contract)
- Start Procurement (e.g. rolling stock)
- Project Completion (i.e., Open for Use)

Start Date		End Date	
Quarter	Fiscal Year	Quarter	Fiscal Year
2	2000/01	2	2008/09
3	2007/08	2	2010/11
2	2008/09	1	2010/11
4	2008/09	N/A	N/A
1	2009/10	N/A	N/A
N/A	N/A	4	2012/13
1	2009/10	4	2009/10
4	2009/10	3	2010/11
3	2012/13	4	2015/16
1	2009/10	3	2015/16
4	2015/16	2	2045/46

Phase II

- Planning
- Procurement
- Design and Construction
- R/W Activities/Acquisition
- Operations and Maintenance

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Appendix D. Prop K Major Capital Projects – Summary Update

Doyle Drive Replacement (Re-envisioned as Presidio Parkway)

Capital Cost¹

Phase I	
Environmental Studies (PAED)	\$27,800,000
Design Engineering (PS&E)	\$51,900,000
Right of Way	\$83,800,000
Construction	\$332,800,000
Phase I Subtotal	\$496,200,000
 Phase II	
P3 Support	\$37,500,000
Milestone Payment	\$276,400,000
Risk Reserve	\$46,500,000
Phase II Subtotal	\$360,400,000
TOTAL CAPITAL COST	\$856,700,000

¹Does not include 30-years of availability payments which includes operations and maintenance costs, which are part of the P3 agreement.

Funding (see next page)

Source ³	Type	Status	Project Phases ^{1,2}				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
HPP	Federal	Allocated	\$5,700,000	\$4,275,000	\$2,622,000	\$0	\$12,597,000	\$12,597,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
PLH	Federal	Allocated	\$7,200,000	\$1,904,000	\$3,961,000	\$3,704,000	\$16,769,000	\$16,769,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
STP/CMAQ ⁴	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$34,000,000
		Programmed	\$0	\$0	\$0	\$34,000,000	\$34,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
TIGER	Federal	Allocated	\$0	\$0	\$0	\$46,000,000	\$46,000,000	\$46,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
UPP	Federal	Allocated	\$0	\$20,000,000	\$27,300,000	\$0	\$47,300,000	\$47,300,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
ARRA-SHOOPP	State	Allocated	\$0	\$0	\$0	\$86,681,000	\$86,681,000	\$86,681,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Marin	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$4,000,000
		Programmed	\$0	\$0	\$0	\$4,000,000	\$4,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF	State	Allocated	\$0	\$6,374,000	\$10,492,000	\$67,235,000	\$84,101,000	\$84,101,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Sonoma	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$1,000,000
		Programmed	\$0	\$0	\$0	\$1,000,000	\$1,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHA ⁵	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$735,700,000
		Programmed	\$0	\$0	\$0	\$735,700,000	\$735,700,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHOPP	State	Allocated	\$0	\$20,240,000	\$33,400,000	\$215,650,000	\$269,290,000	\$269,290,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SLPP	State	Allocated	\$0	\$0	\$0	\$19,366,000	\$19,366,000	\$19,366,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
TCRP	State	Allocated	\$9,000,000	\$4,700,000	\$0	\$1,300,000	\$15,000,000	\$15,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
BATA	Local	Allocated	\$0	\$0	\$0	\$80,000,000	\$80,000,000	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
GGHTBD	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$75,000,000
		Programmed	\$0	\$0	\$0	\$75,000,000	\$75,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$5,873,000	\$3,004,000	\$6,000,000	\$32,567,000	\$47,444,000	\$65,561,000
		Programmed	\$0	\$0	\$0	\$18,117,000	\$18,117,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
	Totals	Allocated	\$27,773,000	\$60,497,000	\$83,775,000	\$552,503,000	\$724,548,000	\$1,592,365,000
		Programmed	\$0	\$0	\$0	\$867,817,000	\$867,817,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
			\$27,773,000	\$60,497,000	\$83,775,000	\$1,420,320,000	\$1,592,365,000	

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

² Construction of the parkway has been divided into two phases. The first phase is being delivered using a traditional design-bid-build contracting. The second phase is being delivered as a public-private partnership (P3).

³ Acronyms used for funding sources include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, CMAQ - Congestion Mitigation and Air Quality, GGBHTD - Golden Gate Bridge, Highway, and Transit District, HPP - High Priority Project, PLH - Public Land Highway, RIP - Regional Transportation Improvement Program, SHOPP - State Highway Operation and Protection Program, SHA - State Highway Account, SLPP - State and Local Partnership Program, STP - Surface Transportation Program, TCRP - Traffic Congestion Relief Program, TIGER - Transportation Investment Generating Economic Recovery, and UPP - Urban Partnership Program.

⁴ In order to meet the cash needs for the project, the Metropolitan Transportation Commission has advanced \$34 million in STP/CMAQ funds to be repaid with San Francisco's future local-share RIP funds. Repayment of this advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) is the second priority for SF's RIP funds after fulfilling the Central Subway's remaining RIP commitment of \$75.5 million.

⁵ Senate Bill 870 (2010) provided a continuous appropriation of funds for Presidio Parkway availability payments. Availability payments include operations and maintenance costs for the new facility for a 30-year period.

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Caltrain Electrification

Scope

The Peninsula Corridor Joint Powers Board's (PCJPB or Caltrain's) Electrification project will replace Caltrain's existing diesel service with a fully electrified service from the 4th and King station in San Francisco to the Tamien station in San Jose. This is one of the main components of the Caltrain Modernization program (CalMod). The CalMod provides the commuter rail system with the strategic vision to improve system performance while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The electrification infrastructure project includes the installation of two substations for traction power, poles and an overhead contact system, signal and grade crossing circuitry changes, and the acquisition of electric rolling stock, known as electric multiple units (EMUs), to replace the majority of the current diesel trains. The project will extend for 52 miles from San Francisco to San Jose. It will result in faster and more frequent service, reduction of air pollutant emissions, and reduction of noise and vibration.

The vehicle replacement portion of this project will take place concurrently. The timing of this procurement is fortuitous because a majority of Caltrain's current fleet of passenger cars (118) and associated locomotives (29) is nearing the end of its useful life. The vehicle replacement project that is part of the CalMod Early Investment Program will procure 96 EMU's to replace 20 locomotives and 73 passenger cars on a seat-for-seat replacement basis at an estimated cost of \$440 million in year-of-expenditures dollars. The remaining locomotives and passenger cars will replaced as the vehicles reach the end of their useful life.

The construction of the electrification infrastructure, the focus of this major Prop K capital project, is projected to cost \$785 million in year-of-expenditures dollars. The current cost estimate was completed in 2009 and based on a project completion date in 2015. The cost and schedule are currently under review and are expected to be updated by the end of 2014.

Status

Caltrain has completed the preliminary engineering and the federal environmental phases of the Caltrain Electrification Project. The Environmental Assessment/Environmental Impact Report (EA/EIR) was submitted to the Federal Transit Administration (FTA) in March 2009 and the FTA issued a Finding of No Significant Impact on December 17, 2009. The project was subsequently put on hold due to lack of funding. In 2011, the Caltrain Electrification project received a Ruling of Particular Applicability from the Federal Railroad Administration to allow the use of non-compliant electric multiple unit (EMU) trains on railroads that also serve diesel trains.

In early 2012, the California High-Speed Rail Authority's (CHSRA) 2012 Business Plan embraced a blended operations approach for the system and, most importantly, identified Caltrain as a recipient of early funding available from the state Prop 1A high-speed rail bond funds. Under this structure, Caltrain and the CHSRA will share the infrastructure from San Francisco to San Jose, staying within the existing right-of-way. Electrification of the peninsula rail corridor is a necessary investment to support the blended Caltrain and high-speed rail system. In the short-term, electrification will bring more commuter service to our region in a quieter and greener way. For the long-term, electrification prepares the corridor to receive the high-speed rail system, which will provide a one-seat ride from downtown San Francisco to Los Angeles.

In 2012, the Transportation Authority entered into a memorandum of understanding (MOU) with the CHSRA, the Metropolitan Transportation Commission, the City and County of San Francisco, and five other stakeholders to establish a funding framework for a high-speed rail early investment strategy for a blended system in the Peninsula Corridor. The project's full funding plan is shown below. The MOU commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of \$60 million for the Early Investment Strategy for the Peninsula Corridor, comprised of the Caltrain Electrification and Advance Signal System projects, which has a total cost of \$1.456 billion. Caltrain is proceeding with the design and installation of the Advance Signal System, also known as the Communications-Based Overlay Signal System (CBOSS) or Positive Train Control

Caltrain Electrification

Project. CBOSS is a system that tracks train locations and prevents unsafe train movements through the use of equipment on-board the locomotives and in the field along the alignment. In October 2011, Caltrain awarded a design-build contract to Parsons Transportation Group for the design and implementation of the \$231 million CBOSS Project. Final switchover is anticipated in December 2015. In parallel, Caltrain is conducting the required California environmental review for Electrification, with a target completion date in the fall of 2014. Caltrain has also engaged with URS Corporation to provide Program Management services and has started the procurement process for the design-build Electrification contractor and the vehicle manufacturer. Caltrain expects to commence revenue service in 2019.

In the 2013 Strategic Plan Baseline, the maximum funds available to the Caltrain Electrification category, after accounting for that category's proportional share of finance costs, was \$16.86 million. This amount, combined with \$4 million in San Francisco Regional Improvement Program (RIP) funds previously programmed by the Transportation Authority to Electrification, totals \$20.86 million of San Francisco's \$60 million local share commitment. With the 2014 Prop K Strategic Plan, the reduction in financing costs program-wide has freed up enough capacity to allow the programming of an additional \$3.4 million to the Electrification category, which may offset the funding needed from the November 2014 General Obligation bond measure to fulfill San Francisco's \$60 million local share commitment to the project, or cover a project cost increase which is anticipated as a likely outcome of the pending review of the 2009 cost estimate.

The Transportation Authority has a remaining RIP commitment of \$20 million for Electrification, but due to the impact of the State budget and reduced federal revenues on the State Transportation Improvement Program, and other existing San Francisco RIP priorities, it is not likely that any of San Francisco's remaining RIP funds will be available when needed for CBOSS or Electrification.¹ In addition to providing funding, the Transportation Authority is participating in a steering committee, composed of the signatories of the funding MOU, that oversees the program's activities. The Transportation Authority also participates in the Peninsula Corridor Working Group and the Local Policy Management Group.

Schedule

As discussed above, Caltrain is proceeding with the implementation of the Blended System, which will take into account shared impacts and opportunities with CHSRA's improvements in the same corridor. Caltrain has already awarded a design-build contract for CBOSS and construction is underway. The schedule anticipates system installation from September 2013 to June 2015, testing/commissioning from September 2014 to October 2015, and system acceptance from October 2015 to May 2016.

The schedule for Electrification is not well-developed yet, given that the project is still undergoing environmental review. However, with the selection of URS as the Program Manager in early 2014, and the selection of design-build as the delivery method for Electrification, Caltrain has started the process of developing a detailed a schedule and updating the program's budget. PCJPB currently anticipates completing the project by 2019.

¹ See Table D-1 at the end of Appendix D for detail on the Transportation Authority's remaining RIP commitments.

Draft 2014 Strategic Plan
Appendix D. Prop K Major Capital Projects – Summary Update

Caltrain Electrification

Schedule

CBOSS Schedule:

- Environmental Studies (PA&ED)
- Preliminary Engineering *
- Advertise Construction*
- Start Construction (e.g., Award Contract)*
- Start Procurement (e.g. rolling stock)
- Project Completion (i.e., Open for Use)*

Start Date		End Date	
Quarter	Fiscal Year	Quarter	Fiscal Year
1	2009/10	1	2009/10
4	2009/10	1	2013/14
2	2011/12	N/A	N/A
4	2012/13	N/A	N/A
N/A	N/A	N/A	N/A
N/A	N/A	2	2015/16

* This is a design/build contract.

Electrification and EMUs Schedule:

- Planning/Conceptual Engineering
- Environmental Studies (PA&ED)
- Preliminary Engineering
- Updated Environmental and Design
- Advertise Construction
- Start Construction (e.g., Award Contract)
- Start Procurement (e.g. rolling stock)
- Project Completion (i.e., Open for Use)

Start Date		End Date	
Quarter	Fiscal Year	Quarter	Fiscal Year
4	2006/07	1	2009/10
3	2008/09	1	2009/10
3	2009/10	2	2010/11
1	2012/13	2	2014/15
1	2015/16	N/A	N/A
3	2015/16	N/A	N/A
2	2014/15	1	2019/20
N/A	N/A	1	2019/20

Cost

CBOSS Cost:

Preliminary Engineering/Environmental	\$34,720,000
Design Engineering (PS&E)	\$8,200,000
Construction	\$188,070,000
TOTAL	\$230,990,000

Electrification and EMUs Cost:

Electrification	\$785,000,000
EMUs	\$440,000,000
TOTAL	\$1,225,250,000

Caltrain Electrification

Funding Plan for High-Speed Rail Early Investment Strategy per the High Speed Rail Early Investment Strategy for a Blended System in the San Francisco to San Jose Segment Known as the Peninsula Corridor of the Statewide High-Speed Rail System MOU:

Program Costs (Year of Expenditure)	
Advance Signal System / Positive Train Control (PTC)	\$ 231,000,000
Electrification and Electric Multiple Units (EMUs)	\$ 1,225,000,000
Total	\$ 1,456,000,000

Program Funding	
Source	Amount
PCJPB Contributions	\$ 180,000,000
PCJPB Local - Currently Available	\$ 11,000,000
Caltrain Positive Train Control	\$ 4,000,000
Subtotal Local	\$ 195,000,000
Prop 1A Connectivity	\$ 106,000,000
Prop 1A High Speed Rail Authority	\$ 600,000,000
Prop 1B Caltrain	\$ 24,000,000
Subtotal State	\$ 730,000,000
Federal Railroad Admin. for Positive Train Control	\$ 17,000,000
Federal Transit Admin. Prior/Current Obligations	\$ 43,000,000
Federal Transit Admin. Future Obligations	\$ 440,000,000
Subtotal State	\$ 500,000,000
MTC Bridge Tolls	\$ 11,000,000
BAAQMD Carl Moyer	\$ 20,000,000
Subtotal Regional	\$ 31,000,000
Total	\$ 1,456,000,000

MOU Funding Plan Notes:

1. Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from Santa Clara Valley Transportation Authority (VTA) sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two PCJPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from the Bay Area Rapid Transit District (BART) (2nd priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLP).

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Caltrain Electrification

4. Federal Transit Administration (FTA) Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for electric multiple units (EMUs) in Fiscal Year 2012.
5. FTA Future Obligations is \$315 million for EMUs, \$125 million from fixed guideway caps. Funds will be programmed in accordance with Metropolitan Transportation Commission (MTC) Transit Capital Priorities process between approximately Fiscal Year 2012/13 and Fiscal Year 2022/23.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used to match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted, if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (TTIP) funds, and private financing.

Detailed Funding: (see next page)

Source ²	Type	Status	Project Phases TBD ¹	Total by Status	TOTAL
CMAQ ³	Federal	Allocated	\$4,000,000	\$4,000,000	\$4,000,000
		Programmed	\$0	\$0	
		Planned	\$0	\$0	
FTA Formula Funds (Caltrain)	Federal	Allocated	\$12,000,000	\$12,000,000	\$453,500,000
		Programmed	\$0	\$0	
		Planned	\$441,500,000	\$441,500,000	
Prop 1A High Speed	State	Allocated	\$0	\$0	\$600,000,000
		Programmed	\$0	\$0	
		Planned	\$600,000,000	\$600,000,000	
Prop 1B-Caltrain	State	Allocated	\$0	\$0	\$4,700,000
		Programmed	\$4,700,000	\$4,700,000	
		Planned	\$0	\$0	
BATA Bridge Tolls	Regional	Allocated	\$0	\$0	\$11,000,000
		Programmed	\$0	\$0	
		Planned	\$11,000,000	\$11,000,000	
Carl Moyer Program	Regional	Allocated	\$0	\$0	\$20,000,000
		Programmed	\$0	\$0	
		Planned	\$20,000,000	\$20,000,000	
Previous Local Commitment ⁴	Local	Allocated	\$11,000,000	\$11,000,000	\$11,000,000
		Programmed	\$0	\$0	
		Planned	\$0	\$0	
Prop K ⁵	Local	Allocated	\$3,930,000	\$3,930,000	\$3,930,000
		Programmed	\$0	\$0	
		Planned	\$0	\$0	
San Francisco Local Member Share/RIP ⁶	Local	Allocated	\$0	\$0	\$33,753,333
		Programmed	\$0	\$0	
		Planned	\$33,753,333	\$33,753,333	
SMCTA	Local	Allocated	\$0	\$0	\$41,683,333
		Programmed	\$41,683,333	\$41,683,333	
		Planned	\$0	\$0	
VTA	Local	Allocated	\$0	\$0	\$41,683,333
		Programmed	\$41,683,333	\$41,683,333	
		Planned	\$0	\$0	
	Totals	Allocated	\$30,930,000	\$30,930,000	\$1,225,249,999
		Programmed	\$88,066,666	\$88,066,666	
		Planned	\$1,106,253,333	\$1,106,253,333	
			\$1,225,249,999	\$1,225,249,999	

¹Phase-level budget projections are not yet available since PCJBP is evaluating the project delivery method and most of the funding for the project is planned rather than programmed or allocated.

² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, RIP - Regional Improvement Program, SMCTA - San Mateo County Transportation Authority, VTA - Santa Clara Valley Transportation Authority

³ \$4 million in San Francisco share RIP funds were programmed to the Electrification project and then, with Caltrain's consent, were swapped with federal CMAQ funds in 2008. Funding is part of San Francisco's \$60 million member contribution to the high-speed rail (HSR) early investment strategy. See note #5 below.

Caltrain Electrification Funding Plan
Updated: August 2014

⁴ Previous local commitment provided by the three PCJPB members split one-third each.

⁵ The 2014 Strategic Plan includes \$3,400,000 in new programming capacity for the Electrification category which may offset the funding needed from the November 2014 General Obligation bond measure to fulfill San Francisco's \$60 million local commitment to the project (see footnote 6), or cover potential Electrification project cost increases given that the current cost estimate is currently under review, was completed in 2009 and based on a project completion date of 2015.

⁶ In April 2012, the Transportation Authority entered into a memorandum of understanding (MOU) with the California High-Speed Rail Authority (CHSRA), the Metropolitan Transportation Commission, the City and County of San Francisco, and five other parties to establish a funding framework for a high-speed rail (HSR) early investment strategy for a blended system in the Peninsula Corridor. The MOU commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of \$60 million for the Early Investment Strategy for the Peninsula Corridor, comprised of the Caltrain Electrification and Advance Signal System/CBOSS projects, which has a total cost of \$1.456 billion. The Mayor's 2030 Transportation Task Force investment plan includes funds to fully fund San Francisco's \$60 million commitment for the project; this funding is subject to voter approval in November 2014. The Transportation Authority has a remaining commitment of \$20 million in RIP funds to Electrification/CBOSS, but funds are unlikely to be available to program when needed for the project.

