

## Draft 2014 Prop K Strategic Plan Appendices Table of Contents

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<sup>1</sup> 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 <sup>1</sup>	Percentage of Prop K Funding <sup>2</sup>	Other Expected Funds	Total Expected Funding <sup>2</sup>
<b>A. TRANSIT</b>	<b>1,781.1</b>	<b>65.5%</b>	<b>8,163.2</b>	<b>9,944.3</b>
<b>I. Major Capital Projects</b>	<b>689.6</b>		<b>3,059.1</b>	<b>3,748.7</b>
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
<b>ii. Transit Enhancements</b>	<b>52.5</b>		<b>148.2</b>	<b>200.7</b>
<b>iii. System Maintenance and Renovation</b>	<b>1,039.0</b>		<b>4,955.9</b>	<b>5,994.9</b>
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>B. PARATRANSIT <sup>4</sup></b>	<b>291.0</b>	<b>8.6%</b>	<b>105.3</b>	<b>396.3</b>
<b>C. STREETS AND TRAFFIC SAFETY</b>	<b>714.7</b>	<b>24.6%</b>	<b>1,318.3</b>	<b>2,033.0</b>
<b>I Major Capital Projects</b>	<b>117.5</b>		<b>422.2</b>	<b>539.7</b>
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
<b>ii. System Operations, Efficiency and Safety</b>	<b>60.6</b>		<b>94.9</b>	<b>155.5</b>
a. New Signals and Signs	41.0		14.5	55.5
b. Advanced Technology and Information Systems (SFgo)	19.6		80.4	100.0
<b>iii. System Maintenance and Renovation</b>	<b>281.6</b>		<b>605.9</b>	<b>887.5</b>
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
<b>iv. Bicycle and Pedestrian Improvements</b>	<b>255.0</b>		<b>195.3</b>	<b>450.3</b>
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
<b>D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES</b>	<b>33.2</b>	<b>1.3%</b>	<b>29.3</b>	<b>62.5</b>
<b>I. Transportation Demand Management/Parking Management</b>	<b>13.2</b>		<b>15.7</b>	<b>28.9</b>
<b>ii. Transportation/Land Use Coordination</b>	<b>20.0</b>		<b>13.6</b>	<b>33.6</b>
	<b>TOTAL 2,820</b>	<b>100%</b>	<b>9,616.1</b>	<b>12,436</b>
	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) <sup>5</sup>		2,820	

**NOTES**

<sup>1</sup> The "Total Prop K" column fulfills the requirements in Section 131051(d) of the Public Utilities Code.  
<sup>2</sup> Percentages are based Prop K Priority 1 and 2 forecasts of \$2.626 billion.  
<sup>3</sup> 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 in 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.  
<sup>4</sup> 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 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.  
<sup>5</sup> 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**

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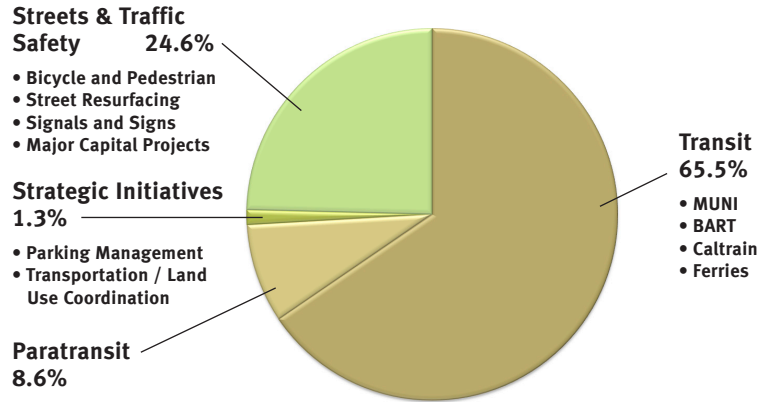
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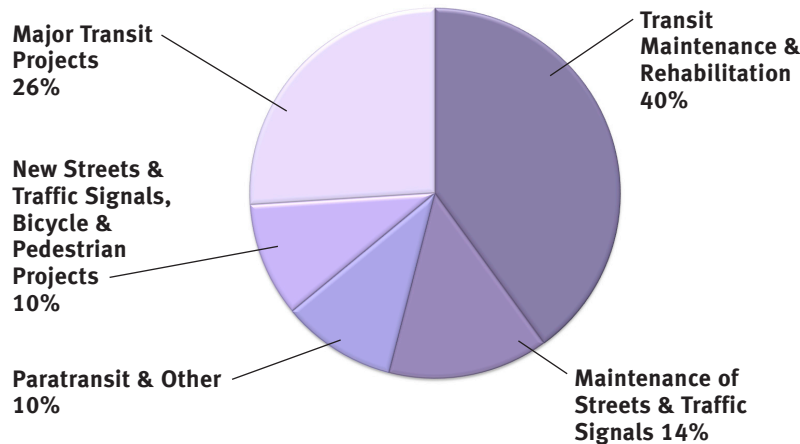
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**EXPENDITURES BY CATEGORY**



**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 <sup>1</sup> (First agency is 5YPP lead <sup>2</sup> )	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

<sup>1</sup> 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).

<sup>2</sup> 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.

**Draft 2014 Strategic Plan**  
**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 project<sup>1</sup> 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

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

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

### 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 Environmental Studies (PA&ED)	3	2003/04	3	2009/10
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
<b>TOTAL</b>	<b>\$1,578,300,000</b>

**Funding** (see next page)

Central Subway Full Funding Plan  
Updated: August 2014

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
5309 New Starts <sup>3</sup>	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	\$0	
CMAQ <sup>4,5</sup>	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 <sup>6</sup>	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 <sup>6</sup>	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 <sup>4,7</sup>	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 <sup>4</sup>	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	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

<sup>1</sup> 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).

<sup>2</sup> 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.

<sup>3</sup> The 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.

<sup>4</sup> 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.

<sup>5</sup> 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.

<sup>6</sup> 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.

<sup>7</sup> 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.



**Draft 2014 Strategic Plan**  
**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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## Draft 2014 Strategic Plan 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

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
<b>Phase I</b>				
Planning/Conceptual Engineering				
Environmental Studies (PAED)	2	2000/01	2	2008/09
Design Engineering (PS&E)	3	2007/08	2	2010/11
R/W Activities/Acquisition	2	2008/09	1	2010/11
Advertise Construction	4	2008/09	N/A	N/A
Start Construction (e.g., Award Contract)	1	2009/10	N/A	N/A
Start Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	N/A	N/A	4	2012/13
<b>Phase II</b>				
Planning	1	2009/10	4	2009/10
Procurement	4	2009/10	3	2010/11
Design and Construction	3	2012/13	4	2015/16
R/W Activities/Acquisition	1	2009/10	3	2015/16
Operations and Maintenance	4	2015/16	2	2045/46

**Draft 2014 Strategic Plan**  
**Appendix D. Prop K Major Capital Projects – Summary Update**  
**Doyle Drive Replacement (Re-envisioned as Presidio Parkway)**

**Capital Cost<sup>1</sup>**

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

<sup>1</sup>Does 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 <sup>3</sup>	Type	Status	Project Phases <sup>1,2</sup>				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 <sup>4</sup>	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-SHOPP	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-Marín	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 <sup>5</sup>	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	
			<b>\$27,773,000</b>	<b>\$60,497,000</b>	<b>\$83,775,000</b>	<b>\$1,420,320,000</b>	<b>\$1,592,365,000</b>	

<sup>1</sup> 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.

<sup>2</sup> 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).

<sup>3</sup> Acronyms used for funding sources include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, CMAQ - Congestion Mitigation and Air Quality, GGHTBD - 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.

<sup>4</sup> 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.

<sup>5</sup> 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.

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

**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 4<sup>th</sup> and King station in San Francisco to the Tamian 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 be 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

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

### 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.<sup>1</sup> 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.

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<sup>1</sup> 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:

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Environmental Studies (PA&ED)	1	2009/10	1	2009/10
Preliminary Engineering *	4	2009/10	1	2013/14
Advertise Construction*	2	2011/12	N/A	N/A
Start Construction (e.g., Award Contract)*	4	2012/13	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	2015/16

\* This is a design/build contract.