Communications-Based Overlay Signal System Funding Plan
Updated: August 2014

		Project Phases ¹				Total by Status	TOTAL
Source ²	Type	Status	PE/ENV	PS&E	ROW	CON	
FRA	Federal	Allocated	\$17,250,000	\$0	\$0	\$0	\$17,250,000
		Programmed	\$0	\$0	\$0	\$0	\$0
		Planned	\$0	\$0	\$0	\$0	\$0
FTA/FHWA Funds (Caltrain)	Federal	Allocated	\$0	\$0	\$0	\$2,830,000	\$2,830,000
		Programmed	\$0	\$0	\$0	\$27,430,000	\$27,430,000
		Planned	\$0	\$0	\$0	\$0	\$0
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$8,200,000	\$0	\$97,250,000	\$105,450,000
		Programmed	\$0	\$0	\$0	\$0	\$0
		Planned	\$0	\$0	\$0	\$0	\$0
Prop 1B-Caltrain	State	Allocated	\$4,230,000	\$0	\$0	\$2,500,000	\$6,730,000
		Programmed	\$0	\$0	\$0	\$12,100,000	\$12,100,000
		Planned	\$0	\$0	\$0	\$0	\$0
Previous Local Commitment ⁵	Local	Allocated	\$4,240,000	\$0	\$0	\$0	\$4,240,000
		Programmed	\$0	\$0	\$0	\$0	\$0
		Planned	\$0	\$0	\$0	\$0	\$0
Prop K ^{3,4}	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000
		Programmed	\$0	\$0	\$0	\$7,470,000	\$7,470,000
		Planned	\$0	\$0	\$0	\$0	\$0
San Francisco Local Member Share/RIP ⁴	Local	Allocated		\$0	\$0	\$0	\$0
		Programmed	\$0	\$0	\$0	\$0	\$0
		Planned	\$0	\$0	\$0	\$5,390,000	\$5,390,000
SMCTA ⁶	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000
		Programmed	\$0	\$0	\$0	\$12,860,000	\$12,860,000
		Planned	\$0	\$0	\$0	\$0	\$0
VTA	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000
		Programmed	\$0	\$0	\$0	\$12,860,000	\$12,860,000
		Planned	\$0	\$0	\$0	\$0	\$0
	Totals	Allocated	\$34,720,000	\$8,200,000	\$0	\$109,960,000	\$152,880,000
		Programmed	\$0	\$0	\$0	\$72,720,000	\$72,720,000
		Planned	\$0	\$0	\$0	\$5,390,000	\$5,390,000
			\$34,720,000	\$8,200,000	\$0	\$188,070,000	\$230,990,000

Communications-Based Overlay Signal System Funding Plan

Updated: August 2014

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

² Acronyms used in this column include: FHWA - Federal Highway Administration, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, PCJPB - Peninsula Corridor Joint Powers Board, SMCTA - San Mateo County Transportation Authority, VTA - Santa Clara Valley Transportation Authority

³ The 2014 Strategic Plan includes \$3,400,000 in new programming capacity for the Electrification category which may offset the funding needed from the November 2014 General Obligation bond measure to fulfill San Francisco's \$60 million local commitment to the project (see footnote 4), or cover potential Electrification project cost increases given that the current cost estimate is currently under review, was completed in 2009 and based on a project completion date of 2015.

⁴ In April 2012, the Transportation Authority entered into a memorandum of understanding (MOU) with the California High-Speed Rail Authority (CHSRA), the Metropolitan Transportation Commission, the City and County of San Francisco, and five other parties to establish a funding framework for a high-speed rail (HSR) early investment strategy for a blended system in the Peninsula Corridor. The MOU commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of \$60 million for the Early Investment Strategy for the Peninsula Corridor, comprised of the Caltrain Electrification and Advance Signal System/CBOSS projects, which has a total cost of \$1.456 billion. The Mayor's 2030 Transportation Task Force investment plan includes funds to fully fund San Francisco's \$60 million commitment for the project; this funding is subject to voter approval in November 2014. The Transportation Authority has a remaining commitment of \$20 million in RIP funds to Electrification/CBOSS, but funds are unlikely to be available to program when needed for the project.

⁵ Previous local commitments from PBJPB members split one-third each.

⁶ The SMCTA local contribution includes \$3.8 million of State Local Partnership Program (SLPP) funds.

Draft 2014 Strategic Plan Appendix D. Prop K Major Capital Projects – Summary Update

Downtown Extension to a Rebuilt Transbay Terminal (Transbay Transit Center)

Scope

Headed by the Transbay Joint Powers Authority (TJPA), the Downtown Extension to a Rebuilt Transbay Terminal Program has three major components: the extension of commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a new Transbay Transit Terminal (DTX); a new, multimodal Transbay Transit Center (TTC) on the site of the old Transbay Terminal; and the establishment of a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multimodal Transbay Transit Center. The Prop K Expenditure Plan specifies that the downtown rail extension and the terminal are to be built as a single integrated project.

On November 4, 2008, California voters passed Prop 1A, the \$9.95 billion Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century. A portion of that act declared the corridor from San Francisco to Los Angeles as the primary corridor for High Speed Rail. Further, the California High Speed Rail Authority (CHSRA) has designated the San Jose to San Francisco corridor along the existing Caltrain rail corridor as part of the route for the California High Speed Rail. The TTC will be the northern terminus of the primary corridor.

Status

The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars. On July 11, 2013 the Transbay Joint Powers Authority (TJPA) Board approved a new Phase 1 budget increasing the cost by \$310 million, bringing the Phase 1 total cost up to \$1.9 billion. At that time, through value engineering, phasing, identification of funding and financing strategies, and reducing costs by re-bidding the steel super structure, TJPA staff reduced the funding gap to about \$200 million. The TJPA Board identified \$110.3 million in additional funding to fill a portion of that gap, including \$41 million in Prop K funds available through the 2013 Prop K Strategic Plan Baseline and \$6 million in OneBayArea Grant funds programmed by the Transportation Authority Board, and developed a strategy to fund the remaining \$200 million by using Transit Center District Plan revenues to be acquired via the formation of a Community Facilities District (CFD). The TJPA anticipates that the San Francisco Board of Supervisors will approve the legislation to form the CFD by the end of calendar year 2014. The current estimate for Phase 2 (DTX), based on preliminary engineering, is \$2.6 billion.

To date, the Transportation Authority has allocated a total of \$178.5 million in Prop K funds to both phases of the project. With the 2014 Prop K Strategic Plan, the reduction in financing costs program-wide has freed up enough capacity to allow the programming of an additional \$4.14 million to the project, including \$2.6 million for ongoing program support for DTX in Fiscal Years 2015/16 and 2016/17. The Strategic Plan also includes \$30.1 million in Fiscal Year 2033/34 dedicated for construction of Phase 2 stemming from a Transportation Authority Board policy action taken in the 2009 Strategic Plan to support the Prop K Expenditure Plan requirement that the extension and terminal be built as a single integrated project.

A great deal of progress has been made on Phase 1. Final Design for Phase 1 was completed in May 2014 by a team led by Pelli Clark Pelli Architects. A team headed by Webcor Builders is providing construction management/general contractor services. Construction of the Temporary Terminal was completed in mid-2010 and full operations commenced at the new site on December 11, 2010. The contract with Balfour Beatty for construction of the buttress, excavation and shoring systems,

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Downtown Extension to a Rebuilt Transbay Terminal (Transbay Transit Center)

reached substantial completion in May 2014. Shimmick Construction, the contractor for the construction of the below-grade structure, has completed work on the installation of micropiles, grounding, and geothermal work and is proceeding with waterproofing, base slab, walls, and columns. Meanwhile, fabrication of steel members for the superstructure is underway in preparation for the start of steel erection in September 2014. Also, on June 2, 2014, TJPA gave notice to proceed to the contractor for the construction of the bus ramps from I-80 to the terminal. Procurement of trade packages will continue into 2015. Construction of the TTC is expected to be complete in Spring 2018.

A team led by Parsons Transportation Group has substantially completed work on preliminary engineering of Phase 2. The DTX is scheduled for completion in 2019; however, work is on hold due to a significant funding gap. In 2012, the Metropolitan Transportation Commission (MTC) identified DTX as only one of two new regional priorities for New Starts funds in Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy that MTC adopted in July 2013. The regional endorsement of DTX helps to position the project well to receive federal funding in the highly competitive national New Starts program.

Transportation Authority staff will continue to work closely with TJPA, the City, and other funding partners to support delivery of Phase 1 and to advance strategies to close the funding gap for Phase 2.

Schedule

Phase 1 (Transbay Transit Center)

- Planning/Conceptual Engineering
- Environmental Studies (PA&ED)
- Design Engineering (PS&E)
- R/W Activities/Acquisition
- Advertise Construction
- Start Construction (e.g., Award Contract)
- Start Procurement (e.g. rolling stock)
- Project Completion (i.e., Open for Use)

Start Date		End Date	
Quarter	Fiscal Year	Quarter	Fiscal Year
4	1994/95	3	2000/01
1	2000/01	4	2008/09
1	2007/08	4	2013/14
1	2004/05	3	2013/14
1	2007/08	4	2010/11
2	2007/08	N/A	N/A
N/A	N/A	N/A	N/A
N/A	N/A	3	2017/18

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Downtown Extension to a Rebuilt Transbay Terminal (Transbay Transit Center)

Phase 2 (Downtown Extension)*

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2004/05	4	2009/10
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
Design Engineering (PS&E)	4	2009/10	1	2012/13
R/W Activities/Acquisition	1	2004/05	4	2007/08
Advertise Construction	4	2010/11	N/A	N/A
Start Construction (e.g., Award Contract)	4	2010/11	N/A	N/A
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	2	2018/19

* Schedule subject to funding availability

Cost	Phase 1 Cost	Phase 2 Cost	Total Cost
Preliminary Engineering/Environmental	\$100,653,344	\$28,252,366	\$128,905,710
Design Engineering (PS&E)	\$195,522,000	\$59,381,000	\$254,903,000
Right-of-Way	\$84,038,283	\$201,989,055	\$286,027,338
Construction	\$1,519,186,373	\$2,305,994,634	\$3,825,181,007
	\$1,899,400,000	\$2,595,617,055	\$4,495,017,055

Funding (see next page)

Phase 1: Transbay Transit Center

Source ²	Type	Status	Project Phases ¹				Total by Status	TOTAL³
			PE/ENV	PS&E	ROW	CON		
ARRA	Federal	Allocated	\$0	\$70,000,000	\$0	\$330,000,000	\$400,000,000	\$400,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
FRA Rail Relocation	Federal	Allocated	\$0	\$0	\$0	\$2,650,000	\$2,650,000	\$2,650,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
FTA Grants	Federal	Allocated	\$19,626,000	\$2,500,000	\$0	\$40,264,000	\$62,390,000	\$62,390,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
FEMA Grants	Federal	Allocated	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
OneBayArea Grant	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$6,000,000
		Programmed	\$0	\$0	\$0	\$6,000,000	\$6,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
TIFIA Loan ⁴	Federal	Allocated	\$0	\$0	\$0	\$171,000,000	\$171,000,000	\$171,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
AB 1171	State	Allocated	\$0	\$67,400,000	\$0	\$80,276,000	\$147,676,000	\$150,000,000
		Programmed	\$0	\$2,324,000	\$0	\$0	\$2,324,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Regional Measure 1	State	Allocated	\$6,600,000	\$0	\$0	\$47,800,000	\$54,400,000	\$54,400,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Regional Measure 2	State	Allocated	\$40,930,443	\$15,243,327	\$52,745,000	\$31,722,000	\$140,640,770	\$143,016,443
		Programmed	\$0	\$2,375,673	\$0	\$0	\$2,375,673	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF	State	Allocated	\$0	\$6,762,000	\$3,391,000	\$0	\$10,153,000	\$10,153,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
AC Transit	Local	Allocated	\$0	\$3,398,000	\$0	\$6,445,000	\$9,843,000	\$39,552,000
		Programmed	\$0	\$0	\$0	\$29,709,000	\$29,709,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Land Sales	Local	Allocated	\$0	\$0	\$0	\$222,456,476	\$222,456,476	\$482,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$259,543,524	\$259,543,524	
Other Local ⁵	Local	Allocated	\$2,306,000	\$643,000	\$37,000	\$5,673,000	\$8,659,000	\$8,659,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$26,693,901	\$19,050,000	\$27,865,283	\$53,799,616	\$127,408,800	\$139,344,474
		Programmed	\$0	\$5,826,000	\$0	\$4,591,685	\$10,417,685	
		Planned	\$0	\$0	\$0	\$1,517,989	\$1,517,989	
SMCTA	Local	Allocated	\$4,497,000	\$0	\$0	\$0	\$4,497,000	\$4,497,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Transit Center District Plan Revenues ⁶	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$225,738,083
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$225,738,083	\$225,738,083	

Phase 1: Transbay Transit Center

Source ²	Type	Status	Project Phases ¹				Total by Status	TOTAL ³
			PE/ENV	PS&E	ROW	CON		
Totals	Allocated	\$100,653,344	\$184,996,327	\$84,038,283	\$992,086,092	\$1,361,774,046	\$1,899,400,000	\$1,899,400,000
	Programmed	\$0	\$10,525,673	\$0	\$40,300,685	\$50,826,358		
	Planned	\$0	\$0	\$0	\$486,799,596	\$486,799,596		
		\$100,653,344	\$195,522,000	\$84,038,283	\$1,519,186,373	\$1,899,400,000		

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

² Acronyms used in this column include: AB - Assembly Bill, ARRA - American Recovery and Reinvestment Act, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, RIP - Regional Improvement Program, TJPA - Transbay Joint Powers Authority, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

³ On July 11, 2013, the TJPA approved a revised budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline.

⁴The majority source of repayment for the TIFIA loan is tax increment. Passenger facility charges from AC Transit also represent a portion of the pledged revenues.

⁵ Other Local includes proceeds from the sale of Transferrable Development Rights (TDRs) associated with 80 Natomia, as well as income from leasing out the various properties TJPA acquired before they were needed for construction. This also includes a small amount of interest earnings.

⁶The Transit Center District Plan includes impact fees and formation of a Community Facilities District (CFD) to provide project funding. TJPA anticipates that the San Francisco Board of Supervisors will approve the legislation to form the CFD by the end of calendar year 2014.

Phase 2: Downtown Extension

Source ²	Type	Status	Project Phases ¹				Total by Status	TOTAL³
			PE/ENV	PS&E	ROW	CON		
TIFIA Loan	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$134,241,101
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$134,241,101	\$134,241,101	
Alternatives Analysis Grant	Federal	Allocated	\$1,240,000	\$0	\$0	\$0	\$1,240,000	\$1,240,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Regional Measure 2	State	Allocated	\$6,983,557	\$0	\$0	\$0	\$6,983,557	\$6,983,557
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Land Sales	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$80,000,000	\$80,000,000	
SMCTA	State	Allocated	\$0	\$0	\$18,862,415	\$0	\$18,862,415	\$18,862,415
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K ⁶	Local	Allocated	\$20,028,809	\$1,519,000	\$29,000,000	\$0	\$50,547,809	\$83,332,880
		Programmed	\$0	\$0	\$0	\$30,161,173	\$30,161,173	
		Planned	\$0	\$2,623,898	\$0	\$0	\$2,623,898	
RIP-SI ⁴	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$17,800,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$17,800,000	\$17,800,000	
New Starts	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$650,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$650,000,000	\$650,000,000	
New Bridge Tolls	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$300,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$300,000,000	\$300,000,000	
High Speed Rail	Federal or State	Allocated	\$0	\$0	\$0	\$0	\$0	\$557,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$557,000,000	\$557,000,000	
Sales Tax Extension / Other Local	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$350,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$350,000,000	\$350,000,000	
Joint Development ⁵	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$396,157,102
		Programmed	\$0	\$55,238,102	\$154,126,640	\$186,792,360	\$396,157,102	
		Planned	\$0	\$0	\$0	\$0	\$0	
	Totals	Allocated	\$28,252,366	\$1,519,000	\$47,862,415	\$0	\$77,633,781	\$2,598,240,953
		Programmed	\$0	\$57,862,000	\$154,126,640	\$216,953,533	\$428,942,173	
		Planned	\$0	\$2,623,898	\$0	\$2,089,041,101	\$2,091,664,999	
			\$28,252,366	\$62,004,898	\$201,989,055	\$2,305,994,634	\$2,598,240,953	

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

² Acronyms used in this column include: RIP - Regional Improvement Program, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

³ Phase 2 budget based on Plan Bay Area Transportation Investment Strategy. Planned revenues subject to change.

⁴ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four major capital projects, including the Downtown Extension to a Rebuilt Transbay Terminal. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made the Central Subway the second priority for future RIP funds and repayment of the MTC STP/CMAQ advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) the third priority. No priority order had been assigned to the remaining two projects, which includes the subject project and Caltrain Electrification.

⁵ The amount of Joint Development in the Plan Bay Area Transportation Investment Strategy is \$100 million. As the formation of a Mello-Roos Community Facilities District moves forward, updated projections show that DTX can expect a much higher amount. Funding plan includes corresponding reduction in TIFIA and Land Sales; previous Land Sales projection had been a pre-2008 recession projection.

⁶ Allocation of funds for the \$2.6 million in Prop K funds for the design phase will require a Strategic Plan policy exception to allow Phase 2 funds to be used for the design phase instead of the construction phase. Given that there is limited funding currently available to the project, we are recommending programming about \$2.6 million for ongoing project support in Fiscal Years 2015/16 and 2016/17.

Remaining Regional Improvement Program (RIP) Commitments
(Resolution 14-25, Approved 10.22.13)

Remaining RIP Commitments			
Project	RIP Commitment	Allocated or Programmed RIP Funds	Remaining RIP Commitment
Presidio Parkway ¹	\$84,101,000	\$84,101,000	\$0
Central Subway ²	\$92,000,000	\$16,498,000	\$75,502,000
MTC STP/CMAQ Advance for Presidio Parkway ³	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification	\$24,000,000	\$4,000,000	\$20,000,000
Total	\$262,101,000	\$114,752,000	\$147,349,000

¹ The RIP commitment to Presidio Parkway, the highest RIP priority project, has been completed with adoption of the 2012 State Transportation Improvement Program.

² With completion of the RIP commitment to Presidio Parkway, Central Subway is now the highest priority for future RIP funds.

³ Acronyms include the Metropolitan Transportation Commission (MTC), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ). Through Resolution 12-44, the Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is a third priority after fulfilling Central Subway's remaining RIP commitment.

DRAFT 2014 Prop K Strategic Plan
Appendix E. Comparison of Available Funds to Priority 1 Funding Levels (2003's)

EP No.	EP Category	Priority 1 Funding Limit ¹	Priority 1 Pro - Rata Share ²	Available Funds ³	% of Priority 1 ⁴
TRANSIT					
1	Rapid Bus Network including Real Time Transit Information	99,200,000	4.17%	79,424,708	80%
2	3rd Street Light Rail (Phase 1)	96,852,085	4.07%	96,852,085	100%
3	Central Subway (3rd St. LRT Phase 2) ⁴	126,000,000	5.30%	126,000,000	100%
4	Geary LRT	0	0.00%	0	0%
5	Downtown Extension to a Rebuilt Transbay Terminal	237,700,000	10.00%	190,315,051	80%
6	Electrification	20,500,000	0.86%	16,413,372	80%
7	Capital Improvement Program	19,900,000	0.84%	15,932,981	80%
8	BART Station Access, Safety and Capacity	9,200,000	0.39%	7,366,001	80%
9	Ferry	4,400,000	0.19%	3,522,870	80%
10	Extension of trolleybus lines/Motor Coach Conversion	7,773,549	0.33%	6,223,910	80%
11	F-Line Extension to Fort Mason	4,091,342	0.17%	3,275,742	80%
12	Purchase/Rehab Historic Street Cars	1,145,576	0.05%	917,208	80%
13	Balboa Park BART/MUNI Station Access	7,953,568	0.33%	6,368,043	80%
14	Relocation of Paul St to Oakdale-Caltrain	6,488,868	0.27%	5,195,327	80%
15	Purchase Additional LRVs	4,745,956	0.20%	3,799,861	80%
16	Other transit Enhancements	10,801,142	0.45%	8,647,959	80%
	Vehicles				
17M	MUNI	397,074,300	16.70%	317,918,450	80%
17B	BART	10,130,570	0.43%	8,111,064	80%
17P	PCJPB	20,261,140	0.85%	16,222,128	80%
17U	Discretionary	70,913,990	2.98%	56,777,449	80%
18	Trolleybus wheelchair-lift O&M	2,620,000	0.11%	2,358,000	90%
19	F-Line O&M	5,300,000	0.22%	4,770,000	90%
	Facilities				
20M	MUNI	67,760,000	2.85%	54,252,200	80%
20B	BART	1,680,000	0.07%	1,345,096	80%
20P	PCJPB	6,810,000	0.29%	5,452,442	80%
20U	Discretionary	8,450,000	0.36%	6,765,512	80%
21	Muni MMX O&M	17,200,000	0.72%	15,480,000	90%
	Guideways				
22M	MUNI	245,324,777	10.32%	196,419,846	80%
22B	BART	6,163,939	0.26%	4,935,172	80%
22P	PCJPB	24,567,700	1.03%	19,670,186	80%
22U	Discretionary	30,643,583	1.29%	24,534,855	80%
		1,571,652,085	66.09%	1,305,267,517	83%
23	PARATRANSIT	201,900,000	8.49%	161,651,699	80%

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DRAFT 2014 Prop K Strategic Plan
Appendix E. Comparison of Available Funds to Priority 1 Funding Levels (2003\$'s)

EP No.	EP Category	Priority 1 Funding Limit ¹	Priority 1 Pro - Rata Share ²	Available Funds ³	% of Priority 1 ⁴
STREETS AND TRAFFIC SAFETY					
24	Golden Gate Bridge South Access (Doyle Drive)	79,200,000	3.33%	63,411,662	80%
25	Bernal Heights	2,552,000	0.11%	2,552,000	100%
26	Great Highway Erosion Repair	2,030,000	0.09%	1,625,324	80%
27	Visitacion Valley Watershed	15,000,000	0.63%	12,009,784	80%
28	Illinois Street Bridge	2,000,000	0.08%	2,000,000	100%
29	Golden Gate Park/SR1Traffic Study	200,000	0.01%	160,130	80%
30	Other Upgrades to Major Arterials	3,555,000	0.15%	2,846,319	80%
31	New Signals and Signs	36,100,000	1.52%	28,903,548	80%
32	Systems (SFgo)	17,300,000	0.73%	13,851,285	80%
33	Signals and Signs	87,900,000	3.70%	70,377,337	80%
34	Street Resurfacing, Rehabilitation, and Maintenance	118,300,000	4.98%	94,717,167	80%
35	Street Repair and Cleaning Equipment	22,800,000	0.96%	18,254,872	80%
36	Embarcadero Roadway incremental operations and maintenance	2,200,000	0.09%	1,980,000	90%
37	Pedestrian and Bicycle Facility Maintenance	17,400,000	0.73%	13,931,350	80%
38	Traffic Calming	60,800,000	2.56%	48,679,660	80%
39	Bicycle Circulation/Safety	27,600,000	1.16%	22,098,003	80%
40	Pedestrian Circulation/Safety	23,800,000	1.00%	19,055,525	80%
41	Curb Ramps	23,600,000	0.99%	18,895,394	80%
42	Tree Planting and Maintenance	32,800,000	1.38%	26,261,395	80%
		575,137,000	24.19%	461,610,756	80%
TSM / STRATEGIC INITIATIVES					
43	Transportation Demand Management/Parking Management	11,600,000	0.49%	9,287,567	80%
44	Transportation/Land Use Coordination	17,600,000	0.74%	14,091,480	80%
		29,200,000	1.23%	23,379,047	80%
TOTAL STRATEGIC PLAN		2,377,889,085	100%	1,951,909,018	82%

Notes:

¹Priority 1 Funds represent the most conservative funding forecast (2003\$'s) developed as part of the Expenditure Plan, adopted November 2003.

²The pro-rata share represents each Expenditure Plan line's proportion of Priority 1 revenues, as established by the 2003 Expenditure Plan.

³The total amount available to each Expenditure Plan line based on each its pro-rata share of the 2013 revenue forecast. Funds are presented in 2003\$'s to allow consistent comparison to the Priority 1 revenues forecast as part of the 2003 Expenditure Plan.

⁴2014 forecast of available funds (2003\$'s) as a portion of Priority 1 revenues (2003\$'s). Expenditure Plan Line items 2, 3, 18, 19, 21, 28 and 36 were grandfathered from Prop B into Prop K. Expenditure Plan line items 2, 3, 25, and 28 receive 100% of their Priority 1 cap. The amount of funding for incremental operations and maintenance projects (Expenditure Plan line item 18, 19, 28 and 36) is subject to a formula in the Expenditure Plan that steps down the annual amount to zero in year 10.



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Appendix F. 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/Transit Preferential Streets/MUNI Metro Network	\$ 124,786,482	18.10%	Programming	\$ 100,344,190	\$ 600,000	\$ 397,423	\$ 856,966	\$ 3,487,710	\$ 1,925,401	\$ 940,750	\$ (281,856)	\$ 5,526,515	\$ 100,000	\$ 2,291,419	\$ 16,123,598	\$ 20,019,280	\$ 42,802,484	\$ 3,025,500	\$ 2,529,000	\$ -	
				Finance Costs	\$ 22,580,404	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,616	\$ 344,349	\$ 1,541,937	\$ 1,152,672		
				Total	\$ 122,924,595	\$ 600,000	\$ 397,423	\$ 856,966	\$ 3,487,710	\$ 1,925,401	\$ 940,750	\$ (281,856)	\$ 5,526,515	\$ 100,000	\$ 2,291,419	\$ 16,123,598	\$ 20,019,280	\$ 42,884,100	\$ 3,369,849	\$ 4,070,937	\$ 1,152,672	
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,795,276	\$ 700,000	\$ 74,906,794	\$ 10,254,560	\$ 5,071,000	\$ -	\$ -	\$ (56,809)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,919,731	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 96,795,276	\$ 700,000	\$ 74,906,794	\$ 10,254,560	\$ 5,071,000	\$ -	\$ -	\$ (56,809)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,919,731	\$ -	\$ -		
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ 11,861,000	\$ -	\$ (7,718,868)	\$ -	\$ -	\$ 863,000	\$ 27,295,701	\$ 15,479,025	\$ 57,533,174	\$ 19,782,000	\$ -	\$ 904,968	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 126,000,000	\$ 11,861,000	\$ -	\$ (7,718,868)	\$ -	\$ -	\$ 863,000	\$ 27,295,701	\$ 15,479,025	\$ 57,533,174	\$ 19,782,000	\$ -	\$ 904,968	\$ -	\$ -	\$ -		
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 299,009,544	8.92%	Programming	\$ 223,176,073	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,007	\$ 56,209,006	\$ 25,110,000	\$ (3,133,634)	\$ -	\$ -	\$ -	\$ 7,950,000	\$ 44,265,950	\$ 13,215,624	\$ 1,343,948	\$ -	\$ -	
				Finance Costs	\$ 26,673,345	\$ -	\$ -	\$ 746,214	\$ 394,491	\$ 792,996	\$ 14,830	\$ 651,764	\$ 686,327	\$ 531,394	\$ -	\$ 641,007	\$ -	\$ 319,587	\$ 746,367	\$ 2,636,773	\$ 1,871,582	
				Total	\$ 249,849,418	\$ -	\$ 20,350,000	\$ 13,621,214	\$ 15,223,498	\$ 57,002,002	\$ 25,124,830	\$ (2,481,871)	\$ 686,327	\$ 531,394	\$ -	\$ 8,591,007	\$ 44,265,950	\$ 13,535,211	\$ 2,090,314	\$ 2,636,773	\$ 1,871,582	
6	Electrification	\$ 25,787,529	16.08%	Programming	\$ 20,260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ 3,400,000	\$ -	\$ -	
				Finance Costs	\$ 4,147,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,997	\$ 88,310	\$ 317,416	\$ 231,762		
				Total	\$ 24,407,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ 3,438,997	\$ 88,310	\$ 317,416	
7	Caltrain Capital Improvement Program	\$ 25,032,772	13.45%	Programming	\$ 20,176,329	\$ -	\$ 797,683	\$ 1,193,695	\$ 1,053,064	\$ 1,214,066	\$ 1,901,301	\$ 1,699,109	\$ 340,000	\$ 150,000	\$ 150,000	\$ 1,014,869	\$ 1,002,747	\$ 1,063,815	\$ 1,095,729	\$ 1,128,601	\$ 1,162,459	
				Finance Costs	\$ 3,367,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230	\$ 14,893	\$ 27,942	\$ 23,420	\$ -	\$ 33,704	\$ -	\$ 12,014	\$ 31,511	\$ 131,484	\$ 110,944
				Total	\$ 23,543,488	\$ -	\$ 797,683	\$ 1,193,695	\$ 1,053,064	\$ 1,214,066	\$ 1,901,531	\$ 1,714,002	\$ 367,942	\$ 173,420	\$ 150,000	\$ 1,048,573	\$ 1,002,747	\$ 1,075,829	\$ 1,127,240	\$ 1,260,085	\$ 1,273,403	
8	BART Station Access, Safety and Capacity	\$ 11,572,940	14.33%	Programming	\$ 9,079,412	\$ -	\$ 564,418	\$ 2,322,000	\$ -	\$ -	\$ (306,953)	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,440,000	\$ -	\$ 327,025	\$ -	\$ 243,101		
				Finance Costs	\$ 1,658,208	\$ -	\$ -	\$ -	\$ 106,833	\$ 126,334	\$ 568	\$ 13,561	\$ 8,660	\$ 4,485	\$ -	\$ 6,684	\$ -	\$ 2,332	\$ 19,539	\$ 68,593	\$ 51,384	
				Total	\$ 10,737,620	\$ -	\$ 564,418	\$ 2,322,000	\$ 106,833	\$ 126,334	\$ 568	\$ (293,392)	\$ 315,613	\$ 4,485	\$ -	\$ 534,984	\$ 2,440,000	\$ 2,332	\$ 346,564	\$ 68,593	\$ 294,485	
9	Ferry	\$ 5,534,884	10.38%	Programming	\$ 4,708,352	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ (272,027)	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 2,200,000	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 574,533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502	\$ -	\$ 4,574	\$ 13,034	\$ 45,489	\$ 32,050		
				Total	\$ 5,282,885	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ (272,027)	\$ -	\$ -	\$ 1,300,000	\$ 502	\$ 2,200,000	\$ 4,574	\$ 13,034	\$ 45,489	\$ 32,050		
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,778,567	0.96%	Programming	\$ 9,388,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 4,069,063	\$ -		
				Finance Costs	\$ 94,122	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,693		
				Total	\$ 9,482,941	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ 4,069,063	\$ 8,693	
11	F-Line Extension to Fort Mason	\$ 5,146,614	0.00%	Programming	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 205,611	\$ -	\$ 535,269		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 205,611	\$ -	\$ 535,269		
				Total	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 205,611	\$ -	\$ 535,269			
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,441,052	0.00%	Programming	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 267,929	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 267,929	\$ -	\$ -		
13	Balboa Park BART/MUNI Station Access	\$ 10,005,018	5.97%	Programming	\$ 9,103,720	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ (34,969)	\$ -	\$ 615,819	\$ 82,094	\$ 60,000	\$ 3,192,087	\$ -	\$ 750,000	\$ -	\$ -	
				Finance Costs	\$ 596,822	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,890	\$ 11,524	\$ 43,029	\$ 32,488	
				Total	\$ 9,700,541	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ (34,969)	\$ -	\$ 615,819	\$ 82,094	\$ 60,000	\$ 3,192,087	\$ 4,890	\$ 761,524	\$ 43,029	\$ 32,488	
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,162,530	1.64%	Programming	\$ 4,213,339	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ (9,662)	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 2,705,000	\$ 118,000	\$ -	\$ 750,000	\$ -	
				Finance Costs	\$ 133,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,396	\$ 6,465	\$ 23,476	\$ 21,047	
				Total	\$ 4,347,214	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ (9,662)	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 2,705,000	\$ 121,396	\$ 6,465	\$ 773,476	\$ -	
15	Purchase Additional Light Rail Vehicles	\$ 5,970,072	14.19%	Programming	\$ 4,602,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 3,092,490	\$ -	\$ 1,500,000		
				Finance Costs	\$ 846,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,846	\$ 70,493	\$ 51,316		
				Total	\$ 5,449,479	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 3,092,490	\$ -	\$ 1,500,000		
16	Other Transit Enhancements	\$ 13,587,0																				

DRAFT 2014 Prop K Strategic Plan
Appendix F. 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	\$ 12,743,530	0.00%	Programming	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming	\$ 412,187,352	\$ -	\$ 28,750,091	\$ 398,424	\$ 3,292,847	\$ 3,821,299	\$ 4,234,615	\$ 2,438,286	\$ -	\$ 486,338	\$ 15,952,581	\$ 16,696,040	\$ 66,765,166	\$ 93,885,867	\$ 50,279,370	\$ 55,084,503	\$ 27,364,645		
				Finance Costs	\$ 71,676,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 124,084	\$ 810,268	\$ 4,245,184	\$ 3,792,510		
				Total	\$ 483,863,450	\$ -	\$ 28,750,091	\$ 398,424	\$ 3,292,847	\$ 3,821,299	\$ 4,234,615	\$ 2,438,286	\$ -	\$ 486,338	\$ 15,952,581	\$ 16,696,040	\$ 66,765,166	\$ 94,009,951	\$ 51,089,638	\$ 59,329,687	\$ 31,157,155		
17P	New and Renovated Vehicles - PCJPB	\$ 25,487,060	6.65%	Programming	\$ 18,460,370	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,362	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,042,857	\$ 1,106,367	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957		
				Finance Costs	\$ 1,694,277	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,619	\$ -	\$ 5,034	\$ 14,967	\$ 69,092	\$ 62,855
				Total	\$ 20,154,648	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,362	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,002,619	\$ 1,042,857	\$ 1,111,401	\$ 1,154,525	\$ 1,242,837	\$ 1,271,812		
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming	\$ 87,291,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 87,291,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
18	Vehicles Subtotal	\$ 626,926,280	11.70%	Programming	\$ 530,149,589	\$ -	\$ 28,813,244	\$ 791,804	\$ 3,588,347	\$ 4,635,563	\$ 4,640,615	\$ 3,850,649	\$ 953,161	\$ 1,532,843	\$ 16,952,581	\$ 17,696,040	\$ 67,808,023	\$ 94,992,234	\$ 51,418,928	\$ 56,258,248	\$ 28,573,602		
				Finance Costs	\$ 73,370,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,619	\$ -	\$ 129,117	\$ 825,235	\$ 4,314,276	\$ 3,855,364	
				Total	\$ 603,519,965	\$ -	\$ 28,813,244	\$ 791,804	\$ 3,588,347	\$ 4,635,563	\$ 4,640,615	\$ 3,850,649	\$ 953,161	\$ 1,532,843	\$ 16,952,581	\$ 17,696,059	\$ 67,808,023	\$ 95,121,351	\$ 52,244,163	\$ 60,572,524	\$ 32,428,966		
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ 2,518,814	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ (72,148)	\$ 432,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ (72,148)	\$ 432,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
19	F-Line Operations & Maintenance	\$ 5,093,785	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
19	Total Vehicles	\$ 634,538,880	11.56%	Programming	\$ 537,766,120	\$ -	\$ 30,660,438	\$ 2,354,742	\$ 5,205,347	\$ 5,831,665	\$ 5,673,615	\$ 3,778,501	\$ 1,385,606	\$ 1,532,843	\$ 16,952,581	\$ 17,696,040	\$ 67,808,023	\$ 94,992,234	\$ 51,418,928	\$ 56,258,248	\$ 28,573,602		
				Finance Costs	\$ 73,370,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,619	\$ -	\$ 129,117	\$ 825,235	\$ 4,314,276	\$ 3,855,364	
				Total	\$ 611,136,496	\$ -	\$ 30,660,438	\$ 2,354,742	\$ 5,205,347	\$ 5,831,665	\$ 5,673,615	\$ 3,778,501	\$ 1,385,606	\$ 1,532,843	\$ 16,952,581	\$ 17,696,059	\$ 67,808,023	\$ 95,121,351	\$ 52,244,163	\$ 60,572,524	\$ 32,428,966		
20B	Rehab/Upgrade Existing Facilities - BART	\$ 2,113,319	3.01%	Programming	\$ 1,800,018	\$ -	\$ 10,000	\$ 496,864	\$ -	\$ -	\$ -	\$ (113,249)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 625,249	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 63,688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586	\$ 36	\$ -	\$ -	\$ -	\$ 334	\$ 2,562	\$ 8,135	\$ 5,021		
				Total	\$ 1,863,707	\$ -	\$ 10,000	\$ 496,864	\$ -	\$ -	\$ -	\$ (113,249)	\$ 586	\$ 36	\$ -	\$ -	\$ 625,249	\$ 334	\$ 2,562	\$ 8,135	\$ 5,021		
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 85,237,218	10.67%	Programming	\$ 72,770,646	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,259,985	\$ 15,172,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 17,277,000	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 9,096,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,712	\$ 193,036	\$ 682,167	\$ 479,216		
				Total	\$ 81,867,176	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,259,985	\$ 15,172,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 17,277,000	\$ 76,712	\$ 193,036	\$ 682,167	\$ 479,216		
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,566,491																					