Electrification and EMUs Schedule:

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2006/07	1	2009/10
Environmental Studies (PA&ED)	3	2008/09	1	2009/10
Preliminary Engineering	3	2009/10	2	2010/11
Updated Environmental and Design	1	2012/13	2	2014/15
Advertise Construction	1	2015/16	N/A	N/A
Start Construction (e.g., Award Contract)	3	2015/16	N/A	N/A
Start Procurement (e.g. rolling stock)	2	2014/15	1	2019/20
Project Completion (i.e., Open for Use)	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
<b>TOTAL</b>	<b>\$230,990,000</b>

Electrification and EMUs Cost:

Electrification	\$785,000,000
EMUs	\$440,000,000
<b>TOTAL</b>	<b>\$1,225,250,000</b>

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

### 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:

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

<b>Program Funding</b>	
<b>Source</b>	<b>Amount</b>
PCJPB Contributions	\$ 180,000,000
PCJPB Local - Currently Available	\$ 11,000,000
Caltrain Positive Train Control	\$ 4,000,000
<b>Subtotal Local</b>	<b>\$ 195,000,000</b>
Prop 1A Connectivity	\$ 106,000,000
Prop 1A High Speed Rail Authority	\$ 600,000,000
Prop 1B Caltrain	\$ 24,000,000
<b>Subtotal State</b>	<b>\$ 730,000,000</b>
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
<b>Subtotal State</b>	<b>\$ 500,000,000</b>
MTC Bridge Tolls	\$ 11,000,000
BAAQMD Carl Moyer	\$ 20,000,000
<b>Subtotal Regional</b>	<b>\$ 31,000,000</b>
<b>Total</b>	<b>\$ 1,456,000,000</b>

#### 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 (SLLP).



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

**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 (ITIP) funds, and private financing.

**Detailed Funding: (see next page)**

## Caltrain Electrification Funding Plan Updated: August 2014

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

<sup>1</sup>Phase-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.

<sup>2</sup> 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

<sup>3</sup> \$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**

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

<sup>5</sup> 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.

<sup>6</sup> 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

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
FRA	Federal	Allocated	\$17,250,000	\$0	\$0	\$0	\$17,250,000	<b>\$17,250,000</b>
		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	<b>\$30,260,000</b>
		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	<b>\$105,450,000</b>
		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	<b>\$18,830,000</b>
		Programmed	\$0	\$0	\$0	\$12,100,000	\$12,100,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Previous Local Commitment <sup>5</sup>	Local	Allocated	\$4,240,000	\$0	\$0	\$0	\$4,240,000	<b>\$4,240,000</b>
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K <sup>3,4</sup>	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000	<b>\$12,930,000</b>
		Programmed	\$0	\$0	\$0	\$7,470,000	\$7,470,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
San Francisco Local Member Share/RIP <sup>4</sup>	Local	Allocated	\$0	\$0	\$0	\$0	\$0	<b>\$5,390,000</b>
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$5,390,000	\$5,390,000	
SMCTA <sup>6</sup>	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000	<b>\$18,320,000</b>
		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	<b>\$18,320,000</b>
		Programmed	\$0	\$0	\$0	\$12,860,000	\$12,860,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
<b>Totals</b>	<b>Totals</b>	<b>Allocated</b>	<b>\$34,720,000</b>	<b>\$8,200,000</b>	<b>\$0</b>	<b>\$109,960,000</b>	<b>\$152,880,000</b>	<b>\$230,990,000</b>
		<b>Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72,720,000</b>	<b>\$72,720,000</b>	
		<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,390,000</b>	<b>\$5,390,000</b>	
			<b>\$34,720,000</b>	<b>\$8,200,000</b>	<b>\$0</b>	<b>\$188,070,000</b>	<b>\$230,990,000</b>	

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

**E8C-21**

<sup>1</sup> 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).

<sup>2</sup> 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

<sup>3</sup> 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.

<sup>4</sup> 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.

<sup>5</sup> Previous local commitments from PBJPB members split one-third each.

<sup>6</sup> 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,

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

**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)**

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	1994/95	3	2000/01
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
Design Engineering (PS&E)	1	2007/08	4	2013/14
R/W Activities/Acquisition	1	2004/05	3	2013/14
Advertise Construction	1	2007/08	4	2010/11
Start Construction (e.g., Award Contract)	2	2007/08	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	3	2017/18

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

### 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
	<b>\$1,899,400,000</b>	<b>\$2,595,617,055</b>	<b>\$4,495,017,055</b>

**Funding** (see next page)



Phase 1: Transbay Transit Center

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

Phase 1: Transbay Transit Center

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL <sup>3</sup>
			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
		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	

<sup>1</sup> 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.

<sup>2</sup> 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

<sup>3</sup> 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.

<sup>4</sup> The 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.

<sup>5</sup> Other Local includes proceeds from the sale of Transferrable Development Rights (TDRs) associated with 80 Natoma, 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.

<sup>6</sup> The 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 <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL <sup>3</sup>
			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 <sup>6</sup>	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-SF <sup>4</sup>	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 <sup>5</sup>	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	
<b>Totals</b>		<b>Allocated</b>	<b>\$28,252,366</b>	<b>\$1,519,000</b>	<b>\$47,862,415</b>	<b>\$0</b>	<b>\$77,633,781</b>	<b>\$2,598,240,953</b>
		<b>Programmed</b>	<b>\$0</b>	<b>\$57,862,000</b>	<b>\$154,126,640</b>	<b>\$216,953,533</b>	<b>\$428,942,173</b>	
		<b>Planned</b>	<b>\$0</b>	<b>\$2,623,898</b>	<b>\$0</b>	<b>\$2,089,041,101</b>	<b>\$2,091,664,999</b>	
			<b>\$28,252,366</b>	<b>\$62,004,898</b>	<b>\$201,989,055</b>	<b>\$2,305,994,634</b>	<b>\$2,598,240,953</b>	

<sup>1</sup> 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.

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

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

<sup>4</sup> 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.

<sup>5</sup> 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.

<sup>6</sup> 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 <sup>1</sup>	\$84,101,000	\$84,101,000	\$0
Central Subway <sup>2</sup>	\$92,000,000	\$16,498,000	\$75,502,000
MTC STP/CMAQ Advance for Presidio Parkway <sup>3</sup>	\$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
<b>Total</b>	<b>\$262,101,000</b>	<b>\$114,752,000</b>	<b>\$147,349,000</b>

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

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

<sup>3</sup> 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 <sup>1</sup>	Priority 1 Pro - Rata Share <sup>2</sup>	Available Funds <sup>3</sup>	% of Priority 1 <sup>4</sup>
<b>TRANSIT</b>					
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) <sup>4</sup>	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%
<b>Vehicles</b>					
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%
<b>Facilities</b>					
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%
<b>Guideways</b>					
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%
		<b>1,571,652,085</b>	<b>66.09%</b>	<b>1,305,267,517</b>	<b>83%</b>
23	<b>PARATRANSIT</b>	<b>201,900,000</b>	<b>8.49%</b>	<b>161,651,699</b>	<b>80%</b>

# E8C-30

## 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 <sup>1</sup>	Priority 1 Pro - Rata Share <sup>2</sup>	Available Funds <sup>3</sup>	% of Priority 1 <sup>4</sup>
<b>STREETS AND TRAFFIC SAFETY</b>					
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/SR1 Traffic 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%
		<b>575,137,000</b>	<b>24.19%</b>	<b>461,610,756</b>	<b>80%</b>
<b>TSM / STRATEGIC INITIATIVES</b>					
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%
		<b>29,200,000</b>	<b>1.23%</b>	<b>23,379,047</b>	<b>80%</b>
<b>TOTAL STRATEGIC PLAN</b>		<b>2,377,889,085</b>	<b>100%</b>	<b>1,951,909,018</b>	<b>82%</b>

**Notes:**

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

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

<sup>3</sup>The 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.