RAFT 2014 Prop K Strategic Plan

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

DRAFT 2014 Prop K Strategic Plan
Appendix F. 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	\$ 110,571,893	3.40%	Programming	\$ 106,198,377	\$ -	\$ 2,393,676	\$ 8,887,685	\$ 274,956	\$ 7,754,339	\$ 597,500	\$ (3,498,325)	\$ 415,755	\$ 1,046,170	\$ 1,936,736	\$ 2,492,550	\$ 3,653,371	\$ 13,540,229	\$ 5,062,629	\$ 657,950	\$ 150,000
				Finance Costs	\$ 3,758,810	\$ -	\$ -	\$ 80,478	\$ 378,891	\$ 2,544	\$ 46,521	\$ 28,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,094	\$ 187,733	\$ 99,367	
				Total	\$ 109,957,187	\$ -	\$ 2,393,676	\$ 8,887,685	\$ 355,434	\$ 8,133,230	\$ 600,044	\$ (3,451,804)	\$ 444,202	\$ 1,046,170	\$ 1,936,736	\$ 2,492,550	\$ 3,653,371	\$ 13,540,229	\$ 5,102,723	\$ 845,683	\$ 249,367
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 148,812,912	17.07%	Programming	\$ 120,229,932	\$ -	\$ 10,946,606	\$ 12,630,000	\$ 3,250,000	\$ 13,920,000	\$ 2,880,000	\$ (71,571)	\$ 3,000,000	\$ 3,100,000	\$ 4,485,000	\$ 4,540,463	\$ 8,602,785	\$ 5,365,230	\$ 3,907,668	\$ 4,519,668	\$ 4,634,668
				Finance Costs	\$ 25,405,950	\$ -	\$ -	\$ 557,528	\$ 1,221,926	\$ 1,666,528	\$ 11,420	\$ 270,036	\$ 284,726	\$ 220,257	\$ -	\$ 221,148	\$ -	\$ 97,951	\$ 242,233	\$ 930,551	\$ 729,822
				Total	\$ 145,635,882	\$ -	\$ 10,946,606	\$ 13,187,528	\$ 4,471,926	\$ 15,586,528	\$ 2,891,420	\$ 198,465	\$ 3,284,726	\$ 3,320,257	\$ 4,485,000	\$ 4,761,611	\$ 8,602,785	\$ 5,463,181	\$ 4,149,901	\$ 5,450,219	\$ 5,364,490
35	Street Repair and Cleaning Equipment	\$ 28,680,764	1.33%	Programming	\$ 27,580,801	\$ -	\$ 1,033,625	\$ 535,166	\$ 664,504	\$ 642,000	\$ 670,000	\$ 543,507	\$ 729,000	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 776,826	\$ 817,375	\$ 859,800
				Finance Costs	\$ 382,808	\$ -	\$ 79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,475	\$ -	\$ 541	\$ 861	\$ 2,731	\$ 1,570
				Total	\$ 27,963,609	\$ -	\$ 1,033,704	\$ 535,166	\$ 664,504	\$ 642,000	\$ 670,000	\$ 543,507	\$ 729,000	\$ 761,000	\$ 576,000	\$ 1,189,065	\$ 701,034	\$ 738,613	\$ 777,687	\$ 820,106	\$ 861,370
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ 2,118,664	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	\$ 21,887,952	3.95%	Programming	\$ 20,550,350	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 626,300	\$ 539,120	\$ 548,950	\$ 620,000	\$ 586,960	\$ 603,520	\$ 625,000	\$ 642,200	\$ 664,349	\$ 687,494	\$ 711,682	\$ 736,957
				Finance Costs	\$ 864,940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64	\$ 3,849	\$ 5,930	\$ 5,401	\$ -	\$ 8,425	\$ -	\$ 2,805	\$ 7,197	\$ 29,943	\$ 25,006
				Total	\$ 21,415,290	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 626,300	\$ 539,184	\$ 552,799	\$ 625,930	\$ 592,361	\$ 603,520	\$ 633,425	\$ 642,200	\$ 667,154	\$ 694,691	\$ 741,625	\$ 761,963
38	Traffic Calming	\$ 76,482,037	0.00%	Programming	\$ 75,564,169	\$ -	\$ 1,050,380	\$ 1,450,483	\$ 1,367,315	\$ 1,738,170	\$ 240,900	\$ 1,719,483	\$ 508,000	\$ 3,199,414	\$ 358,222	\$ 985,402	\$ 4,268,627	\$ 3,877,459	\$ 2,247,022	\$ 2,212,651	\$ 1,697,254
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 75,564,169	\$ -	\$ 1,050,380	\$ 1,450,483	\$ 1,367,315	\$ 1,738,170	\$ 240,900	\$ 1,719,483	\$ 508,000	\$ 3,199,414	\$ 358,222	\$ 985,402	\$ 4,268,627	\$ 3,877,459	\$ 2,247,022	\$ 2,212,651	\$ 1,697,254
39	Bicycle Circulation/Safety	\$ 34,718,820	3.74%	Programming	\$ 32,660,600	\$ -	\$ 619,669	\$ 477,917	\$ 713,340	\$ 572,562	\$ 713,736	\$ (141,192)	\$ 1,125,400	\$ 1,475,000	\$ 1,380,888	\$ 839,629	\$ 2,967,024	\$ 2,047,091	\$ 927,431	\$ 1,097,848	\$ 628,105
				Finance Costs	\$ 1,298,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,712	\$ 18,943	\$ 77,285	\$ 53,491
				Total	\$ 33,958,941	\$ -	\$ 619,669	\$ 477,917	\$ 713,340	\$ 572,562	\$ 713,736	\$ (141,192)	\$ 1,125,400	\$ 1,475,000	\$ 1,380,888	\$ 839,629	\$ 2,967,024	\$ 2,053,803	\$ 946,374	\$ 1,175,133	\$ 681,596
40	Pedestrian Circulation/Safety	\$ 29,938,692	6.65%	Programming	\$ 26,764,328	\$ -	\$ 364,656	\$ 401,388	\$ 600,260	\$ 222,258	\$ 1,097,850	\$ 265,638	\$ 571,000	\$ 607,900	\$ 1,648,138	\$ 577,284	\$ 6,408,893	\$ 850,000	\$ 228,996	\$ 300,000	\$ 300,000
				Finance Costs	\$ 1,989,752	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,720	\$ 31,340	\$ 102,858	\$ 67,735
				Total	\$ 28,754,080	\$ -	\$ 364,656	\$ 401,388	\$ 600,260	\$ 222,258	\$ 1,097,850	\$ 265,638	\$ 571,000	\$ 607,900	\$ 1,648,138	\$ 577,284	\$ 6,408,893	\$ 858,720	\$ 260,336	\$ 402,858	\$ 367,735
41	Curb Ramps	\$ 29,687,107	0.01%	Programming	\$ 28,794,768	\$ -	\$ 871,446	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 524,176	\$ 763,000	\$ 971,000	\$ 831,100	\$ 867,000	\$ 725,632	\$ 763,969	\$ 804,084	\$ 846,055	\$ 889,968
				Finance Costs	\$ 4,190	\$ -	\$ 4,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 28,798,958	\$ -	\$ 875,636	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 524,176	\$ 763,000	\$ 971,000	\$ 831,100	\$ 867,000	\$ 725,632	\$ 763,969	\$ 804,084	\$ 846,055	\$ 889,968
42	Tree Planting and Maintenance	\$ 41,260,047	1.27%	Programming	\$ 39,984,515	\$ -	\$														

DRAFT 2014 Prop K Strategic Plan
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,021,037	\$ 2,178,186	\$ 2,008,630	\$ 1,908,581	\$ 1,753,795	\$ 1,594,921	\$ 1,463,775	\$ 1,383,039	\$ 1,278,767	\$ 1,176,521	\$ 1,038,763	\$ 886,591	\$ 753,871	\$ 1,013,354	\$ -
		\$ 1,021,037	\$ 2,178,186	\$ 2,008,630	\$ 1,908,581	\$ 1,753,795	\$ 1,594,921	\$ 1,463,775	\$ 1,383,039	\$ 1,278,767	\$ 1,176,521	\$ 1,038,763	\$ 886,591	\$ 753,871	\$ 1,013,354	\$ -
2	3rd Street Light Rail (LRT)(Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (3rd St. LRT Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
		\$ 1,580,284	\$ 3,225,032	\$ 2,817,866	\$ 2,501,620	\$ 2,104,399	\$ 1,697,689	\$ 1,305,985	\$ 921,943	\$ 485,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,580,284	\$ 3,225,032	\$ 2,817,866	\$ 2,501,620	\$ 2,104,399	\$ 1,697,689	\$ 1,305,985	\$ 921,943	\$ 485,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 202,422	\$ 430,381	\$ 395,333	\$ 373,900	\$ 341,652	\$ 308,563	\$ 280,694	\$ 262,122	\$ 238,724	\$ 214,718	\$ 182,077	\$ 143,459	\$ 97,294	\$ -	\$ -
		\$ 202,422	\$ 430,381	\$ 395,333	\$ 373,900	\$ 341,652	\$ 308,563	\$ 280,694	\$ 262,122	\$ 238,724	\$ 214,718	\$ 182,077	\$ 143,459	\$ 97,294	\$ -	\$ -
7	Caltrain Capital Improvement Program	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 112,565	\$ 279,744	\$ 300,081	\$ 331,870	\$ 327,684	\$ 295,514	\$ 268,314	\$ 249,925	\$ 226,858	\$ 203,005	\$ 170,523	\$ 131,664	\$ 83,271	\$ -	\$ -
		\$ 1,359,897	\$ 1,562,996	\$ 1,620,331	\$ 1,690,227	\$ 327,684	\$ 295,514	\$ 268,314	\$ 249,925	\$ 226,858	\$ 203,005	\$ 170,523	\$ 131,664	\$ 83,271	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 500,000	\$ 515,000	\$ 530,450	\$ 546,364	\$ 562,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,199	\$ 112,504	\$ 118,592	\$ 129,151	\$ 136,652	\$ 132,686	\$ 119,967	\$ 111,113	\$ 100,103	\$ 88,537	\$ 72,740	\$ 53,434	\$ 27,557	\$ -	\$ -
		\$ 546,199	\$ 627,504	\$ 649,042	\$ 675,515	\$ 699,407	\$ 132,686	\$ 119,967	\$ 111,113	\$ 100,103	\$ 88,537	\$ 72,740	\$ 53,434	\$ 27,557	\$ -	\$ -
9	Ferry	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 73,034	\$ 75,225	\$ 77,482	\$ 79,807	\$ 82,201	\$ 84,667	\$ 87,207	\$ 89,823	\$ 92,518	\$ 95,293
		\$ 28,030	\$ 59,714	\$ 54,971	\$ 52,093	\$ 47,686	\$ 43,145	\$ 39,278	\$ 36,660	\$ 33,502	\$ 30,085	\$ 24,948	\$ 18,598	\$ 10,175	\$ -	\$ -
		\$ 91,030	\$ 124,604	\$ 121,808	\$ 120,935	\$ 118,593	\$ 116,179	\$ 114,503	\$ 114,142	\$ 113,309	\$ 112,286	\$ 109,615	\$ 105,804	\$ 99,998	\$ 92,518	\$ 95,293
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 249,173	\$ 262,035	\$ 275,491	\$ 289,568	\$ 304,292	\$ 319,695	\$ 335,805	\$ 352,655	\$ 370,278	\$ 388,710	\$ 407,986	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
		\$ 7,126	\$ 14,329	\$ 12,490	\$ 11,158	\$ 9,596	\$ 8,162	\$ 6,823	\$ 5,647	\$ 5,206	\$ 4,145	\$ 746	\$ -	\$ -	\$ -	\$ -
		\$ 256,299	\$ 276,364	\$ 287,982	\$ 300,726	\$ 313,889	\$ 327,856	\$ 342,628	\$ 358,302	\$ 375,484	\$ 392,855	\$ 408,732	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
11	F-Line Extension to Fort Mason	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehabilitation Historic Street Cars	\$ 59,577	\$ -	\$ -	\$ 61,364	\$ 63,205	\$ 65,101	\$ 67,054	\$ 69,066	\$ 71,138	\$ 73,272	\$ 75,470	\$ 77,734	\$ 80,066	\$ 82,468	\$ 84,942
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 59,577	\$ -	\$ -	\$ 61,364	\$ 63,205	\$ 65,101	\$ 67,054	\$ 69,066	\$ 71,138	\$ 73,272	\$ 75,470	\$ 77,734	\$ 80,066	\$ 82,468	\$ 84,942
13	Balboa Park BART/MUNI Station Access	\$ 208,006	\$ 214,246	\$ 220,674	\$ 227,294	\$ 234,113	\$ 241,136	\$ 248,370	\$ 255,821	\$ 263,496	\$ 271,401	\$ 279,543	\$ 287,929	\$ 296,567	\$ 305,464	\$ 314,628
		\$ 28,564	\$ 61,284	\$ 56,865	\$ 54,319	\$ 50,138	\$ 45,782	\$ 42,035	\$ 39,552	\$ 36,830	\$ 33,557	\$ 27,515	\$ 19,711	\$ 8,739	\$ -	\$ -
		\$ 236,570	\$ 275,531	\$ 277,539	\$ 281,613	\$ 284,250	\$ 286,918	\$ 290,405	\$ 295,373	\$ 300,326	\$ 304,958	\$ 307,058	\$ 307,640	\$ 305,306	\$ 305,464	\$ 314,628
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 18,516	\$ 31,354	\$ 20,214	\$ 9,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 18,516	\$ 31,354	\$ 20,214	\$ 9,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 44,664	\$ 94,576	\$ 86,460	\$ 81,304	\$ 73,771	\$ 66,045	\$ 59,396	\$ 54,613	\$ 48,722	\$ 42,427	\$ 33,801	\$ 23,022	\$ 7,532	\$ -	\$ -
		\$ 44,664	\$ 94,576	\$ 86,460	\$ 81,304	\$ 73,771	\$ 66,045	\$ 59,396	\$ 54,613	\$ 48,722	\$ 42,427	\$ 33,801	\$ 23,022	\$ 7,532	\$ -	\$ -
16	Other Transit Enhancements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 110,332	\$ 235,230	\$ 216,768	\$ 205,800	\$ 188,921	\$ 171,597	\$ 157,242	\$ 148,266	\$ 136,732	\$ 125,317	\$ 109,908	\$			

DRAFT 2014 Prop K Strategic Plan
Appendix F. 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
		\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
	17B New and Renovated Vehicles - BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
		\$ 2,291,000	\$ 2,380,250	\$ 2,472,178	\$ 2,566,863	\$ 2,664,389	\$ 2,764,840	\$ 2,868,306	\$ 2,974,875	\$ 3,084,641	\$ 3,197,700	\$ 3,314,151	\$ 3,434,096	\$ 3,557,639	\$ 3,058,888	\$ 2,107,466
	17M New and Renovated Vehicles - MUNI	\$ 3,438,394	\$ 7,330,809	\$ 6,756,107	\$ 6,414,597	\$ 5,888,604	\$ 5,347,610	\$ 4,897,595	\$ 4,613,423	\$ 4,255,224	\$ 3,893,922	\$ 3,387,887	\$ 2,808,126	\$ 2,214,278	\$ 1,457,476	\$ -
		\$ 5,729,394	\$ 9,711,059	\$ 9,228,285	\$ 8,981,460	\$ 8,552,993	\$ 8,112,450	\$ 7,765,901	\$ 7,588,298	\$ 7,339,864	\$ 7,091,622	\$ 6,702,038	\$ 6,242,222	\$ 5,771,917	\$ 4,516,364	\$ 2,107,466
		\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	17P New and Renovated Vehicles - PCJPB	\$ 67,997	\$ 178,638	\$ 200,403	\$ 229,874	\$ 224,799	\$ 190,695	\$ 158,984	\$ 130,375	\$ 97,194	\$ 57,839	\$ 2,912	\$ -	\$ -	\$ -	\$ -
		\$ 1,363,223	\$ 1,511,221	\$ 1,571,463	\$ 1,640,566	\$ 224,799	\$ 190,695	\$ 158,984	\$ 130,375	\$ 97,194	\$ 57,839	\$ 2,912	\$ -	\$ -	\$ -	\$ -
		\$ 4,799,000	\$ 4,942,970	\$ 5,091,259	\$ 5,243,997	\$ 5,401,317	\$ 5,563,356	\$ 5,730,257	\$ 5,902,165	\$ 6,079,230	\$ 6,261,607	\$ 6,449,455	\$ 6,642,938	\$ 6,842,226	\$ 7,047,493	\$ 5,294,189
	17U New and Renovated Vehicles - Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,799,000	\$ 4,942,970	\$ 5,091,259	\$ 5,243,997	\$ 5,401,317	\$ 5,563,356	\$ 5,730,257	\$ 5,902,165	\$ 6,079,230	\$ 6,261,607	\$ 6,449,455	\$ 6,642,938	\$ 6,842,226	\$ 7,047,493	\$ 5,294,189
		\$ 9,045,960	\$ 9,335,818	\$ 9,646,884	\$ 9,961,450	\$ 8,834,304	\$ 9,126,742	\$ 9,428,355	\$ 9,739,440	\$ 10,060,309	\$ 10,391,280	\$ 10,732,688	\$ 11,103,153	\$ 11,479,291	\$ 10,856,381	\$ 7,901,654
	Vehicles Subtotal	\$ 3,506,391	\$ 7,509,447	\$ 6,956,510	\$ 6,644,471	\$ 6,113,403	\$ 5,538,305	\$ 5,056,580	\$ 4,743,799	\$ 4,352,418	\$ 3,951,761	\$ 3,390,800	\$ 2,808,126	\$ 2,214,278	\$ 1,457,476	\$ -
		\$ 12,552,351	\$ 16,845,265	\$ 16,603,394	\$ 16,605,920	\$ 14,947,708	\$ 14,665,047	\$ 14,484,934	\$ 14,483,239	\$ 14,412,726	\$ 14,343,040	\$ 14,123,488	\$ 13,911,279	\$ 13,693,569	\$ 12,313,857	\$ 7,901,654
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Trolleybus Wheelchair-lift Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	F-Line Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 9,045,960	\$ 9,335,818	\$ 9,646,884	\$ 9,961,450	\$ 8,834,304	\$ 9,126,742	\$ 9,428,355	\$ 9,739,440	\$ 10,060,309	\$ 10,391,280	\$ 10,732,688	\$ 11,103,153	\$ 11,479,291	\$ 10,856,381	\$ 7,901,654
		\$ 3,506,391	\$ 7,509,447	\$ 6,956,510	\$ 6,644,471	\$ 6,113,403	\$ 5,538,305	\$ 5,056,580	\$ 4,743,799	\$ 4,352,418	\$ 3,951,761	\$ 3,390,800	\$ 2,808,126	\$ 2,214,278	\$ 1,457,476	\$ -
		\$ 12,552,351	\$ 16,845,265	\$ 16,603,394	\$ 16,605,920	\$ 14,947,708	\$ 14,665,047	\$ 14,484,934	\$ 14,483,239	\$ 14,412,726	\$ 14,343,040	\$ 14,123,488	\$ 13,911,279	\$ 13,693,569	\$ 12,313,857	\$ 7,901,654
		\$ 42,000	\$ 43,260	\$ 44,558	\$ 45,895	\$ 47,271	\$ 48,690	\$ 50,150	\$ 51,655	\$ 53,204	\$ 54,800	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529
	20B Rehab/Upgrade Existing Facilities - BART	\$ 4,265	\$ 8,787	\$ 7,765	\$ 6,977	\$ 5,948	\$ 4,882	\$ 3,825	\$ 2,765	\$ 1,649	\$ 152	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,265	\$ 52,047	\$ 52,323	\$ 52,871	\$ 53,219	\$ 53,571	\$ 53,975	\$ 54,420	\$ 54,853	\$ 54,953	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529
		\$ 1,085,000	\$ 1,123,550	\$ 1,163,257	\$ 1,204,154	\$ 1,246,279	\$ 1,289,667	\$ 1,334,357	\$ 1,380,388	\$ 1,427,800	\$ 1,476,634	\$ 1,526,933	\$ 1,578,741	\$ 1,132,103	\$ 1,187,066	\$ 807,758
	20M Rehab/Upgrade Existing Facilities - MUNI	\$ 420,383	\$ 899,047	\$ 831,599	\$ 792,708	\$ 730,970	\$ 667,488	\$ 614,963	\$ 583,215	\$ 544,503	\$ 504,663	\$ 442,737	\$ 371,477	\$ 261,644	\$ -	\$ -
		\$ 1,505,383	\$ 2,022,597	\$ 1,994,856	\$ 1,996,862	\$ 1,977,249	\$ 1,957,156	\$ 1,949,321	\$ 1,963,603	\$ 1,972,302	\$ 1,981,297	\$ 1,969,669	\$ 1,950,218	\$ 1,393,747	\$ 1,187,066	\$ 807,758
		\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	20P Rehab/Upgrade Existing Facilities - PCJPB	\$ 49,364	\$ 112,479	\$ 111,358	\$ 114,287	\$ 108,783	\$ 97,732	\$ 88,300	\$ 81,703	\$ 73,510	\$ 64,883	\$ 53,094	\$ 38,638	\$ 19,052	\$ -	\$ -
		\$ 290,404	\$ 360,750	\$ 367,077	\$ 377,678	\$ 108,783	\$ 97,732	\$ 88,300	\$ 81,703	\$ 73,510	\$ 64,883	\$ 53,094	\$ 38,638	\$ 19,052	\$ -	\$ -
		\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271
	20U Rehab/Upgrade Existing Facilities - Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271
		\$ 1,913,040	\$ 1,976,431	\$ 2,041,724	\$ 2,108,976	\$ 1,906,952	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558
	Facilities Subtotal	\$ 474,012	\$ 1,020,312	\$ 950,723	\$ 913,971	\$										

AFT 2014 Prop K Strategic Plan

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
		\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22P	Guideways - PCJPB	\$ 147,483	\$ 364,738	\$ 389,649	\$ 429,434	\$ 424,423	\$ 384,954	\$ 352,108	\$ 331,212	\$ 304,505	\$ 277,809	\$ 241,700	\$ 200,589	\$ 158,774	\$ 124,817	\$ -
		\$ 1,682,176	\$ 1,943,972	\$ 2,014,760	\$ 2,101,798	\$ 424,423	\$ 384,954	\$ 352,108	\$ 331,212	\$ 304,505	\$ 277,809	\$ 241,700	\$ 200,589	\$ 158,774	\$ 124,817	\$ -
22U	Guideways - Discretionary	\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
	Total Guideways	\$ 11,307,195	\$ 11,659,037	\$ 12,011,328	\$ 12,374,389	\$ 11,027,519	\$ 11,362,997	\$ 11,708,769	\$ 12,410,649	\$ 12,086,983	\$ 12,811,086	\$ 13,201,322	\$ 13,614,704	\$ 14,037,081	\$ 14,469,839	\$ 14,256,102
		\$ 654,438	\$ 1,647,525	\$ 1,597,247	\$ 1,600,560	\$ 1,523,280	\$ 1,407,142	\$ 1,309,456	\$ 1,252,568	\$ 1,193,194	\$ 1,119,696	\$ 961,535	\$ 762,260	\$ 519,103	\$ 124,817	\$ -
		\$ 11,961,632	\$ 13,306,562	\$ 13,608,574	\$ 13,974,950	\$ 12,550,798	\$ 12,770,139	\$ 13,018,225	\$ 13,663,217	\$ 13,280,178	\$ 13,930,781	\$ 14,162,858	\$ 14,376,964	\$ 14,556,184	\$ 14,594,656	\$ 14,256,102
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 22,266,195	\$ 22,971,286	\$ 23,699,936	\$ 24,444,815	\$ 21,768,776	\$ 22,459,900	\$ 23,172,389	\$ 24,252,414	\$ 24,318,686	\$ 25,444,901	\$ 26,249,822	\$ 27,109,143	\$ 27,485,397	\$ 27,375,315	\$ 23,647,314
		\$ 4,634,841	\$ 10,177,284	\$ 9,504,479	\$ 9,159,002	\$ 8,482,384	\$ 7,715,550	\$ 7,073,124	\$ 6,664,050	\$ 6,165,274	\$ 5,641,155	\$ 4,848,166	\$ 3,980,501	\$ 3,014,077	\$ 1,582,293	\$ -
		\$ 26,901,035	\$ 33,148,570	\$ 33,204,415	\$ 33,603,817	\$ 30,251,159	\$ 30,175,450	\$ 30,245,514	\$ 30,916,463	\$ 30,483,960	\$ 31,086,056	\$ 31,097,987	\$ 31,089,644	\$ 30,499,474	\$ 28,957,608	\$ 23,647,314
	TOTAL TRANSIT	\$ 24,593,283	\$ 25,310,710	\$ 26,113,637	\$ 26,996,603	\$ 23,004,048	\$ 23,158,866	\$ 23,898,844	\$ 25,007,438	\$ 25,103,404	\$ 26,260,484	\$ 27,097,487	\$ 27,982,239	\$ 28,384,686	\$ 28,301,582	\$ 54,762,543
		\$ 7,834,580	\$ 16,899,619	\$ 15,592,750	\$ 14,818,204	\$ 13,516,678	\$ 12,079,652	\$ 10,816,633	\$ 9,876,931	\$ 8,755,913	\$ 7,559,466	\$ 6,509,188	\$ 5,349,615	\$ 4,078,866	\$ 2,680,079	\$ -
		\$ 32,427,862	\$ 42,210,329	\$ 41,706,387	\$ 41,814,807	\$ 36,520,726	\$ 35,238,518	\$ 34,715,476	\$ 34,884,369	\$ 33,859,317	\$ 33,819,951	\$ 33,606,676	\$ 33,331,854	\$ 32,463,551	\$ 30,981,661	\$ 54,762,543
	PARATRANSIT	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Paratransit	\$ 979,794	\$ 2,326,549	\$ 2,384,783	\$ 2,518,751	\$ 2,578,077	\$ 2,623,564	\$ 2,713,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
		\$ 10,649,794	\$ 11,996,549	\$ 12,054,783	\$ 12,188,751	\$ 12,248,077	\$ 12,293,564	\$ 12,383,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
	TOTAL PARATRANSIT	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 979,794	\$ 2,326,549	\$ 2,384,783	\$ 2,518,751	\$ 2,578,077	\$ 2,623,564	\$ 2,713,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
		\$ 10,649,794	\$ 11,996,549	\$ 12,054,783	\$ 12,188,751	\$ 12,248,077	\$ 12,293,564	\$ 12,383,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
	STREETS AND TRAFFIC SAFETY	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 638,050	\$ 1,331,265	\$ 1,195,713	\$ 1,100,191	\$ 971,229	\$ 839,065	\$ 718,522	\$ 615,094	\$ 493,631	\$ 352,600	\$ 156,469	\$ -	\$ -	\$ -	\$ -
		\$ 638,050	\$ 1,331,265	\$ 1,195,713	\$ 1,100,191	\$ 971,229	\$ 839,065	\$ 718,522	\$ 615,094	\$ 493,631	\$ 352,600	\$ 156,469	\$ -	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 17,296	\$ 36,290	\$ 32,816	\$ 30,451	\$ 27,174	\$ 23,815	\$ 20,809	\$ 18,366	\$ 15,455	\$ 12,156	\$ 7,587	\$ 1,464	\$ -	\$ -	\$ -
		\$ 17,296	\$ 36,290	\$ 32,816	\$ 30,451	\$ 27,174	\$ 23,815	\$ 20,809	\$ 18,366	\$ 15,455	\$ 12,156	\$ 7,587	\$ 1,464	\$ -	\$ -	\$ -
27	Visitacion Valley Watershed Area projects (San Francisco share)	\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 928,818	\$ 956,682	\$ 985,383	\$ 1,014,944	\$ 1,045,393	\$ 1,076,755	\$ 1,109,057	\$ 1,142,329	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 2,469	\$ 12,894	\$ 23,467	\$ 35,833	\$ 51,010	\$ 68,413	\$ 86,758	\$ 114,412	\$ 85,083	\$ 22,645	\$ -
		\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 931,287	\$ 969,577	\$ 1,008,850	\$ 1,050,778	\$ 1,096,403	\$ 1,145,168	\$ 1,195,815	\$ 1,256,741	\$ 85,083	\$ 22,645	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1 Traffic Study	\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299
30	Other Upgrades to Major Arterials	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,130	\$ 56,280	\$ 50,194	\$ 45,773	\$ 39,938	\$ 33,961	\$ 28,415	\$ 23,440	\$ 17,663	\$ 10,826	\$ 1,288	\$ -	\$ -	\$ -	\$ -
		\$ 27,130	\$ 56,280	\$ 50,194	\$ 45,773	\$ 39,938	\$ 33,961	\$ 28,415	\$ 23,440	\$ 17,663	\$ 10,826	\$ 1,288	\$ -	\$ -	\$ -	\$ -
	Total New and Upgraded Streets	\$ 1,011,437	\$ 861,780	\$ 887,633	\$ 914,262	\$ 941,690	\$ 969,941	\$ 999,039	\$ 1,029,010	\$ 1,059,881	\$ 1,091,677	\$ 1,124,427	\$ 1,158,160	\$ 16,306	\$ 16,795	\$ 17,299
		\$ 44,426	\$ 92,570	\$ 83,010	\$ 76,224	\$ 69,582	\$ 70,670	\$ 72,692	\$ 77,639	\$ 84,128	\$ 91,395	\$ 95,633	\$ 115,876	\$ 85,083	\$ 22,645	\$ -
		\$ 1,055,862	\$ 954,349	\$ 970,643	\$ 990,486	\$ 1,011,272	\$ 1,040,611	\$ 1,071,731	\$ 1,106,650	\$ 1,144,009	\$ 1,183,072	\$ 1,220,060	\$ 1,274,036	\$ 101,389	\$ 39,441	\$ 17,299
31	New Signals and Signs	\$ 1,320,000	\$ 1,359,600	\$ 1,400,388	\$ 1,442,400	\$ 1,485,672	\$ 1,530,242	\$ 1,576,149	\$ 1,623,434	\$ 1,672,137	\$ 1,722,301	\$ 1,773,970	\$ 1,827,189	\$ 1,882,004	\$ 1,938,465	\$ 1,996,618
		\$ 30,404	\$ 65,712	\$ 61,379	\$ 58,517	\$ 53,412	\$ 47,777	\$ 41,673	\$ 35,520	\$ 31,142	\$ 22,097	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,350,404	\$ 1,425,312	\$ 1,461,767	\$ 1,500,917	\$ 1,539,083	\$ 1,578,019	\$ 1,617,822	\$ 1,658,953	\$ 1,703,278	\$ 1,744,398	\$ 1,773,970	\$ 1,827,189	\$ 1,882,004	\$ 1,938,465	\$ 1,996,618
32	Advanced Technology and Information Systems (SFgo)	\$ 738,700	\$ 773,931	\$ 810,787	\$ 849,339	\$ 889,666	\$ 931,846	\$ 975,964	\$ 1,022,106	\$ 1,070,364	\$ 1,120,833	\$ 1,170,000	\$ 1,220,000	\$ 1,270,000	\$ 500,000	\$ 400,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 738,700	\$ 773,931	\$ 810,787	\$ 849,339	\$ 889,666	\$ 931,846	\$ 975,964	\$ 1,022,106	\$ 1,070,364	\$ 1,120,833	\$ 1,170,000	\$ 1,220,000	\$ 1,270,000	\$ 500,000	\$ 400,000

DRAFT 2014 Prop K Strategic Plan
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
33	Signals and Signs	\$ 3,311,570	\$ 3,481,626	\$ 3,659,522	\$ 3,845,611	\$ 4,040,262	\$ 4,243,861	\$ 4,456,812	\$ 4,679,535	\$ 4,912,470	\$ 5,156,079	\$ 5,561,950	\$ 5,933,860	\$ 3,500,000	\$ 3,000,000	\$ 1,050,000
		\$ 59,150	\$ 131,603	\$ 129,836	\$ 134,266	\$ 137,048	\$ 141,954	\$ 150,366	\$ 167,264	\$ 196,268	\$ 228,761	\$ 254,192	\$ 305,512	\$ 341,476	\$ 517,038	\$ -
		\$ 3,370,720	\$ 3,613,229	\$ 3,789,358	\$ 3,979,877	\$ 4,177,310	\$ 4,385,815	\$ 4,607,178	\$ 4,846,798	\$ 5,108,738	\$ 5,384,840	\$ 5,816,142	\$ 6,239,372	\$ 3,841,476	\$ 3,517,038	\$ 1,050,000
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 4,505,003	\$ 4,640,153	\$ 4,779,358	\$ 4,922,738	\$ 5,070,421	\$ 5,222,533	\$ 5,379,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 684,423	\$ 1,571,275	\$ 1,567,258	\$ 1,620,108	\$ 1,631,382	\$ 1,640,855	\$ 1,685,118	\$ 1,627,807	\$ 1,501,777	\$ 1,377,231	\$ 1,209,158	\$ 1,021,170	\$ 845,872	\$ 968,389	\$ -
		\$ 5,189,426	\$ 6,211,428	\$ 6,346,616	\$ 6,542,846	\$ 6,701,802	\$ 6,863,388	\$ 7,064,327	\$ 1,627,807	\$ 1,501,777	\$ 1,377,231	\$ 1,209,158	\$ 1,021,170	\$ 845,872	\$ 968,389	\$ -
35	Street Repair and Cleaning Equipment	\$ 904,183	\$ 950,615	\$ 999,187	\$ 1,049,996	\$ 1,103,143	\$ 1,158,733	\$ 1,216,877	\$ 1,277,689	\$ 1,341,289	\$ 1,407,803	\$ 1,518,621	\$ 1,620,166	\$ 900,000	\$ 900,000	\$ -
		\$ 1,327	\$ 3,893	\$ 5,459	\$ 7,661	\$ 10,217	\$ 13,404	\$ 17,067	\$ 22,113	\$ 30,760	\$ 40,040	\$ 47,448	\$ 61,234	\$ 65,020	\$ 46,907	\$ -
		\$ 905,510	\$ 954,507	\$ 1,004,646	\$ 1,057,657	\$ 1,113,361	\$ 1,172,138	\$ 1,233,944	\$ 1,299,802	\$ 1,372,049	\$ 1,447,843	\$ 1,566,069	\$ 1,681,401	\$ 965,020	\$ 946,907	\$ -
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 666,707	\$ 696,709	\$ 728,061	\$ 760,823	\$ 795,060	\$ 830,838	\$ 868,226	\$ 907,296	\$ 948,124	\$ 990,790	\$ 1,035,376	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
		\$ 16,833	\$ 38,254	\$ 38,143	\$ 39,564	\$ 40,176	\$ 41,034	\$ 42,713	\$ 46,501	\$ 52,366	\$ 59,090	\$ 63,773	\$ 69,939	\$ 86,853	\$ 141,081	\$ -
		\$ 683,540	\$ 734,963	\$ 766,204	\$ 800,388	\$ 835,236	\$ 871,872	\$ 910,939	\$ 953,797	\$ 1,000,491	\$ 1,049,880	\$ 1,099,149	\$ 1,069,939	\$ 1,086,853	\$ 141,081	\$ -
38	Traffic Calming	\$ 2,411,154	\$ 2,534,972	\$ 2,664,498	\$ 2,799,990	\$ 2,941,715	\$ 3,089,956	\$ 3,245,005	\$ 3,407,170	\$ 3,576,770	\$ 3,754,141	\$ 4,049,656	\$ 4,320,444	\$ 4,347,915	\$ 3,000,000	\$ 2,500,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,411,154	\$ 2,534,972	\$ 2,664,498	\$ 2,799,990	\$ 2,941,715	\$ 3,089,956	\$ 3,245,005	\$ 3,407,170	\$ 3,576,770	\$ 3,754,141	\$ 4,049,656	\$ 4,320,444	\$ 4,347,915	\$ 3,000,000	\$ 2,500,000
39	Bicycle Circulation/Safety	\$ 1,094,537	\$ 1,150,744	\$ 1,209,542	\$ 1,271,048	\$ 1,335,384	\$ 1,135,384	\$ 1,523,895	\$ 1,592,470	\$ 1,664,131	\$ 1,739,017	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
		\$ 35,828	\$ 73,458	\$ 74,422	\$ 78,685	\$ 81,643	\$ 82,162	\$ 83,264	\$ 93,022	\$ 109,308	\$ 129,039	\$ 131,955	\$ 107,610	\$ 61,512	\$ -	\$ -
		\$ 1,130,366	\$ 1,224,202	\$ 1,283,964	\$ 1,349,733	\$ 1,417,027	\$ 1,217,546	\$ 1,607,159	\$ 1,685,492	\$ 1,773,439	\$ 1,868,056	\$ 831,955	\$ 807,610	\$ 761,512	\$ 700,000	\$ 700,000
40	Pedestrian Circulation/Safety	\$ 943,840	\$ 972,155	\$ 1,001,320	\$ 1,031,359	\$ 1,062,300	\$ 1,094,169	\$ 1,126,994	\$ 1,160,804	\$ 1,195,628	\$ 1,231,497	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
		\$ 57,750	\$ 133,380	\$ 133,779	\$ 138,773	\$ 139,986	\$ 140,885	\$ 144,252	\$ 153,970	\$ 165,193	\$ 179,823	\$ 169,878	\$ 133,276	\$ 88,155	\$ -	\$ -
		\$ 1,001,590	\$ 1,105,535	\$ 1,135,099	\$ 1,170,132	\$ 1,202,287	\$ 1,235,054	\$ 1,271,247	\$ 1,314,774	\$ 1,360,822	\$ 1,411,320	\$ 469,878	\$ 433,276	\$ 388,155	\$ 300,000	\$ 300,000
41	Curb Ramps	\$ 935,909	\$ 983,970	\$ 1,013,489	\$ 1,043,893	\$ 1,075,210	\$ 1,107,466	\$ 1,140,690	\$ 1,174,911	\$ 1,210,158	\$ 1,246,463	\$ 1,283,857	\$ 1,322,373	\$ 1,362,044	\$ 1,402,905	\$ 1,000,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 935,909	\$ 983,970	\$ 1,013,489	\$ 1,043,893	\$ 1,075,210	\$ 1,107,466	\$ 1,140,690	\$ 1,174,911	\$ 1,210,158	\$ 1,246,463	\$ 1,283,857	\$ 1,322,373	\$ 1,362,044	\$ 1,402,905	\$ 1,000,000
42	Tree Planting and Maintenance	\$ 1,246,182	\$ 1,302,260	\$ 1,360,862	\$ 1,422,101	\$ 1,486,095	\$ 1,552,969	\$ 1,622,853	\$ 1,695,881	\$ 1,772,196	\$ 1,851,945	\$ 1,935,282	\$ 2,022,370	\$ 2,113,377	\$ 1,708,479	\$ 1,000,000
		\$ 9,008	\$ 20,553	\$ 21,072	\$ 22,585	\$ 23,872	\$ 25,654	\$ 27,778	\$ 31,272	\$ 38,920	\$ 45,971	\$ 46,467	\$ 47,877	\$ 58,577	\$ 48,838	\$ -
		\$ 1,255,190	\$ 1,322,813	\$ 1,381,934	\$ 1,444,686	\$ 1,509,967	\$ 1,578,624	\$ 1,650,631	\$ 1,727,154	\$ 1,811,116	\$ 1,897,916	\$ 1,981,749	\$ 2,070,247	\$ 2,171,954	\$ 1,757,316	\$ 1,000,000
TOTAL STREETS AND TRAFFIC SAFETY																
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																
43	Transportation Demand Management/Parking Management	\$ 410,000	\$ 422,300	\$ 434,969	\$ 448,018	\$ 461,459	\$ 475,302	\$ 489,561	\$ 504,248	\$ 519,376	\$ 534,957	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
		\$ 33,969	\$ 76,466	\$ 74,744	\$ 75,572	\$ 74,289	\$ 72,822	\$ 72,582	\$ 75,326	\$ 78,483	\$ 82,817	\$ 68,631	\$ 50,788	\$ 26,448	\$ -	\$ -
		\$ 443,969	\$ 498,766	\$ 509,713	\$ 523,590	\$ 535,747	\$ 548,124	\$ 562,143	\$ 579,574	\$ 597,858	\$ 617,774	\$ 268,631	\$ 250,788	\$ 226,448	\$ 200,000	\$ 200,000
44	Transportation/Land Use Coordination	\$ 600,000	\$ 618,000	\$ 636												