<sup>4</sup>2014 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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DRAFT 2014 Prop K Strategic Plan  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOY \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	
<b>TRANSIT</b>																					
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ 124,786,482	18.10%	Programming \$ 100,344,190 Finance Costs \$ 22,580,404 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	\$ 42,802,484	\$ 3,025,500	\$ 2,529,000	\$ -	
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,795,276 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 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 Finance Costs \$ 26,673,345 Total \$ 249,849,418	\$ -	\$ 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	\$ -	\$ -	
6	Electrification	\$ 25,787,529	16.08%	Programming \$ 20,260,000 Finance Costs \$ 4,147,825 Total \$ 24,407,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ 3,400,000	\$ -	\$ -	\$ -	
7	Caltrain Capital Improvement Program	\$ 25,032,772	13.45%	Programming \$ 20,176,329 Finance Costs \$ 3,367,159 Total \$ 23,543,488	\$ -	\$ 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	
8	BART Station Access, Safety and Capacity	\$ 11,572,940	14.33%	Programming \$ 9,079,412 Finance Costs \$ 1,658,208 Total \$ 10,737,620	\$ -	\$ 564,418	\$ 2,322,000	\$ -	\$ -	\$ -	\$ (306,953)	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,440,000	\$ -	\$ 327,025	\$ -	\$ 243,101	
9	Ferry	\$ 5,534,884	10.38%	Programming \$ 4,708,352 Finance Costs \$ 574,533 Total \$ 5,282,885	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ -	\$ (272,027)	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 2,200,000	\$ -	\$ -	\$ -	\$ -	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,778,567	0.96%	Programming \$ 9,388,819 Finance Costs \$ 94,122 Total \$ 9,482,941	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ 4,069,063	\$ -	
11	F-Line Extension to Fort Mason	\$ 5,146,614	0.00%	Programming \$ 742,880 Finance Costs \$ - Total \$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 205,611	\$ -	\$ 535,269	\$ -	
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,441,052	0.00%	Programming \$ 1,198,387 Finance Costs \$ - Total \$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 267,929	\$ -	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ 10,005,018	5.97%	Programming \$ 9,103,720 Finance Costs \$ 596,822 Total \$ 9,700,541	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ (34,969)	\$ -	\$ 615,819	\$ 82,094	\$ 60,000	\$ 3,192,087	\$ -	\$ 750,000	\$ -	\$ -	
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,162,530	1.64%	Programming \$ 4,213,339 Finance Costs \$ 133,875 Total \$ 4,347,214	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ (9,662)	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 2,705,000	\$ 118,000	\$ -	\$ 750,000	\$ -	
15	Purchase Additional Light Rail Vehicles	\$ 5,970,072	14.19%	Programming \$ 4,602,490 Finance Costs \$ 846,989 Total \$ 5,449,479	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 3,092,490	\$ -	\$ -	\$ 1,500,000	\$ -	
16	Other Transit Enhancements	\$ 13,587,061	17.03%	Programming \$ 10,967,431 Finance Costs \$ 2,313,735 Total \$ 13,281,166	\$ -	\$ 13,077	\$ 372,257	\$ -	\$ -	\$ 192,000	\$ -	\$ (170,903)	\$ 3,090,000	\$ -	\$ 157,000	\$ 64,000	\$ -	\$ 1,496,000	\$ 3,000,000	\$ 2,754,000	\$ -
	Total Transit Enhancements (10-16)	\$ 54,090,915	7.37%	Programming \$ 40,217,065 Finance Costs \$ 3,985,544 Total \$ 44,202,609	\$ -	\$ 13,077	\$ 992,259	\$ -	\$ 192,000	\$ -	\$ (215,534)	\$ 3,090,000	\$ 689,819	\$ 659,121	\$ 247,972	\$ 8,989,577	\$ 2,087,540	\$ 3,750,000	\$ 9,608,332	\$ -	



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	\$ 1,694,277	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				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	\$ 93,885,867	\$ 50,279,370	\$ 55,084,503	\$ 27,364,645		
17P	New and Renovated Vehicles - PCJBP	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				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	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957			
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming	\$ 87,291,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 87,291,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			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	\$ 17,696,040	\$ 67,808,023	\$ 94,992,234	\$ 51,418,928	\$ 56,258,248	\$ 28,573,602				
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			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	\$ 17,696,040	\$ 67,808,023	\$ 94,992,234	\$ 51,418,928	\$ 56,258,248	\$ 28,573,602				
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				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	\$ -	\$ -	\$ -	\$ -	\$ -		
20P	Rehab/Upgrade Existing Facilities - PCJBP	\$ 8,566,491	15.86%	Programming	\$ 6,571,882	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 693,599	\$ (163,421)	\$ 160,000	\$ -	\$ -	\$ -	\$ 360,989	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485			
				Finance Costs	\$ 1,358,232	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 23,463	\$ 18,041	\$ -	\$ 19,003	\$ -	\$ 5,778	\$ 14,925	\$ 61,376	\$ 51,197			
				Total	\$ 7,930,113	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 495,508	\$ 694,345	\$ (143,212)	\$ 183,463	\$ 18,041	\$ -	\$ 19,003	\$ 360,989	\$ 388,767	\$ 409,387	\$ 467,672	\$ 469,682			
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 10,629,494	0.00%	Programming	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Facilities Subtotal	\$ 106,546,523	9.87%	Programming	\$ 91,072,864	\$ -	\$ 2,893,007	\$ 1,941,636	\$ 530,683	\$ 592,981	\$ 693,599	\$ 11,983,315	\$ 15,332,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 18,263,238	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485				
			Finance Costs	\$ 10,518,451	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 19,003	\$ -	\$ 82,824	\$ 210,523	\$ 751,679	\$ 535,433				
			Total	\$ 101,591,314	\$ -	\$ 2,893,007	\$ 1,941,636	\$ 530,683	\$ 723,293	\$ 694,345	\$ 12,003,524	\$ 15,356,049	\$ 2,858,671	\$ 16,000	\$ 3,719,003	\$ 18,263,238	\$ 465,813	\$ 604,985	\$ 1,157,975	\$ 953,918				
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ 16,541,195	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Total Facilities	\$ 123,087,717	8.55%	Programming	\$ 107,853,864	\$ -	\$ 6,893,007	\$ 5,760,636	\$ 4,027,683	\$ 3,743,981	\$ 3,007,599	\$ 11,983,315	\$ 15,332,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 18,263,238	\$ 382,989	\$ 394,462	\$ 406,296	\$ 418,485				
			Finance Costs	\$ 10,518,451	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 19,003	\$ -	\$ 82,824	\$ 210,523	\$ 751,679	\$ 535,433				
			Total	\$ 118,372,314	\$ -	\$ 6,893,007	\$ 5,760,636	\$ 4,027,683	\$ 3,874,293	\$ 3,008,345	\$ 12,003,524	\$ 15,356,049	\$ 2,858,671	\$ 16,000	\$ 3,719,003	\$ 18,263,238	\$ 465,813	\$ 604,985	\$ 1,157,975	\$ 953,918				
22B	Guideways - BART	\$ 7,753,793	0.00%	Programming	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
				Total	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	\$ -			
22M	Guideways - MUNI	\$ 308,600,967	4.18%	Programming	\$ 291,660,626	\$ -	\$ 5,253,649	\$ 1,256,023	\$ 3,316,253	\$ 5,218,436	\$ 6,856,095	\$ 72,098,597	\$ 2,013,714	\$ 21,203,282	\$ 15,000	\$ 338,000	\$ -	\$ 5,716,000	\$ 5,680,012	\$ 4,231,380	\$ 13,392,656			
				Finance Costs	\$ 12,893,404	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,662	\$ 188,851	\$ 626,678	\$ 457,587		
				Total	\$ 304,554,030	\$ -	\$ 5,253,649	\$ 1,256,023	\$ 3,316,253	\$ 5,218,436	\$ 6,856,095	\$ 72,098,597	\$ 2,013,714	\$ 21,203,282	\$ 15,000	\$ 338,000	\$ -	\$ 5,795,662	\$ 5,868,863	\$ 4,858,058	\$ 13,850,243			

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		
22P	Guideways - PCJPB	30,904,404	14.74%	Programming	\$ 25,385,280	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,994	\$ 625,131	\$ 1,881,492	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,243,407	\$ 1,319,130	\$ 1,358,704	\$ 1,399,465	\$ 1,441,449		
				Finance Costs	\$ 4,556,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,584	\$ -	\$ 16,038	\$ 41,841	\$ 173,732	\$ 146,014
				Total	\$ 29,941,685	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,994	\$ 625,131	\$ 1,881,492	\$ 2,120,300	\$ 3,222,763	\$ 1,859,912	\$ 1,243,407	\$ 1,335,168	\$ 1,400,545	\$ 1,573,197	\$ 1,587,463		
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				Programming	\$ 359,935,353	\$ 4,379,000	\$ 5,646,959	\$ 2,119,340	\$ 3,750,718	\$ 5,513,436	\$ 7,422,089	\$ 72,723,729	\$ 5,136,206	\$ 23,323,582	\$ 3,237,763	\$ 2,151,328	\$ 1,493,407	\$ 7,195,130	\$ 7,038,716	\$ 5,630,845	\$ 14,834,105		
				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	\$ 5,998,976	\$ 2,425,174	\$ 4,043,870	\$ 5,717,983	\$ 7,422,807	\$ 72,733,710	\$ 5,138,183	\$ 23,323,582	\$ 3,237,763	\$ 2,197,912	\$ 1,493,407	\$ 7,290,831	\$ 7,269,409	\$ 6,431,254	\$ 15,437,706		
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)				Programming	\$ 1,005,555,337	\$ 4,379,000	\$ 43,200,404	\$ 10,234,718	\$ 12,983,748	\$ 15,089,082	\$ 16,103,303	\$ 88,485,545	\$ 21,853,812	\$ 27,697,019	\$ 20,206,344	\$ 23,547,368	\$ 87,564,668	\$ 102,570,353	\$ 58,852,106	\$ 62,295,389	\$ 43,826,192		
				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	\$ 1,108,910,933	\$ 5,227,735	\$ 43,552,421	\$ 10,540,552	\$ 13,276,899	\$ 15,423,941	\$ 16,104,768	\$ 88,515,735	\$ 21,879,838	\$ 27,715,096	\$ 20,206,344	\$ 23,615,574	\$ 87,564,668	\$ 102,877,995	\$ 60,118,556	\$ 68,161,753	\$ 48,820,591		
TOTAL TRANSIT				Programming	\$ 1,646,312,036	\$ 17,540,000	\$ 140,238,447	\$ 31,310,330	\$ 37,424,529	\$ 74,629,555	\$ 44,918,354	\$ 113,213,541	\$ 46,596,305	\$ 86,170,012	\$ 47,388,884	\$ 55,802,107	\$ 174,857,190	\$ 165,139,816	\$ 74,314,039	\$ 75,561,322	\$ 45,231,752		
				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	\$ 1,812,654,649	\$ 18,388,735	\$ 140,590,464	\$ 32,362,378	\$ 38,219,004	\$ 75,883,744	\$ 44,935,446	\$ 113,923,949	\$ 47,345,261	\$ 86,752,184	\$ 47,388,884	\$ 56,555,997	\$ 174,857,190	\$ 165,916,116	\$ 76,865,717	\$ 86,423,580	\$ 53,901,972		
PARATRANSIT				Programming	\$ 207,553,283	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 4,483,283	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 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	\$ 9,670,000	\$ 9,742,273	\$ 9,964,650	\$ 9,677,627	\$ 4,717,632	\$ 9,960,719	\$ 9,915,015	\$ 9,670,000	\$ 10,024,145	\$ 9,670,000	\$ 9,789,590	\$ 9,974,838	\$ 10,902,674	\$ 10,675,479		
TOTAL PARATRANSIT				Programming	\$ 207,553,283	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 4,483,283	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 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	\$ 9,670,000	\$ 9,742,273	\$ 9,964,650	\$ 9,677,627	\$ 4,717,632	\$ 9,960,719	\$ 9,915,015	\$ 9,670,000	\$ 10,024,145	\$ 9,670,000	\$ 9,789,590	\$ 9,974,838	\$ 10,902,674	\$ 10,675,479		
STREETS AND TRAFFIC SAFETY				Programming	\$ 70,592,195	\$ 2,832,840	\$ 1,977,839	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 1,504,008	\$ 25,665,487	\$ 5,397,165	\$ -	\$ -	\$ 21,150,000	\$ 1,998,458	\$ -	\$ -			
				Finance Costs	\$ 11,248,895	\$ -	\$ 173,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,035	\$ 157,326	\$ -	\$ 198,308	\$ -	\$ 123,275	\$ 289,926	\$ 1,030,329		
				Total	\$ 81,841,090	\$ 2,832,840	\$ 2,151,487	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 1,504,008	\$ 25,787,522	\$ 5,554,491	\$ -	\$ 198,308	\$ 21,150,000	\$ 2,121,733	\$ 289,926	\$ 1,030,329	\$ 742,220		
24	Golden Gate Bridge South Access (Doyle Drive)	99,627,917	11.29%	Programming	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 698,000	\$ (1,416)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 2,550,584	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 698,000	\$ (1,416)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
25	Bernal Heights Street System Upgrading	2,552,000	0.00%	Programming	\$ 1,854,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,491	\$ -	\$ -	\$ -	\$ 49,596	\$ 400,000	\$ 1,300,000	\$ -	\$ -			
				Finance Costs	\$ 320,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,271	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ -	\$ 1,488	\$ 7,766	\$ 27,690	\$ 20,026		
				Total	\$ 2,174,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,761	\$ 8,975	\$ 6,548	\$ -	\$ 49,596	\$ 400,000	\$ 1,301,488	\$ 7,766	\$ 27,690	\$ 20,026			
26	Great Highway Erosion Repair	2,553,594	12.55%	Programming	\$ 17,565,456	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 3,500,000	\$ 500,000	\$ -	\$ 1,000,000		
				Finance Costs	\$ 502,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 18,068,441	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 228,830	\$ 3,500,000	\$ 500,000	\$ -	\$ 1,000,000		
27	Visitacion Valley Watershed Area projects (San Francisco share)	18,868,924	2.67%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
28	Illinois Street Bridge	2,000,000	0.00%	Programming	\$ 212,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 212,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
29	Golden Gate Park/SR1 Traffic Study	251,586	0.00%	Programming	\$ 3,148,827	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 186,692	\$ (26,221)	\$ -	\$ 415,356	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ 1,000,000			
				Finance Costs	\$ 403,863	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,106	\$ 5,362	\$ 30,777	\$ 31,709		
				Total	\$ 3,552,690	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 186,692	\$ (26,221)	\$ -	\$ 415,356	\$ -	\$ -	\$ 500,000	\$ 1,001,106	\$ 5,362	\$ 1,030,777	\$ 31,709		
30	Other Upgrades to Major Arterials	4,471,935	9.03%	Programming	\$ 27,331,666	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 929,692	\$ 76,854	\$ 55,000	\$ 415,356	\$ 200,000	\$ 49,596	\$ 1,128,830	\$ 5,800,000	\$ 500,000	\$ 1,000,000			
				Finance Costs	\$ 1,227,291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,271	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ -	\$ 2,595	\$ 13,129	\$ 58,467	\$ 51,735		
				Total	\$ 28,558,957	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 929,692	\$ 81,124	\$ 63,975	\$ 421,904	\$ 200,000	\$ 49,596	\$ 1,128,830	\$ 5,802,595	\$ 513,129	\$ 1,058,467	\$ 1,051,735		
31	Total New and Upgraded Streets	30,698,039	4.00%	Programming	\$ 43,744,970	\$ -	\$ 817,843	\$ 599,021	\$ 1,752,000	\$ 1,641,718	\$ 1,831,616	\$ (243,011)	\$ 45,000	\$ 2,353,984	\$ 2,071,509	\$ 315,000	\$ 525,000	\$ 2,235,000	\$ 4,368,473	\$ -	\$ 881,250		
				Finance Costs	\$ 575,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 2,443	\$ -	\$ -	\$ -	\$ -	\$ 3,923	\$ -	\$ -	\$ 12,614	\$ 66,632	\$ 42,587	
				Total	\$ 44,320,826	\$ -	\$ 817,843	\$ 599,021	\$ 1,752,000	\$ 1,641,718	\$ 1,831,640	\$ (240,568)	\$ 45,000	\$ 2,353,984	\$ 2,071,509	\$ 318,923	\$ 525,000	\$ 2,235,000	\$ 4,381,087	\$ 66,632	\$ 923,837		
32	Advanced Technology and Information Systems (SFgo)	21,762,159	0.00%	Programming	\$ 20,953,204	\$ -	\$ 35,903	\$ 903,018	\$ 1,135,000	\$ 195,000	\$ 463,300	\$ 1,462,837	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 506,611	\$ 500,000		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 20,953,204	\$ -	\$ 35,903	\$ 903,018	\$ 1,135,000	\$ 195,000	\$ 463,300	\$ 1,462,837	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 506,611	\$ 500,000		