DRAFT 2014 Prop K Strategic Plan
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	
TRANSIT																						
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ 124,786,482	18.10%	Programming	\$ 100,341,372	\$ 40,020	\$ 627,069	\$ 506,520	\$ 223,306	\$ 781,715	\$ 1,825,157	\$ 602,387	\$ 3,048,520	\$ 3,141,818	\$ 2,381,021	\$ 7,782,640	\$ 19,206,516	\$ 22,570,397	\$ 23,982,894	\$ 11,724,644	\$ 1,264,500	
				Finance Costs	\$ 22,580,404	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,616	\$ 344,349	\$ 1,541,937	\$ 1,152,672	
				Total	\$ 122,921,776	\$ 40,020	\$ 627,069	\$ 506,520	\$ 223,306	\$ 781,715	\$ 1,825,157	\$ 602,387	\$ 3,048,520	\$ 3,141,818	\$ 2,381,021	\$ 7,782,640	\$ 19,206,516	\$ 22,652,013	\$ 24,327,243	\$ 13,266,580	\$ 2,417,172	
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,795,276	\$ 50,000	\$ 15,249,407	\$ 20,944,687	\$ 22,051,549	\$ 30,129,641	\$ 2,212,398	\$ -	\$ 294,672	\$ -	\$ (56,809)	\$ -	\$ -	\$ 5,919,731	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 96,795,276	\$ 50,000	\$ 15,249,407	\$ 20,944,687	\$ 22,051,549	\$ 30,129,641	\$ 2,212,398	\$ -	\$ 294,672	\$ -	\$ (56,809)	\$ -	\$ -	\$ 5,919,731	\$ -	\$ -	\$ -	
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ 2,346,277	\$ 642,092	\$ 8,597,244	\$ 44,611,695	\$ 56,617,992	\$ 2,555,099	\$ 3,434,127	\$ 2,988,635	\$ 2,769,286	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ 2,346,277	\$ 642,092	\$ 8,597,244	\$ 44,611,695	\$ 56,617,992	\$ 2,555,099	\$ 3,434,127	\$ 2,988,635	\$ 2,769,286	\$ -	\$ -
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 299,009,544	8.92%	Programming	\$ 223,176,073	\$ -	\$ (8,736,000)	\$ 32,784,000	\$ 1,209,891	\$ 12,766,109	\$ 30,849,748	\$ 34,340,299	\$ 4,263,433	\$ 5,966,030	\$ 3,894,116	\$ 9,130,676	\$ 39,203,183	\$ 21,080,397	\$ 5,617,924	\$ 645,095	\$ -	\$ -
				Finance Costs	\$ 26,673,345	\$ -	\$ -	\$ 746,214	\$ 394,491	\$ 792,996	\$ 14,830	\$ 651,764	\$ 686,327	\$ 531,394	\$ -	\$ 641,007	\$ -	\$ 319,587	\$ 746,367	\$ 2,636,773	\$ 1,871,582	
				Total	\$ 249,849,418	\$ -	\$ (8,736,000)	\$ 33,530,214	\$ 1,604,381	\$ 13,559,104	\$ 30,864,577	\$ 34,992,062	\$ 4,949,761	\$ 6,497,425	\$ 3,894,116	\$ 9,771,683	\$ 39,203,183	\$ 21,399,985	\$ 6,364,290	\$ 3,281,867	\$ 1,871,582	
6	Electrification	\$ 25,787,529	16.08%	Programming	\$ 20,260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,035	\$ 8,986,986	\$ 7,272,979	\$ -	\$ -	\$ -	
				Finance Costs	\$ 4,147,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,997	\$ 88,310	\$ 317,416	\$ 231,762	
				Total	\$ 24,407,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,035	\$ 8,986,986	\$ 7,311,976	\$ 88,310	\$ 317,416	\$ 231,762	
7	Caltrain Capital Improvement Program	\$ 25,032,772	13.45%	Programming	\$ 20,176,329	\$ -	\$ 44,683	\$ 18,674	\$ 772,735	\$ 1,595,550	\$ 1,170,178	\$ 1,358,575	\$ 1,579,628	\$ 749,463	\$ 699,685	\$ 963,348	\$ 955,760	\$ 1,140,161	\$ 1,079,772	\$ 1,112,165	\$ 1,145,530	
				Finance Costs	\$ 3,367,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230	\$ 14,893	\$ 27,942	\$ 23,420	\$ -	\$ 33,704	\$ -	\$ 12,014	\$ 31,511	\$ 131,484	\$ 110,944	
				Total	\$ 23,543,488	\$ -	\$ 44,683	\$ 18,674	\$ 772,735	\$ 1,595,550	\$ 1,170,408	\$ 1,373,468	\$ 1,607,570	\$ 772,883	\$ 699,685	\$ 997,052	\$ 955,760	\$ 1,152,175	\$ 1,111,283	\$ 1,243,649	\$ 1,256,474	
8	BART Station Access, Safety and Capacity	\$ 11,572,940	14.33%	Programming	\$ 9,079,412	\$ -	\$ 209,524	\$ -	\$ 1,754,256	\$ 501,273	\$ 28,451	\$ 212,915	\$ (306,953)	\$ -	\$ 486,953	\$ 180,945	\$ 465,050	\$ 292,305	\$ 2,249,107	\$ 107,918	\$ 243,101	
				Finance Costs	\$ 1,658,208	\$ -	\$ -	\$ -	\$ 106,833	\$ 126,334	\$ 568	\$ 13,561	\$ 8,660	\$ 4,485	\$ -	\$ 6,684	\$ -	\$ 2,332	\$ 19,539	\$ 68,593	\$ 51,384	
				Total	\$ 10,737,620	\$ -	\$ 209,524	\$ -	\$ 1,861,088	\$ 627,607	\$ 29,019	\$ 226,476	\$ (298,293)	\$ 4,485	\$ 486,953	\$ 187,629	\$ 465,050	\$ 294,637	\$ 2,268,645	\$ 176,511	\$ 294,485	
9	Ferry	\$ 5,534,884	10.38%	Programming	\$ 4,708,352	\$ -	\$ 8,647	\$ -	\$ 27,960	\$ -	\$ (0)	\$ 272,040	\$ -	\$ -	\$ 1,027,973	\$ -	\$ 1,100,000	\$ 660,000	\$ 440,000	\$ -	\$ -	
				Finance Costs	\$ 574,533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502	\$ -	\$ 4,574	\$ 13,034	\$ 45,489	\$ 32,050	
				Total	\$ 5,282,885	\$ -	\$ 8,647	\$ -	\$ 27,960	\$ -	\$ (0)	\$ 272,040	\$ -	\$ -	\$ 1,027,973	\$ -	\$ 502	\$ 1,100,000	\$ 664,574	\$ 453,034	\$ 45,489	\$ 32,050
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,778,567	0.96%	Programming	\$ 9,388,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ 1,098,647	\$ 2,970,416	
				Finance Costs	\$ 94,122	\$ -	\$ -	\$ -	\$ -	\$ -												

DRAFT 2014 Prop K Strategic Plan
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs			FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	
17B	New and Renovated Vehicles - BART	\$ 12,743,530	0.00%	Programming	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming	\$ 412,139,285	\$ -	\$ 1,225,536	\$ 251,829	\$ 7,002,393	\$ 11,772,691	\$ 2,678,839	\$ 4,406,007	\$ 9,759,628	\$ 3,784,163	\$ 5,488,364	\$ 26,231,486	\$ 9,906,081	\$ 101,827,286	\$ 84,772,641	\$ 55,831,598	\$ 37,705,056		
				Finance Costs	\$ 71,676,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 124,084	\$ 810,268	\$ 4,245,184	\$ 3,792,510
				Total	\$ 483,815,383	\$ -	\$ 1,225,536	\$ 251,829	\$ 7,002,393	\$ 11,772,691	\$ 2,678,839	\$ 4,406,007	\$ 9,759,628	\$ 3,784,163	\$ 5,488,364	\$ 26,231,486	\$ 9,906,081	\$ 101,951,370	\$ 85,582,909	\$ 60,076,782	\$ 41,497,565		
17P	New and Renovated Vehicles - PCJPB	\$ 25,487,060	6.65%	Programming	\$ 18,460,370	\$ -	\$ 2,153	\$ 56,000	\$ -	\$ 4,786	\$ 1,170,882	\$ 560,849	\$ 745,447	\$ 1,218,182	\$ 738,373	\$ 1,687,253	\$ 1,316,829	\$ 1,474,612	\$ 1,122,963	\$ 1,156,652	\$ 1,191,351		
				Finance Costs	\$ 1,694,277	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,034	\$ 14,967	\$ 69,092	\$ 62,855	
				Total	\$ 20,154,648	\$ -	\$ 2,153	\$ 56,000	\$ -	\$ 4,786	\$ 1,170,882	\$ 560,849	\$ 745,447	\$ 1,218,182	\$ 738,373	\$ 1,689,873	\$ 1,316,829	\$ 1,479,646	\$ 1,137,929	\$ 1,225,744	\$ 1,254,206		
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming	\$ 87,291,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 87,291,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
18	Vehicles Subtotal	\$ 626,926,280	11.70%	Programming	\$ 530,101,522	\$ -	\$ 1,232,689	\$ 307,829	\$ 7,002,393	\$ 11,777,477	\$ 3,849,720	\$ 4,966,857	\$ 10,505,075	\$ 5,002,346	\$ 6,226,736	\$ 27,918,739	\$ 11,222,910	\$ 103,301,898	\$ 85,895,604	\$ 56,988,249	\$ 38,896,407		
				Finance Costs	\$ 73,370,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,117	\$ 825,235	\$ 4,314,276	\$ 3,855,364	
				Total	\$ 603,471,898	\$ -	\$ 1,232,689	\$ 307,829	\$ 7,002,393	\$ 11,777,477	\$ 3,849,720	\$ 4,966,857	\$ 10,505,075	\$ 5,002,346	\$ 6,226,736	\$ 27,921,359	\$ 11,222,910	\$ 103,431,015	\$ 86,720,839	\$ 61,302,525	\$ 42,751,771		
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ 2,518,814	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 432,445	\$ (72,148)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 432,445	\$ (72,148)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line Operations & Maintenance	\$ 5,093,785	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	Total Vehicles	\$ 634,538,880	11.56%	Programming	\$ 537,718,053	\$ -	\$ 3,079,883	\$ 1,870,767	\$ 8,619,393	\$ 12,973,579	\$ 4,675,710	\$ 5,173,867	\$ 10,937,520	\$ 4,930,198	\$ 6,226,736	\$ 27,918,739	\$ 11,222,910	\$ 103,301,898	\$ 85,895,604	\$ 56,988,249	\$ 38,896,407		
				Finance Costs	\$ 73,370,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,117	\$ 825,235	\$ 4,314,276	\$ 3,855,364	
				Total	\$ 611,088,429	\$ -	\$ 3,079,883	\$ 1,870,767	\$ 8,619,393	\$ 12,973,579	\$ 4,675,710	\$ 5,173,867	\$ 10,937,520	\$ 4,930,198	\$ 6,226,736	\$ 27,921,359	\$ 11,222,910	\$ 103,431,015	\$ 86,720,839	\$ 61,302,525	\$ 42,751,771		
20B	Rehab/Upgrade Existing Facilities - BART	\$ 2,113,319	3.01%	Programming	\$ 1,800,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,749	\$ 99,000	\$ 302,500	\$ -	\$ -
				Finance Costs	\$ 63,688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 334	\$ 2,562	\$ 8,135	\$ 5,021	
				Total	\$ 1,863,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,749	\$ 99,334	\$ 305,062	\$ 8,135	\$ 5,021
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 85,237,218	10.67%	Programming	\$ 72,770,646	\$ -	\$ 1,147,190	\$ 21,312	\$ 174,116	\$ 395,063	\$ 676,369	\$ 60,898	\$ (14,696,913)	\$ 16,518,308	\$ 4,283,166	\$ 8,791,060	\$ 24,967,752	\$ 7,425,388	\$ 3,643,650	\$ 399,600	\$ -		
				Finance Costs	\$ 9,096,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,712	\$ 193,036	\$ 682,167	\$ 479,216	
				Total	\$ 81,867,176	\$ -	\$ 1,147,190	\$ 21,312	\$ 174,116	\$ 395,													

DRAFT 2014 Prop K Strategic Plan
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	
22P	Guideways - PCJPB	\$ 30,904,404	14.74%	Programming	\$ 25,385,280	\$ -	\$ 6,013	\$ 6,634	\$ 572,085	\$ 448,304	\$ 225,019	\$ 538,212	\$ 584,351	\$ 1,800,406	\$ 2,541,885	\$ 4,882,207	\$ 1,228,311	\$ 1,281,269	\$ 1,338,917	\$ 1,379,085	\$ 1,420,457	
				Finance Costs	\$ 4,556,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,584	\$ -	\$ 16,038	\$ 41,841	\$ 173,732	\$ 146,014	
				Total	\$ 29,941,685	\$ -	\$ 6,013	\$ 6,634	\$ 572,085	\$ 448,304	\$ 225,019	\$ 538,212	\$ 584,351	\$ 1,800,406	\$ 2,541,885	\$ 4,928,791	\$ 1,228,311	\$ 1,297,307	\$ 1,380,758	\$ 1,552,816	\$ 1,566,471	
22U	Guideways - Discretionary	\$ 38,547,429	5.23%	Programming	\$ 35,536,511	\$ 4,379,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 2,016,960	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 37,553,471	\$ 5,227,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Guideways	\$ 385,806,594	5.05%	Programming	\$ 359,935,353	\$ 4,379,000	\$ 132,256	\$ 1,256,346	\$ 4,371,473	\$ 1,387,716	\$ 1,788,283	\$ 8,603,817	\$ (1,193,491)	\$ 6,292,566	\$ 11,514,743	\$ 14,332,626	\$ 47,329,212	\$ 34,829,644	\$ 9,798,493	\$ 6,712,964	\$ 9,197,610	
				Finance Costs	\$ 19,466,770	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ 46,584	\$ -	\$ 95,701	\$ 230,693	\$ 800,409	\$ 603,601	
				Total	\$ 379,402,123	\$ 5,227,735	\$ 484,273	\$ 1,562,180	\$ 4,664,624	\$ 1,592,262	\$ 1,789,001	\$ 8,613,799	\$ (1,191,514)	\$ 6,292,566	\$ 11,514,743	\$ 14,379,210	\$ 47,329,212	\$ 34,925,345	\$ 10,029,186	\$ 7,513,373	\$ 9,801,211	
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,143,433,190	9.04%	Programming	\$ 1,005,507,270	\$ 4,379,000	\$ 8,362,755	\$ 6,967,425	\$ 16,689,281	\$ 20,186,687	\$ 7,884,550	\$ 16,375,825	\$ (4,491,843)	\$ 27,891,884	\$ 22,066,480	\$ 51,105,107	\$ 83,924,118	\$ 146,027,919	\$ 100,028,972	\$ 64,501,192	\$ 48,506,407	
				Finance Costs	\$ 103,355,596	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 334,858	\$ 1,465	\$ 30,190	\$ 26,026	\$ 18,077	\$ -	\$ 68,206	\$ -	\$ 307,642	\$ 1,266,450	\$ 5,866,364	\$ 4,994,399	
				Total	\$ 1,108,862,866	\$ 5,227,735	\$ 8,714,772	\$ 7,273,259	\$ 16,982,433	\$ 20,521,545	\$ 7,886,014	\$ 16,406,016	\$ (4,465,818)	\$ 27,909,961	\$ 22,066,480	\$ 51,173,313	\$ 83,924,118	\$ 146,335,561	\$ 101,295,423	\$ 70,367,556	\$ 53,500,806	
TOTAL TRANSIT		\$ 1,912,100,342	8.70%	Programming	\$ 1,646,261,150	\$ 4,469,020	\$ 15,778,979	\$ 61,271,308	\$ 42,762,392	\$ 67,457,071	\$ 46,552,659	\$ 54,359,153	\$ 13,139,991	\$ 84,994,482	\$ 88,200,906	\$ 76,249,964	\$ 162,595,754	\$ 203,774,571	\$ 147,723,092	\$ 83,943,166	\$ 56,306,093	
				Finance Costs	\$ 166,342,613	\$ 848,735	\$ 352,017	\$ 1,052,048	\$ 794,475	\$ 1,254,188	\$ 17,092	\$ 710,408	\$ 748,956	\$ 582,172	\$ -	\$ 753,890	\$ -	\$ 776,300	\$ 2,551,679	\$ 10,862,258	\$ 8,670,220	
				Total	\$ 1,812,603,763	\$ 5,317,755	\$ 16,130,996	\$ 62,323,356	\$ 43,556,867	\$ 68,711,259	\$ 46,569,751	\$ 55,069,561	\$ 13,888,947	\$ 85,576,654	\$ 88,200,906	\$ 77,003,855	\$ 162,595,754	\$ 204,550,870	\$ 150,274,771	\$ 94,805,425	\$ 64,976,313	
PARATRANSIT																						
23	Paratransit	\$ 253,975,713	12.21%	Programming	\$ 207,553,283	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 19,340,000	\$ 9,670,000	\$ 8,528,922	\$ 7,802,782	\$ 7,504,253	\$ 9,657,326	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	
				Finance Costs	\$ 31,015,729	\$ -	\$ -	\$ -	\$ 72,273	\$ 294,650	\$ 7,627	\$ 234,349	\$ 290,719	\$ 245,015	\$ -	\$ 354,145	\$ -	\$ 119,590	\$ 304,838	\$ 1,232,674	\$ 1,005,479	
				Total	\$ 238,569,012	\$ -	\$ 9,670,000	\$ 9,742,273	\$ 9,964,650	\$ 19,347,627	\$ 9,904,349	\$ 8,819,641	\$ 8,047,797	\$ 7,504,253	\$ 10,011,471	\$ 9,670,000	\$ 9,789,590	\$ 9,974,838	\$ 10,902,674	\$ 10,675,479		
STREETS AND TRAFFIC SAFETY																						
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 99,627,917	11.29%	Programming	\$ 70,592,195	\$ 70,000	\$ 4,740,678	\$ 1	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,895,825	\$ 9,421,800	\$ 3,067,026	\$ 2,132,802	\$ 23,626,282	\$ 3,454,725	\$ 1,998,458	\$ -	\$ -	
				Finance Costs	\$ 11,248,895	\$ -	\$ 173,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,035	\$ 157,326	\$ -	\$ 198,308	\$ -	\$ 123,275	\$ 289,926	\$ 1,030,329	\$ 742,220	
				Total	\$ 81,841,090	\$ 70,000	\$ 4,914,325	\$ 1	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 15,017,860	\$ 9,579,127	\$ 3,067,026	\$ 2,331,110	\$ 23,626,282	\$ 3,578,000	\$ 2,288,384	\$ 1,030,329	\$ 742,220	
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 318,777	\$ 373,779	\$ 4,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 318,777	\$ 373,779	\$ 4,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 2,553,594	12.55%	Programming	\$ 1,854,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 772,597	\$ 443,821	\$ -	\$ 113,582	\$ (1,175,913)	\$ 215,000	\$ 835,000	\$ 650,000	\$ -	\$ -	
				Finance Costs	\$ 320,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,271	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ -	\$ 1,488	\$ 7,766	\$ 27,690	\$ 20,026	
				Total	\$ 2,174,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 776,868	\$ 452,796	\$ 6,548	\$ 113,582	\$ (1,175,913)	\$ 215,000	\$ 836,488	\$ 657,766	\$ 27,690	\$ 20,026	
27	Visitation Valley Watershed Area projects (San Francisco share)	\$ 18,868,924	2.67%	Programming	\$ 17,565,456	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34											

DRAFT 2014 Prop K Strategic Plan
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	
33	Signals and Signs	\$ 110,571,893	3.40%	Programming	\$ 105,673,377	\$ -	\$ 256,885	\$ 3,872,485	\$ 4,803,003	\$ 6,415,690	\$ 3,616,262	\$ 619,207	\$ 301,973	\$ (2,732,398)	\$ 947,412	\$ 2,684,873	\$ 3,693,799	\$ 6,589,925	\$ 8,817,691	\$ 4,399,908	\$ 1,078,505	
				Finance Costs	\$ 3,758,810	\$ -	\$ -	\$ -	\$ 80,478	\$ 378,891	\$ 2,544	\$ 46,521	\$ 28,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,094	\$ 187,733	\$ 99,367	
				Total	\$ 109,432,187	\$ -	\$ 256,885	\$ 3,872,485	\$ 4,883,481	\$ 6,794,581	\$ 3,618,806	\$ 665,728	\$ 330,420	\$ (2,732,398)	\$ 947,412	\$ 2,684,873	\$ 3,693,799	\$ 6,589,925	\$ 8,857,785	\$ 4,587,641	\$ 1,177,872	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 148,812,912	17.07%	Programming	\$ 120,229,932	\$ -	\$ 2,555,291	\$ 11,614,817	\$ 8,936,910	\$ 8,648,769	\$ 9,328,170	\$ 2,532,289	\$ 2,316,370	\$ 3,029,958	\$ 867,211	\$ 1,519,860	\$ 10,287,036	\$ 8,930,787	\$ 5,207,180	\$ 4,397,268	\$ 4,611,668	
				Finance Costs	\$ 25,405,950	\$ -	\$ -	\$ -	\$ 557,528	\$ 1,221,926	\$ 1,666,528	\$ 11,420	\$ 270,036	\$ 284,726	\$ 220,257	\$ -	\$ 221,148	\$ -	\$ 97,951	\$ 242,233	\$ 930,551	\$ 729,822
				Total	\$ 145,635,882	\$ -	\$ 2,555,291	\$ 12,172,345	\$ 10,158,837	\$ 10,315,296	\$ 9,339,590	\$ 2,802,325	\$ 2,601,096	\$ 3,250,215	\$ 867,211	\$ 1,741,007	\$ 10,287,036	\$ 9,028,739	\$ 5,449,414	\$ 5,327,819	\$ 5,341,490	
35	Street Repair and Cleaning Equipment	\$ 28,680,764	1.33%	Programming	\$ 27,580,801	\$ -	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 443,741	\$ 407,092	\$ 707,733	\$ 1,840,011	\$ 1,312,962	\$ 586,693	\$ 719,553	\$ 757,449	\$ 797,101	\$ 838,588	
				Finance Costs	\$ 382,808	\$ -	\$ 79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,475	\$ -	\$ 541	\$ 861	\$ 2,731	\$ 1,570	
				Total	\$ 27,963,609	\$ -	\$ 795,079	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 443,741	\$ 407,092	\$ 707,733	\$ 1,840,011	\$ 1,317,437	\$ 586,693	\$ 720,094	\$ 758,310	\$ 799,832	\$ 840,158	
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ 2,118,664	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	\$ 21,887,952	3.95%	Programming	\$ 20,550,350	\$ -	\$ 8,500	\$ 495,880	\$ 590,800	\$ 555,755	\$ 1,182,480	\$ 615,294	\$ 611,342	\$ 595,328	\$ 534,538	\$ 689,741	\$ 642,200	\$ 664,349	\$ 687,494	\$ 711,682	\$ 736,957	
				Finance Costs	\$ 864,940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64	\$ 3,849	\$ 5,930	\$ 5,401	\$ -	\$ 8,425	\$ -	\$ 2,805	\$ 7,197	\$ 29,943	\$ 25,006	
				Total	\$ 21,415,290	\$ -	\$ 8,500	\$ 495,880	\$ 590,800	\$ 555,755	\$ 1,182,544	\$ 619,143	\$ 617,272	\$ 600,728	\$ 534,538	\$ 698,166	\$ 642,200	\$ 667,154	\$ 694,691	\$ 741,625	\$ 761,963	
38	Traffic Calming	\$ 76,482,037	0.00%	Programming	\$ 74,314,169	\$ -	\$ 844,630	\$ 534,995	\$ 1,284,123	\$ 1,227,025	\$ 952,083	\$ 602,192	\$ 1,200,052	\$ 1,885,584	\$ 1,964,316	\$ 1,047,054	\$ 3,825,044	\$ 4,624,849	\$ 2,261,544	\$ 2,342,739	\$ 2,274,554	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 74,314,169	\$ -	\$ 844,630	\$ 534,995	\$ 1,284,123	\$ 1,227,025	\$ 952,083	\$ 602,192	\$ 1,200,052	\$ 1,885,584	\$ 1,964,316	\$ 1,047,054	\$ 3,825,044	\$ 4,624,849	\$ 2,261,544	\$ 2,342,739	\$ 2,274,554	
39	Bicycle Circulation/Safety	\$ 34,718,820	3.74%	Programming	\$ 32,030,600	\$ -	\$ 314,004	\$ 326,497	\$ 536,756	\$ 454,625	\$ 346,947	\$ 536,159	\$ 947,395	\$ 1,371,636	\$ 1,309,137	\$ 1,154,152	\$ 2,901,744	\$ 1,983,296	\$ 1,378,456	\$ 1,165,538	\$ 718,105	
				Finance Costs	\$ 1,298,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,712	\$ 18,943	\$ 77,285	\$ 53,491	
				Total	\$ 33,328,941	\$ -	\$ 314,004	\$ 326,497	\$ 536,756	\$ 454,625	\$ 346,947	\$ 536,159	\$ 947,395	\$ 1,371,636	\$ 1,309,137	\$ 1,154,152	\$ 2,901,744	\$ 1,990,008	\$ 1,397,399	\$ 1,242,823	\$ 771,596	
40	Pedestrian Circulation/Safety	\$ 29,938,692	6.65%	Programming	\$ 26,614,328	\$ -	\$ 364,656	\$ 276,655	\$ 347,245	\$ 305,857	\$ 265,671	\$ 1,030,320	\$ 591,676	\$ 517,068	\$ 796,589	\$ 1,266,077	\$ 2,400,048	\$ 3,309,751	\$ 2,285,147	\$ 237,500	\$ 300,000	
				Finance Costs	\$ 1,989,752	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,720	\$ 31,340	\$ 102,858	\$ 67,735	
				Total	\$ 28,604,080	\$ -	\$ 364,656	\$ 276,655	\$ 347,245	\$ 305,857	\$ 265,671	\$ 1,030,320	\$ 591,676	\$ 517,068	\$ 796,589	\$ 1,266,077	\$ 2,400,048	\$ 3,318,471	\$ 2,316,487	\$ 340,358	\$ 367,735	
41	Curb Ramps	\$ 29,687,107	0.01%	Programming	\$ 27,824,768	\$ -	\$ 871,446	\$ -	\$ 439,859	\$ 651,442	\$ 728,820	\$ 288,970	\$ 814,190	\$ 816,272	\$ 795,818	\$ 1,188,983	\$ 887,692	\$ 726,782	\$ 765,172	\$ 805,343	\$ 847,372	
				Finance Costs	\$ 4,190	\$ -	\$ 4,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,828,958	\$ -	\$ 875,636	\$ -	\$ 439,859	\$ 651,442	\$ 728,820	\$ 288,970	\$ 814,190	\$ 816,272	\$ 795,818	\$ 1,188,983	\$ 887,692	\$ 726,782	\$ 765,172	\$ 805,343	\$ 847,372	
42	Tree Planting and Maintenance	\$ 41,260,047																				

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ 632,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,021,037	\$ 2,178,186	\$ 2,008,630	\$ 1,908,581	\$ 1,753,795	\$ 1,594,921	\$ 1,463,775	\$ 1,383,039	\$ 1,278,767	\$ 1,176,521	\$ 1,038,763	\$ 886,591	\$ 753,871	\$ 1,013,354	\$ -
		\$ 1,653,287	\$ 2,178,186	\$ 2,008,630	\$ 1,908,581	\$ 1,753,795	\$ 1,594,921	\$ 1,463,775	\$ 1,383,039	\$ 1,278,767	\$ 1,176,521	\$ 1,038,763	\$ 886,591	\$ 753,871	\$ 1,013,354	\$ -
2	3rd Street Light Rail (LRT)(Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (3rd St. LRT Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
		\$ 1,580,284	\$ 3,225,032	\$ 2,817,866	\$ 2,501,620	\$ 2,104,399	\$ 1,697,689	\$ 1,305,985	\$ 921,943	\$ 485,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,580,284	\$ 3,225,032	\$ 2,817,866	\$ 2,501,620	\$ 2,104,399	\$ 1,697,689	\$ 1,305,985	\$ 921,943	\$ 485,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 202,422	\$ 430,381	\$ 395,333	\$ 373,900	\$ 341,652	\$ 308,563	\$ 280,694	\$ 262,122	\$ 238,724	\$ 214,718	\$ 182,077	\$ 143,459	\$ 97,294	\$ -	\$ -
		\$ 202,422	\$ 430,381	\$ 395,333	\$ 373,900	\$ 341,652	\$ 308,563	\$ 280,694	\$ 262,122	\$ 238,724	\$ 214,718	\$ 182,077	\$ 143,459	\$ 97,294	\$ -	\$ -
7	Caltrain Capital Improvement Program	\$ 1,204,896	\$ 1,265,292	\$ 1,301,751	\$ 1,339,304	\$ 679,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 112,565	\$ 279,744	\$ 300,081	\$ 331,870	\$ 327,684	\$ 295,514	\$ 268,314	\$ 249,925	\$ 226,858	\$ 203,005	\$ 170,523	\$ 131,664	\$ 83,271	\$ -	\$ -
		\$ 1,317,460	\$ 1,545,036	\$ 1,601,832	\$ 1,671,174	\$ 1,006,862	\$ 295,514	\$ 268,314	\$ 249,925	\$ 226,858	\$ 203,005	\$ 170,523	\$ 131,664	\$ 83,271	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 250,000	\$ 507,500	\$ 522,725	\$ 538,407	\$ 554,559	\$ 281,377	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,199	\$ 112,504	\$ 118,592	\$ 129,151	\$ 136,652	\$ 132,686	\$ 119,967	\$ 111,113	\$ 100,103	\$ 88,537	\$ 72,740	\$ 53,434	\$ 27,557	\$ -	\$ -
		\$ 296,199	\$ 620,004	\$ 641,317	\$ 667,558	\$ 691,211	\$ 414,063	\$ 119,967	\$ 111,113	\$ 100,103	\$ 88,537	\$ 72,740	\$ 53,434	\$ 27,557	\$ -	\$ -
9	Ferry	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 73,034	\$ 75,225	\$ 77,482	\$ 79,807	\$ 82,201	\$ 84,667	\$ 87,207	\$ 89,823	\$ 92,518	\$ 95,293
		\$ 28,030	\$ 59,714	\$ 54,971	\$ 52,093	\$ 47,686	\$ 43,145	\$ 39,278	\$ 36,660	\$ 33,502	\$ 30,085	\$ 24,948	\$ 18,598	\$ 10,175	\$ -	\$ -
		\$ 91,030	\$ 124,604	\$ 121,808	\$ 120,935	\$ 118,593	\$ 116,179	\$ 114,503	\$ 114,142	\$ 113,309	\$ 112,286	\$ 109,615	\$ 105,804	\$ 99,998	\$ 92,518	\$ 95,293
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 249,173	\$ 262,035	\$ 275,491	\$ 289,568	\$ 304,292	\$ 319,695	\$ 335,805	\$ 352,655	\$ 370,278	\$ 388,710	\$ 407,986	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
		\$ 7,126	\$ 14,329	\$ 12,490	\$ 11,158	\$ 9,596	\$ 8,162	\$ 6,823	\$ 5,647	\$ 5,206	\$ 4,145	\$ 746	\$ -	\$ -	\$ -	\$ -
		\$ 256,299	\$ 276,364	\$ 287,982	\$ 300,726	\$ 313,889	\$ 327,856	\$ 342,628	\$ 358,302	\$ 375,484	\$ 392,855	\$ 408,732	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
11	F-Line Extension to Fort Mason	\$ 181,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 181,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehabilitation Historic Street Cars	\$ 59,577	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 59,577	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 208,006	\$ 214,246	\$ 220,674	\$ 227,294	\$ 234,113	\$ 241,136	\$ 248,370	\$ 255,821	\$ 263,496	\$ 271,401	\$ 279,543	\$ 287,929	\$ 296,567	\$ 305,464	\$ 314,628
		\$ 28,564	\$ 61,284	\$ 56,865	\$ 54,319	\$ 50,138	\$ 45,782	\$ 42,035	\$ 39,552	\$ 36,830	\$ 33,557	\$ 27,515	\$ 19,711	\$ 8,739	\$ -	\$ -
		\$ 236,570	\$ 275,531	\$ 277,539	\$ 281,613	\$ 284,250	\$ 286,918	\$ 290,405	\$ 295,373	\$ 300,326	\$ 304,958	\$ 307,058	\$ 307,640	\$ 305,306	\$ 305,464	\$ 314,628
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 187,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 18,516	\$ 31,354	\$ 20,214	\$ 9,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 206,016	\$ 31,354	\$ 20,214	\$ 9,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 44,664	\$ 94,576	\$ 86,460	\$ 81,304	\$ 73,771	\$ 66,045	\$ 59,396	\$ 54,613	\$ 48,722	\$ 42,427	\$ 33,801	\$ 23,022	\$ 7,532	\$ -	\$ -
		\$ 44,664	\$ 94,576	\$ 86,460	\$ 81,304	\$ 73,771	\$ 66,045	\$ 59,396	\$ 54,613	\$ 48,722	\$ 42,427	\$ 33,801	\$ 23,022	\$ 7,532	\$ -	\$ -
16	Other Transit Enhancements	\$ 688,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 110,332	\$ 235,230	\$ 216,768	\$ 205,800	\$ 188,921	\$ 171,597	\$ 157,242	\$ 148,266	\$ 136,732	\$ 125,317	\$ 109,908	\$ 92,636	\$ 76,348	\$ 84,432	\$ -
		\$ 798,832	\$ 235,230	\$ 216,768	\$ 205,800	\$ 188,921	\$ 171,597	\$ 157,242	\$ 148,266	\$ 136,732	\$ 125,317	\$ 109,908	\$ 92,636	\$ 76,348	\$ 84,432	\$ -
Total Transit Enhancements (10-16)		\$ 1,574,747	\$ 476,282	\$ 496,165	\$ 578,226	\$ 601,610	\$ 625,932	\$ 651,229	\$ 677,542	\$ 704,912	\$ 733,383	\$ 762,999	\$ 785,889	\$ 809,466	\$ 833,750	\$ 858,762
		\$ 209,203	\$ 436,774	\$ 392,797	\$ 361,987	\$ 322,426	\$ 291,585	\$ 265,496	\$ 248,079	\$ 227,489	\$ 205,445	\$ 171,971	\$ 135,369	\$ 92,619	\$ 84,432	\$ -
		\$ 1,783,950	\$ 913,056	\$ 888,962	\$ 940,213	\$ 924,036	\$ 917,517	\$ 916,725	\$ 925,621	\$ 932,402	\$ 938,828	\$ 934,970	\$ 921,258	\$ 902,085	\$ 918,182	\$ 858,762

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EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
17B	New and Renovated Vehicles - BART	\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
17M	New and Renovated Vehicles - MUNI	\$ 8,929,407	\$ 2,410,250	\$ 2,502,178	\$ 2,596,863	\$ 2,694,389	\$ 2,764,840	\$ 2,868,306	\$ 2,974,875	\$ 3,084,641	\$ 3,197,700	\$ 3,314,151	\$ 3,434,096	\$ 3,557,639	\$ 3,058,888	\$ 2,107,466
		\$ 3,438,394	\$ 7,330,809	\$ 6,756,107	\$ 6,414,597	\$ 5,888,604	\$ 5,347,610	\$ 4,897,595	\$ 4,613,423	\$ 4,255,224	\$ 3,893,922	\$ 3,387,887	\$ 2,808,126	\$ 2,214,278	\$ 1,457,476	\$ -
		\$ 12,367,801	\$ 9,741,059	\$ 9,258,285	\$ 9,011,460	\$ 8,582,993	\$ 8,112,450	\$ 7,765,901	\$ 7,588,298	\$ 7,339,864	\$ 7,091,622	\$ 6,702,038	\$ 6,242,222	\$ 5,771,917	\$ 4,516,364	\$ 2,107,466
17P	New and Renovated Vehicles - PCJPB	\$ 1,252,092	\$ 1,313,905	\$ 1,351,822	\$ 1,390,876	\$ 705,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 67,997	\$ 178,638	\$ 200,403	\$ 229,874	\$ 224,799	\$ 190,695	\$ 158,984	\$ 130,375	\$ 97,194	\$ 57,839	\$ 2,912	\$ -	\$ -	\$ -	\$ -
		\$ 1,320,088	\$ 1,492,542	\$ 1,552,224	\$ 1,620,750	\$ 930,145	\$ 190,695	\$ 158,984	\$ 130,375	\$ 97,194	\$ 57,839	\$ 2,912	\$ -	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles - Discretionary	\$ 4,799,000	\$ 4,942,970	\$ 5,091,259	\$ 5,243,997	\$ 5,401,317	\$ 5,563,356	\$ 5,730,257	\$ 5,902,165	\$ 6,079,230	\$ 6,261,607	\$ 6,449,455	\$ 6,642,938	\$ 6,842,226	\$ 7,047,493	\$ 5,294,189
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,799,000	\$ 4,942,970	\$ 5,091,259	\$ 5,243,997	\$ 5,401,317	\$ 5,563,356	\$ 5,730,257	\$ 5,902,165	\$ 6,079,230	\$ 6,261,607	\$ 6,449,455	\$ 6,642,938	\$ 6,842,226	\$ 7,047,493	\$ 5,294,189
	Vehicles Subtotal	\$ 15,641,232	\$ 9,347,140	\$ 9,657,645	\$ 9,971,634	\$ 9,569,650	\$ 9,126,742	\$ 9,428,355	\$ 9,739,440	\$ 10,060,309	\$ 10,391,280	\$ 10,732,688	\$ 11,103,153	\$ 11,479,291	\$ 10,856,381	\$ 7,901,654
		\$ 3,506,391	\$ 7,509,447	\$ 6,956,510	\$ 6,644,471	\$ 6,113,403	\$ 5,538,305	\$ 5,056,580	\$ 4,743,799	\$ 4,352,418	\$ 3,951,761	\$ 3,390,800	\$ 2,808,126	\$ 2,214,278	\$ 1,457,476	\$ -
		\$ 19,147,623	\$ 16,856,586	\$ 16,614,155	\$ 16,616,104	\$ 15,683,054	\$ 14,665,047	\$ 14,484,934	\$ 14,483,239	\$ 14,412,726	\$ 14,343,040	\$ 14,123,488	\$ 13,911,279	\$ 13,693,569	\$ 12,313,857	\$ 7,901,654
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 15,641,232	\$ 9,347,140	\$ 9,657,645	\$ 9,971,634	\$ 9,569,650	\$ 9,126,742	\$ 9,428,355	\$ 9,739,440	\$ 10,060,309	\$ 10,391,280	\$ 10,732,688	\$ 11,103,153	\$ 11,479,291	\$ 10,856,381	\$ 7,901,654
		\$ 3,506,391	\$ 7,509,447	\$ 6,956,510	\$ 6,644,471	\$ 6,113,403	\$ 5,538,305	\$ 5,056,580	\$ 4,743,799	\$ 4,352,418	\$ 3,951,761	\$ 3,390,800	\$ 2,808,126	\$ 2,214,278	\$ 1,457,476	\$ -
		\$ 19,147,623	\$ 16,856,586	\$ 16,614,155	\$ 16,616,104	\$ 15,683,054	\$ 14,665,047	\$ 14,484,934	\$ 14,483,239	\$ 14,412,726	\$ 14,343,040	\$ 14,123,488	\$ 13,911,279	\$ 13,693,569	\$ 12,313,857	\$ 7,901,654
20B	Rehab/Upgrade Existing Facilities - BART	\$ 42,000	\$ 43,260	\$ 44,558	\$ 45,895	\$ 47,271	\$ 48,690	\$ 50,150	\$ 51,655	\$ 53,204	\$ 54,800	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529
		\$ 4,265	\$ 8,787	\$ 7,765	\$ 6,977	\$ 5,948	\$ 4,882	\$ 3,825	\$ 2,765	\$ 1,649	\$ 152	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,265	\$ 52,047	\$ 52,323	\$ 52,871	\$ 53,219	\$ 53,571	\$ 53,975	\$ 54,420	\$ 54,853	\$ 54,953	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 1,085,000	\$ 1,123,550	\$ 1,163,257	\$ 1,204,154	\$ 1,246,279	\$ 1,289,667	\$ 1,334,357	\$ 1,380,388	\$ 1,427,800	\$ 1,476,634	\$ 1,526,933	\$ 1,578,741	\$ 1,132,103	\$ 1,187,066	\$ 807,758
		\$ 420,383	\$ 899,047	\$ 831,599	\$ 792,708	\$ 730,970	\$ 667,488	\$ 614,963	\$ 583,215	\$ 544,503	\$ 504,663	\$ 442,737	\$ 371,477	\$ 261,644	\$ -	\$ -
		\$ 1,505,383	\$ 2,022,597	\$ 1,994,856	\$ 1,996,862	\$ 1,977,249	\$ 1,957,156	\$ 1,949,321	\$ 1,963,603	\$ 1,972,302	\$ 1,981,297	\$ 1,969,669	\$ 1,950,218	\$ 1,393,747	\$ 1,187,066	\$ 807,758
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 329,763	\$ 244,656	\$ 251,995	\$ 259,555	\$ 131,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 49,364	\$ 112,479	\$ 111,358	\$ 114,287	\$ 108,783	\$ 97,732	\$ 88,300	\$ 81,703	\$ 73,510	\$ 64,883	\$ 53,094	\$ 38,638	\$ 19,052	\$ -	\$ -
		\$ 379,126	\$ 357,135	\$ 363,353	\$ 373,842	\$ 240,478	\$ 97,732	\$ 88,300	\$ 81,703	\$ 73,510	\$ 64,883	\$ 53,094	\$ 38,638	\$ 19,052	\$ -	\$ -
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271
	Facilities Subtotal	\$ 2,001,763	\$ 1,972,816	\$ 2,038,000	\$ 2,105,140	\$ 2,038,648	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558
		\$ 474,012	\$ 1,020,312	\$ 950,723	\$ 913,971	\$ 845,701	\$ 770,102	\$ 707,089	\$ 667,683	\$ 619,662	\$ 569,699	\$ 495,830	\$ 410,115	\$ 280,697	\$ -	\$ -
		\$ 2,475,774	\$ 2,993,128	\$ 2,988,723	\$ 3,019,111	\$ 2,884,349	\$ 2,740,264	\$ 2,742,355	\$ 2,770,007	\$ 2,791,056	\$ 2,812,234	\$ 2,811,642	\$ 2,801,401	\$ 2,249,721	\$ 2,049,095	\$ 1,489,558
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 2,001,763	\$ 1,972,816	\$ 2,038,000	\$ 2,105,140	\$ 2,038,648	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558
		\$ 474,012	\$ 1,020,312	\$ 950,723	\$ 913,971	\$ 845,701	\$ 770,102	\$ 707,089	\$ 667,683	\$ 619,662	\$ 569,699	\$ 495,830	\$ 410,115	\$ 280,697	\$ -	\$ -
		\$ 2,475,774	\$ 2,993,128	\$ 2,988,723	\$ 3,019,111	\$ 2,884,349	\$ 2,740,264	\$ 2,742,355	\$ 2,770,007	\$ 2,791,056	\$ 2,812,234	\$ 2,811,642	\$ 2,801,401	\$ 2,249,721	\$ 2,049,095	\$ 1,489,558
22B	Guideways - BART	\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 714,549	\$ 40,000	\$ 402,693	\$ 420,677	\$ 450,640	\$ 478,095	\$ 504,083	\$ 518,006
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 714,549	\$ 40,000	\$ 402,693	\$ 420,677	\$ 450,640	\$ 478,095	\$ 504,083	\$ 518,006
22M	Guideways - MUNI	\$ 13,550,495	\$ 12,425,877	\$ 8,275,020	\$ 8,523,271	\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 11,798,200
		\$ 506,955	\$ 1,282,787	\$ 1,207,598	\$ 1,171,126	\$ 1,098,857	\$ 1,022,189	\$ 957,348	\$ 921,356	\$ 888,690	\$ 841,886	\$ 719,835	\$ 561,671	\$ 360,328	\$ -	\$ -
		\$ 14,057,450	\$ 13,708,664	\$ 9,482,618	\$ 9,694,397	\$ 9,877,825	\$ 10,064,526	\$ 10,270,956	\$ 10,514,372	\$ 10,769,497	\$ 11,019,117	\$ 11,202,383	\$ 11,358,695	\$ 11,481,263	\$ 11,454,563	\$ 11,798,200