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

EP No.	EP Line Item	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
				<b>Total</b>	\$ 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	
				<b>Total</b>	\$ 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	
				<b>Total</b>	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	\$ 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		
				<b>Total</b>	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				<b>Total</b>	\$ 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		
				<b>Total</b>	\$ 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		
				<b>Total</b>	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				<b>Total</b>	\$ 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	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,004,369	\$ 1,060,000	\$ 1,106,000	\$ 1,159,137	\$ 1,204,429	\$ 1,000,000	\$ 1,045,000	\$ 1,092,025	\$ 1,141,166	\$ 1,192,519		
				Finance Costs	\$ 522,441	\$ -	\$ 7,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,494	\$ 3,401	\$ -	\$ 8,727	\$ -	\$ 1,945	\$ 4,059	\$ 14,560	\$ 10,276		
				<b>Total</b>	\$ 40,506,957	\$ -	\$ 1,238,935	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,004,369	\$ 1,063,494	\$ 1,109,401	\$ 1,159,137	\$ 1,213,156	\$ 1,000,000	\$ 1,046,945	\$ 1,096,084	\$ 1,155,726	\$ 1,202,795		
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		<b>\$ 721,658,211</b>	<b>6.55%</b>	Programming	<b>\$ 643,099,519</b>	<b>\$ 2,832,840</b>	<b>\$ 26,390,170</b>	<b>\$ 28,454,558</b>	<b>\$ 13,435,735</b>	<b>\$ 32,311,336</b>	<b>\$ 17,981,824</b>	<b>\$ 3,695,722</b>	<b>\$ 34,557,642</b>	<b>\$ 21,019,949</b>	<b>\$ 15,258,250</b>	<b>\$ 13,680,943</b>	<b>\$ 51,773,396</b>	<b>\$ 40,924,857</b>	<b>\$ 20,602,648</b>	<b>\$ 13,811,006</b>	<b>\$ 13,470,521</b>		
				Finance Costs	<b>\$ 47,279,275</b>	<b>\$ -</b>	<b>\$ 185,452</b>	<b>\$ 557,528</b>	<b>\$ 1,302,404</b>	<b>\$ 2,045,419</b>	<b>\$ 14,052</b>	<b>\$ 327,119</b>	<b>\$ 453,607</b>	<b>\$ 392,933</b>	<b>\$ -</b>	<b>\$ 445,006</b>	<b>\$ -</b>	<b>\$ 244,544</b>	<b>\$ 660,396</b>	<b>\$ 2,501,089</b>	<b>\$ 1,823,810</b>		
				<b>Total</b>	<b>\$ 690,378,794</b>	<b>\$ 2,832,840</b>	<b>\$ 26,575,622</b>	<b>\$ 29,012,085</b>	<b>\$ 14,738,139</b>	<b>\$ 34,356,755</b>	<b>\$ 17,995,876</b>	<b>\$ 4,022,842</b>	<b>\$ 35,011,249</b>	<b>\$ 21,412,882</b>	<b>\$ 15,258,250</b>	<b>\$ 14,125,949</b>	<b>\$ 51,773,396</b>	<b>\$ 41,169,401</b>	<b>\$ 21,263,044</b>	<b>\$ 16,312,095</b>	<b>\$ 15,294,331</b>		
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>																							
43	Transportation Demand Management/Parking Management	\$ 14,591,968	6.60%	Programming	\$ 12,864,286	\$ -	\$ 443,000	\$ 310,439	\$ 379,983	\$ 129,814	\$ 264,874	\$ 152,326	\$ 188,100	\$ 263,624	\$ 271,061	\$ 589,231	\$ 1,331,771	\$ 1,339,872	\$ 650,000	\$ 400,000	\$ 450,000		
				Finance Costs	\$ 963,115	\$ -	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,102	\$ 11,357	\$ 47,124	\$ 35,985
				<b>Total</b>	\$ 13,827,401	\$ -	\$ 445,610	\$ 310,439	\$ 379,983	\$ 129,814	\$ 264,874	\$ 152,326	\$ 188,100	\$ 263,624	\$ 271,061	\$ 589,231	\$ 1,331,771	\$ 1,342,974	\$ 661,357	\$ 447,124	\$ 485,985		
44	Transportation/Land Use Coordination	\$ 22,139,537	9.22%	Programming	\$ 19,216,408	\$ -	\$ 37,990	\$ 230,000	\$ 243,000	\$ 303,535	\$ 964,980	\$ (269,946)	\$ 405,288	\$ 1,033,099	\$ 195,203	\$ 1,528,573	\$ 2,359,639	\$ 2,339,584	\$ 1,950,000	\$ 250,000	\$ 350,000		
				Finance Costs	\$ 2,041,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,958	\$ 22,801	\$ 95,981	\$ 77,781	
				<b>Total</b>	\$ 21,257,411	\$ -	\$ 37,990	\$ 230,000	\$ 243,000	\$ 303,535	\$ 964,980	\$ (269,946)	\$ 405,288	\$ 1,033,099	\$ 195,203	\$ 1,528,573	\$ 2,359,639	\$ 2,346,542	\$ 1,972,801	\$ 345,981	\$ 427,781		
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		<b>\$ 36,731,505</b>	<b>8.18%</b>	Programming	<b>\$ 32,080,694</b>	<b>\$ -</b>	<b>\$ 480,990</b>	<b>\$ 540,439</b>	<b>\$ 622,983</b>	<b>\$ 433,349</b>	<b>\$ 1,229,854</b>	<b>\$ (117,620)</b>	<b>\$ 593,388</b>	<b>\$ 1,296,723</b>	<b>\$ 466,264</b>	<b>\$ 2,117,804</b>	<b>\$ 3,691,410</b>	<b>\$ 3,679,456</b>	<b>\$ 2,600,000</b>	<b>\$ 650,000</b>	<b>\$ 800,000</b>		
				Finance Costs	<b>\$ 3,004,118</b>	<b>\$ -</b>	<b>\$ 2,610</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,060</b>	<b>\$ 34,158</b>	<b>\$ 143,105</b>	<b>\$ 113,766</b>			
				<b>Total</b>	<b>\$ 35,084,812</b>	<b>\$ -</b>	<b>\$ 483,600</b>	<b>\$ 540,439</b>	<b>\$ 622,983</b>	<b>\$ 433,349</b>	<b>\$ 1,229,854</b>	<b>\$ (117,620)</b>	<b>\$ 593,388</b>	<b>\$ 1,296,723</b>	<b>\$ 466,264</b>	<b>\$ 2,117,804</b>	<b>\$ 3,691,410</b>	<b>\$ 3,689,516</b>	<b>\$ 2,634,158</b>	<b>\$ 793,105</b>	<b>\$ 913,766</b>		
<b>TOTAL STRATEGIC PLAN</b>		<b>\$ 2,924,465,771</b>	<b>8.47%</b>	Programming	<b>\$ 2,529,045,532</b>	<b>\$ 20,372,840</b>	<b>\$ 176,779,607</b>	<b>\$ 69,975,327</b>	<b>\$ 61,153,247</b>	<b>\$ 117,044,240</b>	<b>\$ 73,800,032</b>	<b>\$ 121,274,927</b>	<b>\$ 91,417,335</b>	<b>\$ 118,156,684</b>	<b>\$ 72,783,398</b>	<b>\$ 81,270,854</b>	<b>\$ 239,991,996</b>	<b>\$ 219,414,129</b>	<b>\$ 107,186,687</b>	<b>\$ 99,692,328</b>	<b>\$ 69,172,273</b>		
				Finance Costs	<b>\$ 247,641,736</b>	<b>\$ 848,735</b>	<b>\$ 540,079</b>	<b>\$ 1,609,575</b>	<b>\$ 2,169,153</b>	<b>\$ 3,594,257</b>	<b>\$ 38,771</b>	<b>\$ 1,271,876</b>	<b>\$ 1,493,282</b>	<b>\$ 1,220,120</b>	<b>\$ -</b>	<b>\$ 1,553,042</b>	<b>\$ -</b>	<b>\$ 1,150,494</b>	<b>\$ 3,551,071</b>	<b>\$ 14,739,126</b>	<b>\$ 11,613,275</b>		
				<b>Total</b>	<b>\$ 2,776,687,267</b>																		

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
<b>TRANSIT</b>																
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	\$ 4,206	\$ 2,145	\$ 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	\$ 92,636	\$ 76,348	\$ 84,432	\$ -
		\$ 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	\$ -
	Total Transit Enhancements (10-16)	\$ 516,756	\$ 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	\$ -
		\$ 725,959	\$ 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

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
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	\$ 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
		\$ 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
17P	New and Renovated Vehicles - PCJPB	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -
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	\$ 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
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	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
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	\$ 1,632,103	\$ 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	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -
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	\$ 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
		\$ 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	\$ -	\$ -
		\$ 2,387,052	\$ 2,996,744	\$ 2,992,447	\$ 3,022,947	\$ 2,752,654	\$ 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	\$ 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
		\$ 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	\$ -	\$ -
		\$ 2,387,052	\$ 2,996,744	\$ 2,992,447	\$ 3,022,947	\$ 2,752,654	\$ 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	\$ 368,957	\$ 384,900	\$ 401,257	\$ 418,034	\$ 435,153	\$ 452,626	\$ 504,083	\$ 518,006
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 368,957	\$ 384,900	\$ 401,257	\$ 418,034	\$ 435,153	\$ 452,626	\$ 504,083	\$ 518,006
22M	Guideways - MUNI	\$ 7,800,000	\$ 8,034,000	\$ 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	\$ -	\$ -
		\$ 8,306,955	\$ 9,316,787	\$ 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

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	
22P	Guideways - PCJPB	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 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	
<b>TOTAL TRANSIT</b>		\$ 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	\$ 6,509,466	\$ 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	
<b>PARATRANSIT</b>																	
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	\$ 12,293,564	\$ 12,383,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -
<b>TOTAL PARATRANSIT</b>		\$ 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	\$ 12,293,564	\$ 12,383,996	\$ 2,526,717	\$ 2,291,979	\$ 2,048,886	\$ 1,717,756	\$ 1,320,793	\$ 822,726	\$ -
<b>STREETS AND TRAFFIC SAFETY</b>																	
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
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		\$ 19,089,221	\$ 19,708,515	\$ 20,514,646	\$ 21,353,561	\$ 22,226,618	\$ 22,867,940	\$ 24,131,713	\$ 19,570,306	\$ 20,423,149	\$ 21,312,546	\$ 20,453,139	\$ 21,424,562	\$ 17,391,646	\$ 13,466,644	\$ 8,963,918
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STR</b>		\$ 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	\$ -
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 20,666,421	\$ 23,170,476	\$ 23,824,719	\$ 24,630,136	\$ 25,385,165	\$ 25,911,399	\$ 27,115,159	\$ 22,440,508	\$ 23,126,642	\$ 23,838,593	\$ 22,628,112	\$ 23,287,055	\$ 19,024,193	\$ 15,211,542	\$ 8,963,918
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	\$ 636,540	\$ 655,636	\$ 675,305	\$ 695,564	\$ 716,431	\$ 737,924	\$ 760,062	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
		\$ 72,408	\$ 163,067	\$ 159,496	\$ 161,514	\$ 159,157	\$ 156,500	\$ 156,777	\$ 163,864	\$ 171,337	\$ 156,023	\$ 133,806	\$ 107,275	\$ 76,257	\$ -	\$ -
		\$ 672,408	\$ 781,067	\$ 796,036	\$ 817,150	\$ 834,462	\$ 852,064	\$ 873,209	\$ 901,788	\$ 931,400	\$ 931,400	\$ 356,023	\$ 333,806	\$ 307,275	\$ 276,257	\$ 200,000
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 1,010,000	\$ 1,040,300	\$ 1,071,509	\$ 1,103,654	\$ 1,136,764	\$ 1,170,867	\$ 1,205,993	\$ 1,242,173	\$ 1,279,438	\$ 734,957	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
<b>TOTAL STRATEGIC PLAN</b>		\$ 54,362,504	\$ 55,729,525	\$ 57,369,792	\$ 59,123,818	\$ 56,037,430	\$ 56,867,672	\$ 58,906,550	\$ 45,819,916	\$ 46,805,991	\$ 48,307,987	\$ 47,950,626	\$ 49,806,800	\$ 46,176,332	\$ 42,168,226	\$ 64,126,460
<b>TOTAL STRATEGIC PLAN</b>		\$ 10,497,951	\$ 22,927,663	\$ 21,521,847	\$ 20,850,615	\$ 19,486,748	\$ 17,975,997	\$ 16,743,433	\$ 15,513,040	\$ 14,001,205	\$ 12,373,240	\$ 10,604,355	\$ 8,690,964	\$ 6,636,844	\$ 4,424,977	\$ -
<b>TOTAL STRATEGIC PLAN</b>		\$ 64,860,455	\$ 78,657,188	\$ 78,891,639	\$ 79,974,433	\$ 75,524,178	\$ 74,843,669	\$ 75,649,983	\$ 61,332,956	\$ 60,807,196	\$ 60,681,228	\$ 58,554,981	\$ 58,497,765	\$ 52,813,176	\$ 46,593,204	\$ 64,126,460

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	\$ 23,982,894	\$ 11,724,644	\$ 1,264,500	
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	\$ -	\$ 1,861,089	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,693	
				Total	\$ 9,482,941	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 1,098,647	\$ 2,979,109	
11	F-Line Extension to Fort Mason	\$ 5,146,614	0.00%	Programming	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ 41,122	\$ 41,122	\$ 300,005	\$ 176,639		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ 41,122	\$ 41,122	\$ 300,005	\$ 176,639	
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,441,052	0.00%	Programming	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,134	\$ 168,795	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,134	\$ 168,795	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ 10,005,018	5.97%	Programming	\$ 9,103,720	\$ -	\$ -	\$ -	\$ 26,750	\$ 56,688	\$ (16,688)	\$ 281,688	\$ 173,500	\$ 65,800	\$ 522,920	\$ 155,205	\$ 2,323,647	\$ 895,522	\$ 255,000	\$ 247,500	\$ 247,500		
				Finance Costs	\$ 596,822	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,890	\$ 11,524	\$ 43,029	\$ 32,488		
				Total	\$ 9,700,541	\$ -	\$ -	\$ -	\$ 26,750	\$ 56,688	\$ (16,688)	\$ 281,688	\$ 173,500	\$ 65,800	\$ 522,920	\$ 155,205	\$ 2,323,647	\$ 900,412	\$ 266,524	\$ 290,529	\$ 279,988		
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,162,530	1.64%	Programming	\$ 4,213,339	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,806	\$ 150,023	\$ 314,621	\$ 2,796,888	\$ 118,000	\$ -	\$ 187,500	\$ 375,000		
				Finance Costs	\$ 133,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,396	\$ 6,465	\$ 23,476	\$ 21,047		
				Total	\$ 4,347,214	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,806	\$ 150,023	\$ 314,621	\$ 2,796,888	\$ 121,396	\$ 6,465	\$ 210,976	\$ 396,047	
15	Purchase Additional Light Rail Vehicles	\$ 5,970,072	14.19%	Programming	\$ 4,602,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -		
				Finance Costs	\$ 846,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,846	\$ 70,493	\$ 51,316	
				Total	\$ 5,449,479	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 3,101,336	\$ 1,570,493	\$ 51,316	
16	Other Transit Enhancements	\$ 13,587,061	17.03%	Programming	\$ 10,967,431	\$ -	\$ 12,893	\$ -	\$ 6,664	\$ 1,856	\$ 252,588	\$ 273,332	\$ (18,209)	\$ 2,533,986	\$ 401,552	\$ 53,288	\$ 199,480	\$ 588,000	\$ 2,078,000	\$ 2,518,500	\$ 1,377,000		
				Finance Costs	\$ 2,313,735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,796	\$ -	\$ 3,786	\$ -	\$ 1,251	\$ 15,284	\$ 117,206	\$ 111,883		
				Total	\$ 13,281,166	\$ -	\$ 12,893	\$ -	\$ 6,664	\$ 1,856	\$ 252,588	\$ 273,332	\$ (18,209)	\$ 2,538,782	\$ 401,552	\$ 57,075	\$ 199,480	\$ 589,251	\$ 2,093,284	\$ 2,635,706	\$ 1,488,883		
Total Transit Enhancements (10-16)	\$ 54,090,915	7.37%	Programming	\$ 40,217,065	\$ -	\$ 12,893	\$ 50,002	\$ 33,414	\$ 58,544	\$ 235,901	\$ 555,020	\$ 155,291	\$ 2,633,592	\$ 1,083,494	\$ 532,114	\$ 5,320,015	\$ 1,741,778	\$ 5,635,407	\$ 5,852,152	\$ 5,146,555			
			Finance Costs	\$ 3,985,544	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,796	\$ -	\$ 3,786	\$ -	\$ 9,537	\$ 42,119	\$ 254,203	\$ 225,428			
			Total	\$ 44,202,609	\$ -	\$ 12,893	\$ 50,002	\$ 33,414	\$ 58,544	\$ 235,901	\$ 555,020	\$ 155,291	\$ 2,638,388	\$ 1,083,494	\$ 535,901	\$ 5,320,015	\$ 1,751,315	\$ 5,677,527	\$ 6,106,356	\$ 5,371,983			