AFT 2014 Prop K Strategic Plan

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
22P	Guideways - PCJPB	\$ 1,488,071	\$ 1,556,964	\$ 1,602,173	\$ 1,648,738	\$ 836,182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 147,483	\$ 364,738	\$ 389,649	\$ 429,434	\$ 424,423	\$ 384,954	\$ 352,108	\$ 331,212	\$ 304,505	\$ 277,809	\$ 241,700	\$ 200,589	\$ 158,774	\$ 124,817	\$ -
		\$ 1,635,554	\$ 1,921,702	\$ 1,991,821	\$ 2,078,172	\$ 1,260,605	\$ 384,954	\$ 352,108	\$ 331,212	\$ 304,505	\$ 277,809	\$ 241,700	\$ 200,589	\$ 158,774	\$ 124,817	\$ -
22U	Guideways - Discretionary	\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
Total Guideways	Total Guideways	\$ 17,011,068	\$ 16,028,643	\$ 11,988,389	\$ 12,350,763	\$ 11,863,701	\$ 11,362,997	\$ 11,708,769	\$ 12,410,649	\$ 12,086,983	\$ 12,811,086	\$ 13,201,322	\$ 13,614,704	\$ 14,037,081	\$ 14,469,839	\$ 14,256,102
		\$ 654,438	\$ 1,647,525	\$ 1,597,247	\$ 1,600,560	\$ 1,523,280	\$ 1,407,142	\$ 1,309,456	\$ 1,252,568	\$ 1,193,194	\$ 1,119,696	\$ 961,535	\$ 762,260	\$ 519,103	\$ 124,817	\$ -
		\$ 17,665,505	\$ 17,676,169	\$ 13,585,636	\$ 13,951,323	\$ 13,386,980	\$ 12,770,139	\$ 13,018,225	\$ 13,663,217	\$ 13,280,178	\$ 13,930,781	\$ 14,162,858	\$ 14,376,964	\$ 14,556,184	\$ 14,594,656	\$ 14,256,102
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 34,654,062	\$ 27,348,599	\$ 23,684,034	\$ 24,427,536	\$ 23,471,999	\$ 22,459,900	\$ 23,172,389	\$ 24,252,414	\$ 24,318,686	\$ 25,444,901	\$ 26,249,822	\$ 27,109,143	\$ 27,485,397	\$ 27,375,315	\$ 23,647,314
		\$ 4,634,841	\$ 10,177,284	\$ 9,504,479	\$ 9,159,002	\$ 8,482,384	\$ 7,715,550	\$ 7,073,124	\$ 6,664,050	\$ 6,165,274	\$ 5,641,155	\$ 4,848,166	\$ 3,980,501	\$ 3,014,077	\$ 1,582,293	\$ -
		\$ 39,288,903	\$ 37,525,883	\$ 33,188,513	\$ 33,586,539	\$ 31,954,383	\$ 30,175,450	\$ 30,245,514	\$ 30,916,463	\$ 30,483,960	\$ 31,086,056	\$ 31,097,987	\$ 31,089,644	\$ 30,499,474	\$ 28,957,608	\$ 23,647,314
TOTAL TRANSIT																
TOTAL TRANSIT	TOTAL TRANSIT	\$ 38,378,955	\$ 29,662,562	\$ 26,071,512	\$ 26,952,314	\$ 25,378,254	\$ 23,440,243	\$ 23,898,844	\$ 25,007,438	\$ 25,103,404	\$ 26,260,484	\$ 27,097,487	\$ 27,982,239	\$ 28,384,686	\$ 28,301,582	\$ 54,762,543
		\$ 7,834,580	\$ 16,899,619	\$ 15,592,750	\$ 14,818,204	\$ 13,516,678	\$ 12,079,652	\$ 10,816,633	\$ 9,876,931	\$ 8,755,913	\$ 7,559,466	\$ 6,509,188	\$ 5,349,615	\$ 4,078,866	\$ 2,680,079	\$ -
		\$ 46,213,534	\$ 46,562,182	\$ 41,664,262	\$ 41,770,518	\$ 38,894,932	\$ 35,519,895	\$ 34,715,476	\$ 34,884,369	\$ 33,859,317	\$ 33,819,951	\$ 33,606,676	\$ 33,331,854	\$ 32,463,551	\$ 30,981,661	\$ 54,762,543
PARATRANSIT																
23	Paratransit	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 979,794	\$ 2,326,549	\$ 2,384,783	\$ 2,518,751	\$ 2,578,077	\$ 2,623,564	\$ 2,713,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
		\$ 10,649,794	\$ 11,996,549	\$ 12,054,783	\$ 12,188,751	\$ 12,248,077	\$ 12,293,564	\$ 12,383,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
TOTAL PARATRANSIT																
TOTAL PARATRANSIT	TOTAL PARATRANSIT	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 979,794	\$ 2,326,549	\$ 2,384,783	\$ 2,518,751	\$ 2,578,077	\$ 2,623,564	\$ 2,713,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
		\$ 10,649,794	\$ 11,996,549	\$ 12,054,783	\$ 12,188,751	\$ 12,248,077	\$ 12,293,564	\$ 12,383,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -	\$ -
STREETS AND TRAFFIC SAFETY																
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 638,050	\$ 1,331,265	\$ 1,195,713	\$ 1,100,191	\$ 971,229	\$ 839,065	\$ 718,522	\$ 615,094	\$ 493,631	\$ 352,600	\$ 156,469	\$ -	\$ -	\$ -	\$ -
		\$ 638,050	\$ 1,331,265	\$ 1,195,713	\$ 1,100,191	\$ 971,229	\$ 839,065	\$ 718,522	\$ 615,094	\$ 493,631	\$ 352,600	\$ 156,469	\$ -	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 17,296	\$ 36,290	\$ 32,816	\$ 30,451	\$ 27,174	\$ 23,815	\$ 20,809	\$ 18,366	\$ 15,455	\$ 12,156	\$ 7,587	\$ 1,464	\$ -	\$ -	\$ -
		\$ 17,296	\$ 36,290	\$ 32,816	\$ 30,451	\$ 27,174	\$ 23,815	\$ 20,809	\$ 18,366	\$ 15,455	\$ 12,156	\$ 7,587	\$ 1,464	\$ -	\$ -	\$ -
27	Visitation Valley Watershed Area projects (San Francisco share)	\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 928,818	\$ 956,682	\$ 985,383	\$ 1,014,944	\$ 1,045,393	\$ 1,076,755	\$ 1,109,057	\$ 1,142,329	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 2,469	\$ 12,894	\$ 23,467	\$ 35,833	\$ 51,010	\$ 68,413	\$ 86,758	\$ 114,412	\$ 85,083	\$ 22,645	\$ -
		\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 931,287	\$ 969,577	\$ 1,008,850	\$ 1,050,778	\$ 1,096,403	\$ 1,145,168	\$ 1,195,815	\$ 1,256,741	\$ 85,083	\$ 22,645	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1 Traffic Study	\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299
30	Other Upgrades to Major Arterials	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,130	\$ 56,280	\$ 50,194	\$ 45,773	\$ 39,938	\$ 33,961	\$ 28,415	\$ 23,440	\$ 17,663	\$ 10,826	\$ 1,288	\$ -	\$ -	\$ -	\$ -
		\$ 27,130	\$ 56,280	\$ 50,194	\$ 45,773	\$ 39,938	\$ 33,961	\$ 28,415	\$ 23,440	\$ 17,663	\$ 10,826	\$ 1,288	\$ -	\$ -	\$ -	\$ -
31	Total New and Upgraded Streets	\$ 1,011,437	\$ 861,780	\$ 887,633	\$ 914,262	\$ 941,690	\$ 969,941	\$ 999,039	\$ 1,029,010	\$ 1,059,881	\$ 1,091,677	\$ 1,124,427	\$ 1,158,160	\$ 1,16,306	\$ 16,795	\$ 17,299
		\$ 44,426	\$ 92,570	\$ 83,010	\$ 76,224	\$ 69,582	\$ 70,670	\$ 72,692	\$ 77,639	\$ 84,128	\$ 91,395	\$ 95,633	\$ 115,876	\$ 85,083	\$ 22,645	\$ -
		\$ 1,055,862	\$ 954,349	\$ 970,643	\$ 990,486	\$ 1,011,272	\$ 1,040,611	\$ 1,071,731	\$ 1,106,650	\$ 1,144,009	\$ 1,183,072	\$ 1,220,060	\$ 1,274,036	\$ 101,389	\$ 39,441	\$ 17,299
32	Advanced Technology and Information Systems (SFgo)	\$ 910,000	\$ 1,339,800	\$ 1,379,994	\$ 1,421,394	\$ 1,464,036	\$ 1,507,957	\$ 1,553,195	\$ 1,599,791	\$ 1,647,785	\$ 1,697,219	\$ 1,748,135	\$ 1,800,579	\$ 1,854,597	\$ 1,910,234	\$ 1,967,541
		\$ 30,404	\$ 65,712	\$ 61,379	\$ 58,517	\$ 53,412	\$ 47,777	\$ 41,673	\$ 35,520	\$ 31,142	\$ 22,097	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 940,404	\$ 1,405,512	\$ 1,441,373	\$ 1,479,911	\$ 1,517,447	\$ 1,555,734	\$ 1,594,868	\$ 1,635,311	\$ 1,678,927	\$ 1,719,316	\$ 1,748,135	\$ 1,800,579	\$ 1,854,597	\$ 1,910,234	\$ 1,967,541

DRAFT 2014 Prop K Strategic Plan
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
33	Signals and Signs	\$ 1,655,785	\$ 3,396,598	\$ 3,570,574	\$ 3,752,566	\$ 3,942,936	\$ 4,142,062	\$ 4,350,336	\$ 4,568,173	\$ 4,796,003	\$ 5,034,274	\$ 5,359,014	\$ 5,747,905	\$ 4,716,930	\$ 3,250,000	\$ 2,025,000
		\$ 59,150	\$ 131,603	\$ 129,836	\$ 134,266	\$ 137,048	\$ 141,954	\$ 150,366	\$ 167,264	\$ 196,268	\$ 228,761	\$ 254,192	\$ 305,512	\$ 341,476	\$ 517,038	\$ -
		\$ 1,714,935	\$ 3,528,201	\$ 3,700,410	\$ 3,886,833	\$ 4,079,985	\$ 4,284,015	\$ 4,500,702	\$ 4,735,437	\$ 4,992,270	\$ 5,263,035	\$ 5,613,206	\$ 6,053,417	\$ 5,058,406	\$ 3,767,038	\$ 2,025,000
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 4,530,936	\$ 4,613,123	\$ 4,751,517	\$ 4,894,062	\$ 5,040,884	\$ 5,192,111	\$ 5,347,874	\$ 1,075,842	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 684,423	\$ 1,571,275	\$ 1,567,258	\$ 1,620,108	\$ 1,631,382	\$ 1,640,855	\$ 1,685,118	\$ 1,627,807	\$ 1,501,777	\$ 1,377,231	\$ 1,209,158	\$ 1,021,170	\$ 845,872	\$ 968,389	\$ -
		\$ 5,215,359	\$ 6,184,398	\$ 6,318,775	\$ 6,514,170	\$ 6,672,266	\$ 6,832,965	\$ 7,032,992	\$ 2,703,649	\$ 1,501,777	\$ 1,377,231	\$ 1,209,158	\$ 1,021,170	\$ 845,872	\$ 968,389	\$ -
35	Street Repair and Cleaning Equipment	\$ 881,991	\$ 927,399	\$ 974,901	\$ 1,024,592	\$ 1,076,570	\$ 1,130,938	\$ 1,187,805	\$ 1,247,283	\$ 1,309,489	\$ 1,374,546	\$ 1,463,212	\$ 1,569,394	\$ 1,260,083	\$ 900,000	\$ 450,000
		\$ 1,327	\$ 3,893	\$ 5,459	\$ 7,661	\$ 10,217	\$ 13,404	\$ 17,067	\$ 22,113	\$ 30,760	\$ 40,040	\$ 47,448	\$ 61,234	\$ 65,020	\$ 46,907	\$ -
		\$ 883,318	\$ 931,291	\$ 980,360	\$ 1,032,252	\$ 1,086,787	\$ 1,144,343	\$ 1,204,872	\$ 1,269,396	\$ 1,340,249	\$ 1,414,586	\$ 1,510,660	\$ 1,630,628	\$ 1,325,103	\$ 946,907	\$ 450,000
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 333,353	\$ 681,708	\$ 712,385	\$ 744,442	\$ 777,942	\$ 812,949	\$ 849,532	\$ 887,761	\$ 927,710	\$ 969,457	\$ 1,013,083	\$ 1,017,688	\$ 1,000,000	\$ 500,000	\$ -
		\$ 16,833	\$ 38,254	\$ 38,143	\$ 39,564	\$ 40,176	\$ 41,034	\$ 42,713	\$ 46,501	\$ 52,366	\$ 59,090	\$ 63,773	\$ 69,939	\$ 86,853	\$ 141,081	\$ -
		\$ 350,186	\$ 719,962	\$ 750,528	\$ 784,006	\$ 818,118	\$ 853,983	\$ 892,245	\$ 934,262	\$ 980,076	\$ 1,028,548	\$ 1,076,856	\$ 1,087,626	\$ 1,086,853	\$ 641,081	\$ -
38	Traffic Calming	\$ 1,255,577	\$ 2,473,063	\$ 2,599,735	\$ 2,732,244	\$ 2,870,853	\$ 3,015,836	\$ 3,167,480	\$ 3,326,087	\$ 3,491,970	\$ 3,665,456	\$ 3,901,899	\$ 4,185,050	\$ 4,334,180	\$ 3,673,958	\$ 2,750,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,255,577	\$ 2,473,063	\$ 2,599,735	\$ 2,732,244	\$ 2,870,853	\$ 3,015,836	\$ 3,167,480	\$ 3,326,087	\$ 3,491,970	\$ 3,665,456	\$ 3,901,899	\$ 4,185,050	\$ 4,334,180	\$ 3,673,958	\$ 2,750,000
39	Bicycle Circulation/Safety	\$ 328,361	\$ 892,492	\$ 1,157,142	\$ 1,216,234	\$ 1,278,048	\$ 1,262,517	\$ 1,291,937	\$ 1,466,765	\$ 1,600,253	\$ 1,672,265	\$ 1,412,335	\$ 907,803	\$ 700,000	\$ 700,000	\$ 700,000
		\$ 35,828	\$ 73,458	\$ 74,422	\$ 78,685	\$ 81,643	\$ 82,162	\$ 83,264	\$ 93,022	\$ 109,308	\$ 129,039	\$ 131,955	\$ 107,610	\$ 61,512	\$ -	\$ -
		\$ 364,190	\$ 965,949	\$ 1,231,564	\$ 1,294,920	\$ 1,359,691	\$ 1,344,679	\$ 1,375,202	\$ 1,559,787	\$ 1,709,561	\$ 1,801,303	\$ 1,544,290	\$ 1,015,413	\$ 761,512	\$ 700,000	\$ 700,000
40	Pedestrian Circulation/Safety	\$ 621,920	\$ 957,998	\$ 986,738	\$ 1,016,340	\$ 1,046,830	\$ 1,078,235	\$ 1,110,582	\$ 1,143,899	\$ 1,178,216	\$ 1,213,563	\$ 765,749	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
		\$ 57,750	\$ 133,380	\$ 133,779	\$ 138,773	\$ 139,986	\$ 140,885	\$ 144,252	\$ 153,970	\$ 165,193	\$ 179,823	\$ 169,878	\$ 133,276	\$ 88,155	\$ -	\$ -
		\$ 679,670	\$ 1,091,378	\$ 1,120,517	\$ 1,155,112	\$ 1,186,816	\$ 1,219,119	\$ 1,254,834	\$ 1,297,869	\$ 1,343,410	\$ 1,393,385	\$ 935,626	\$ 433,276	\$ 388,155	\$ 300,000	\$ 300,000
41	Curb Ramps	\$ 891,346	\$ 937,350	\$ 984,855	\$ 1,014,401	\$ 1,044,833	\$ 1,076,178	\$ 1,108,463	\$ 1,141,717	\$ 1,175,968	\$ 1,211,248	\$ 1,247,585	\$ 1,285,013	\$ 1,323,563	\$ 1,363,270	\$ 1,390,818
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 891,346	\$ 937,350	\$ 984,855	\$ 1,014,401	\$ 1,044,833	\$ 1,076,178	\$ 1,108,463	\$ 1,141,717	\$ 1,175,968	\$ 1,211,248	\$ 1,247,585	\$ 1,285,013	\$ 1,323,563	\$ 1,363,270	\$ 1,390,818
42	Tree Planting and Maintenance	\$ 1,246,182	\$ 1,302,260	\$ 1,360,862	\$ 1,422,101	\$ 1,486,095	\$ 1,552,969	\$ 1,622,853	\$ 1,695,881	\$ 1,772,196	\$ 1,851,945	\$ 1,935,282	\$ 2,022,370	\$ 2,113,377	\$ 1,708,479	\$ 1,000,000
		\$ 9,008	\$ 20,553	\$ 21,072	\$ 22,585	\$ 23,872	\$ 25,654	\$ 27,778	\$ 31,272	\$ 38,920	\$ 45,971	\$ 46,467	\$ 47,877	\$ 58,577	\$ 48,838	\$ -
		\$ 1,255,190	\$ 1,322,813	\$ 1,381,934	\$ 1,444,686	\$ 1,509,967	\$ 1,578,624	\$ 1,650,631	\$ 1,727,154	\$ 1,811,116	\$ 1,897,916	\$ 1,981,749	\$ 2,070,247	\$ 2,171,954	\$ 1,757,316	\$ 1,000,000
TOTAL STREETS AND TRAFFIC SAFETY		\$ 14,286,239	\$ 19,389,886	\$ 20,158,694	\$ 20,982,701	\$ 21,840,218	\$ 22,652,448	\$ 23,543,003	\$ 20,181,245	\$ 20,005,706	\$ 20,877,247	\$ 21,116,137	\$ 21,188,961	\$ 18,864,035	\$ 15,207,736	\$ 11,050,659
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,577,200	\$ 3,461,961	\$ 3,310,073	\$ 3,276,575	\$ 3,158,547	\$ 3,043,459	\$ 2,983,446	\$ 2,870,202	\$ 2,703,493	\$ 2,526,047	\$ 2,174,973	\$ 1,862,493	\$ 1,632,547	\$ 1,744,899	\$ -
TOTAL STRATEGIC PLAN		\$ 15,863,439	\$ 22,851,848	\$ 23,468,768	\$ 24,259,275	\$ 24,998,765	\$ 25,695,907	\$ 26,526,448	\$ 23,051,448	\$ 22,709,199	\$ 23,403,295	\$ 23,291,110	\$ 23,051,455	\$ 20,496,582	\$ 16,	