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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,619	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,619	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,619	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 246,864	\$ 146,751	\$ -	\$ -	\$ -	\$ 223,749	\$ 99,000	\$ 302,500	\$ -	\$ -	
				Finance Costs	\$ 63,688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586	\$ 36	\$ -	\$ -	\$ 334	\$ 2,562	\$ 8,135	\$ 5,021	
				Total	\$ 1,863,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 246,864	\$ 147,337	\$ 36	\$ -	\$ -	\$ 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	\$ 395,063	\$ 676,369	\$ 60,898	\$ (14,696,913)	\$ 16,518,308	\$ 4,283,166	\$ 8,791,060	\$ 24,967,752	\$ 7,502,100	\$ 3,836,686	\$ 1,081,767	\$ 479,216	
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,566,491	15.86%	Programming	\$ 6,571,882	\$ -	\$ 3,426	\$ -	\$ 27,299	\$ 2,279,329	\$ 327,668	\$ 392,899	\$ 314,289	\$ 150,813	\$ 41,834	\$ 62,682	\$ 180,495	\$ 371,989	\$ 388,726	\$ 400,379	\$ 412,391	
				Finance Costs	\$ 1,358,232	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 23,463	\$ 18,041	\$ -	\$ 19,003	\$ -	\$ 5,778	\$ 14,925	\$ 61,376	\$ 51,197	
				Total	\$ 7,930,113	\$ -	\$ 3,426	\$ -	\$ 27,299	\$ 2,409,640	\$ 328,414	\$ 413,108	\$ 337,752	\$ 168,853	\$ 41,834	\$ 81,684	\$ 180,495	\$ 377,767	\$ 403,650	\$ 461,755	\$ 463,587	
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 10,629,494	0.00%	Programming	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Facilities Subtotal	\$ 106,546,523	9.87%	Programming	\$ 91,072,864	\$ -	\$ 1,150,616	\$ 21,312	\$ 201,415	\$ 2,674,392	\$ 1,004,037	\$ 700,661	\$ (14,235,873)	\$ 16,669,121	\$ 4,325,001	\$ 8,853,742	\$ 25,371,996	\$ 7,896,377	\$ 4,334,876	\$ 799,979	\$ 412,391	
				Finance Costs	\$ 10,518,451	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 19,003	\$ -	\$ 82,824	\$ 210,523	\$ 751,679	\$ 535,433		
				Total	\$ 101,591,314	\$ -	\$ 1,150,616	\$ 21,312	\$ 201,415	\$ 2,804,704	\$ 1,004,783	\$ 720,870	\$ (14,211,824)	\$ 16,687,197	\$ 4,325,001	\$ 8,872,745	\$ 25,371,996	\$ 7,979,201	\$ 4,545,398	\$ 1,551,658	\$ 947,824	
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ 16,541,195	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Total Facilities	\$ 123,087,717	8.55%	Programming	\$ 107,853,864	\$ -	\$ 5,150,616	\$ 3,840,312	\$ 3,698,415	\$ 5,825,392	\$ 1,420,557	\$ 2,598,141	\$ (14,235,873)	\$ 16,669,121	\$ 4,325,001	\$ 8,853,742	\$ 25,371,996	\$ 7,896,377	\$ 4,334,876	\$ 799,979	\$ 412,391	
				Finance Costs	\$ 10,518,451	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 19,003	\$ -	\$ 82,824	\$ 210,523	\$ 751,679	\$ 535,433		
				Total	\$ 118,372,314	\$ -	\$ 5,150,616	\$ 3,840,312	\$ 3,698,415	\$ 5,955,704	\$ 1,421,303	\$ 2,618,350	\$ (14,211,824)	\$ 16,687,197	\$ 4,325,001	\$ 8,872,745	\$ 25,371,996	\$ 7,979,201	\$ 4,545,398	\$ 1,551,658	\$ 947,824	
22B	Guideways - BART	\$ 7,753,793	0.00%	Programming	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491,000	\$ 160,000	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491,000	\$ 160,000	\$ -	\$ -	
22M	Guideways - MUNI	\$ 308,600,967	4.18%	Programming	\$ 291,660,626	\$ -	\$ 122,865	\$ 1,249,713	\$ 3,799,388	\$ 939,412	\$ 1,563,263	\$ 8,065,605	\$ (1,777,841)	\$ 4,492,160	\$ 8,972,858	\$ 9,450,419	\$ 44,609,901	\$ 33,388,376	\$ 8,459,576	\$ 5,333,879	\$ 7,777,153	
				Finance Costs	\$ 12,893,404	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,662	\$ 188,851	\$ 626,678	\$ 457,587	
				Total	\$ 304,554,030	\$ -	\$ 122,865	\$ 1,249,713	\$ 3,799,388	\$ 939,412	\$ 1,563,263	\$ 8,065,605	\$ (1,777,841)	\$ 4,492,160	\$ 8,972,858	\$ 9,450,419	\$ 44,609,901	\$ 33,468,038	\$ 8,648,427	\$ 5,960,557	\$ 8,234,740	

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
				<b>Total</b>	<b>\$ 29,941,685</b>	<b>\$ -</b>	<b>\$ 6,013</b>	<b>\$ 6,634</b>	<b>\$ 572,085</b>	<b>\$ 448,304</b>	<b>\$ 225,019</b>	<b>\$ 538,212</b>	<b>\$ 584,351</b>	<b>\$ 1,800,406</b>	<b>\$ 2,541,885</b>	<b>\$ 4,928,791</b>	<b>\$ 1,228,311</b>	<b>\$ 1,297,307</b>	<b>\$ 1,380,758</b>	<b>\$ 1,552,816</b>	<b>\$ 1,566,471</b>		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	<b>\$ 37,553,471</b>	<b>\$ 5,227,735</b>	<b>\$ 352,017</b>	<b>\$ 305,834</b>	<b>\$ 293,152</b>	<b>\$ 204,547</b>	<b>\$ 718</b>	<b>\$ 9,981</b>	<b>\$ 1,977</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
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	
				<b>Total</b>	<b>\$ 379,402,123</b>	<b>\$ 5,227,735</b>	<b>\$ 484,273</b>	<b>\$ 1,562,180</b>	<b>\$ 4,664,624</b>	<b>\$ 1,592,262</b>	<b>\$ 1,789,001</b>	<b>\$ 8,613,799</b>	<b>\$ (1,191,514)</b>	<b>\$ 6,292,566</b>	<b>\$ 11,514,743</b>	<b>\$ 14,379,210</b>	<b>\$ 47,329,212</b>	<b>\$ 34,925,345</b>	<b>\$ 10,029,186</b>	<b>\$ 7,513,373</b>	<b>\$ 9,801,211</b>		
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	
				<b>Total</b>	<b>\$ 1,108,862,866</b>	<b>\$ 5,227,735</b>	<b>\$ 8,714,772</b>	<b>\$ 7,273,259</b>	<b>\$ 16,982,433</b>	<b>\$ 20,521,545</b>	<b>\$ 7,886,014</b>	<b>\$ 16,406,016</b>	<b>\$ (4,465,818)</b>	<b>\$ 27,909,961</b>	<b>\$ 22,066,480</b>	<b>\$ 51,173,313</b>	<b>\$ 83,924,118</b>	<b>\$ 146,335,561</b>	<b>\$ 101,295,423</b>	<b>\$ 70,367,556</b>	<b>\$ 53,500,806</b>		
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		
				<b>Total</b>	<b>\$ 1,812,603,763</b>	<b>\$ 5,317,755</b>	<b>\$ 16,130,996</b>	<b>\$ 62,323,356</b>	<b>\$ 43,556,867</b>	<b>\$ 68,711,259</b>	<b>\$ 46,569,751</b>	<b>\$ 55,069,561</b>	<b>\$ 13,888,947</b>	<b>\$ 85,576,654</b>	<b>\$ 88,200,906</b>	<b>\$ 77,003,855</b>	<b>\$ 162,595,754</b>	<b>\$ 204,550,870</b>	<b>\$ 150,274,771</b>	<b>\$ 94,805,425</b>	<b>\$ 64,976,313</b>		
PARATRANSIT				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		
				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		
				<b>Total</b>	<b>\$ 238,569,012</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,670,000</b>	<b>\$ 9,742,273</b>	<b>\$ 9,964,650</b>	<b>\$ 19,347,627</b>	<b>\$ 9,904,349</b>	<b>\$ 8,819,641</b>	<b>\$ 8,047,797</b>	<b>\$ 7,504,253</b>	<b>\$ 10,011,471</b>	<b>\$ 9,670,000</b>	<b>\$ 9,789,590</b>	<b>\$ 9,974,838</b>	<b>\$ 10,902,674</b>	<b>\$ 10,675,479</b>		
TOTAL 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			
				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		
				<b>Total</b>	<b>\$ 238,569,012</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,670,000</b>	<b>\$ 9,742,273</b>	<b>\$ 9,964,650</b>	<b>\$ 19,347,627</b>	<b>\$ 9,904,349</b>	<b>\$ 8,819,641</b>	<b>\$ 8,047,797</b>	<b>\$ 7,504,253</b>	<b>\$ 10,011,471</b>	<b>\$ 9,670,000</b>	<b>\$ 9,789,590</b>	<b>\$ 9,974,838</b>	<b>\$ 10,902,674</b>	<b>\$ 10,675,479</b>		
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
				<b>Total</b>	<b>\$ 81,841,090</b>	<b>\$ 70,000</b>	<b>\$ 4,914,325</b>	<b>\$ 1</b>	<b>\$ 688,625</b>	<b>\$ 1,373,938</b>	<b>\$ 1,036,835</b>	<b>\$ 4,085,200</b>	<b>\$ 15,017,860</b>	<b>\$ 9,579,127</b>	<b>\$ 3,067,026</b>	<b>\$ 2,331,110</b>	<b>\$ 23,626,282</b>	<b>\$ 3,578,000</b>	<b>\$ 2,288,384</b>	<b>\$ 1,030,329</b>	<b>\$ 742,220</b>		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	<b>\$ 2,550,584</b>	<b>\$ -</b>	<b>\$ 370,800</b>	<b>\$ 927,000</b>	<b>\$ 556,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 318,777</b>	<b>\$ 373,779</b>	<b>\$ 4,029</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	<b>\$ 2,174,530</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 772,597</b>	<b>\$ 452,796</b>	<b>\$ 6,548</b>	<b>\$ 113,582</b>	<b>\$ (1,175,913)</b>	<b>\$ 215,000</b>	<b>\$ 836,488</b>	<b>\$ 657,766</b>	<b>\$ 27,690</b>	<b>\$ 20,026</b>	
27	Visitacion Valley Watershed Area projects (San Francisco share)	\$ 18,868,924	2.67%	Programming	\$ 17,565,456	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 96,000	\$ 292,830	\$ 1,750,000	\$ 2,000,000	\$ 250,000	\$ 1,000,000		
				Finance Costs	\$ 502,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				<b>Total</b>	<b>\$ 18,068,441</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,931</b>	<b>\$ 68,069</b>	<b>\$ 50,000</b>	<b>\$ 34,718</b>	<b>\$ -</b>	<b>\$ 15,000</b>	<b>\$ 40,000</b>	<b>\$ 50,283</b>	<b>\$ 96,000</b>	<b>\$ 292,830</b>	<b>\$ 1,750,000</b>	<b>\$ 2,000,000</b>	<b>\$ 250,000</b>	<b>\$ 1,000,000</b>		
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				<b>Total</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		
29	Golden Gate Park/SR1 Traffic Study	\$ 251,586	0.00%	Programming	\$ 212,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				<b>Total</b>	<b>\$ 212,712</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		
30	Other Upgrades to Major Arterials	\$ 4,471,935	9.03%	Programming	\$ 3,148,827	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 90,825	\$ 95,867	\$ (3,732)	\$ 123,250	\$ 175,179	\$ 94,438	\$ 250,000	\$ 750,000	\$ 500,000	\$ 500,000	\$ 500,000		
				Finance Costs	\$ 403,863	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,106	\$ 5,362	\$ 30,777	\$ 31,709	
				<b>Total</b>	<b>\$ 3,552,690</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ -</b>	<b>\$ 90,825</b>	<b>\$ 95,867</b>	<b>\$ (3,732)</b>	<b>\$ 123,250</b>	<b>\$ 175,179</b>	<b>\$ 94,438</b>	<b>\$ 250,000</b>	<b>\$ 751,106</b>	<b>\$ 505,362</b>	<b>\$ 530,777</b>	<b>\$ 531,709</b>		
Total	New and Upgraded Streets	\$ 30,698,039	4.00%	Programming	\$ 27,331,666	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 125,543	\$ 1,187,241	\$ 828,868	\$ 167,279	\$ 339,043	\$ (985,476)	\$ 757,830	\$ 3,335,000	\$ 3,150,000	\$ 750,000	\$ 1,500,000		
				Finance Costs	\$ 1,227,291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,271	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ -	\$ 2,595	\$ 13,129	\$ 58,467	\$ 51,735	
				<b>Total</b>	<b>\$ 28,558,957</b>	<b>\$ -</b>	<b>\$ 2,370,800</b>	<b>\$ 995,431</b>	<b>\$ 660,769</b>	<b>\$ 50,000</b>	<b>\$ 125,543</b>	<b>\$ 1,191,511</b>	<b>\$ 837,843</b>	<b>\$ 173,827</b>	<b>\$ 339,043</b>	<b>\$ (985,476)</b>	<b>\$ 757,830</b>	<b>\$ 3,337,595</b>	<b>\$ 3,163,129</b>	<b>\$ 808,46</b>			

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	1.27%	Programming	\$ 39,984,515	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 872,025	\$ 1,201,533	\$ 1,037,371	\$ 1,218,533	\$ 1,204,474	\$ 1,000,000	\$ 1,045,000	\$ 1,092,025	\$ 1,141,166	\$ 1,192,519		
				Finance Costs	\$ 522,441	\$ -	\$ 7,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,494	\$ 3,401	\$ -	\$ 8,727	\$ -	\$ 1,945	\$ 4,059	\$ 14,560	\$ 10,276	
				Total	\$ 40,506,957	\$ -	\$ 1,238,935	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 872,025	\$ 1,205,026	\$ 1,040,771	\$ 1,218,533	\$ 1,213,201	\$ 1,000,000	\$ 1,046,945	\$ 1,096,084	\$ 1,155,726	\$ 1,202,795		
TOTAL STREETS AND TRAFFIC SAFETY	\$ 721,658,211	6.55%	Programming	\$ 638,376,210	\$ 70,000	\$ 15,455,839	\$ 20,718,226	\$ 20,875,963	\$ 22,763,902	\$ 22,360,756	\$ 15,158,751	\$ 24,362,906	\$ 18,332,196	\$ 15,967,408	\$ 14,408,189	\$ 51,997,177	\$ 37,369,018	\$ 32,298,398	\$ 19,623,146	\$ 15,269,419			
			Finance Costs	\$ 47,279,275	\$ -	\$ 185,452	\$ 557,528	\$ 1,302,404	\$ 2,045,419	\$ 14,052	\$ 327,119	\$ 453,607	\$ 392,933	\$ -	\$ 445,006	\$ -	\$ 244,544	\$ 660,396	\$ 2,501,089	\$ 1,823,810			
			Total	\$ 685,655,485	\$ 70,000	\$ 15,641,291	\$ 21,275,754	\$ 22,178,367	\$ 24,809,321	\$ 22,374,808	\$ 15,485,871	\$ 24,816,513	\$ 18,725,129	\$ 15,967,408	\$ 14,853,195	\$ 51,997,177	\$ 37,613,561	\$ 32,958,794	\$ 22,124,234	\$ 17,093,230			
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																							
43	Transportation Demand Management/Parking Management	\$ 14,591,968	6.60%	Programming	\$ 12,864,283	\$ -	\$ 434,852	\$ 271,825	\$ 348,597	\$ 199,814	\$ 143,081	\$ 192,368	\$ 181,753	\$ 260,123	\$ 322,727	\$ 637,310	\$ 871,771	\$ 1,345,872	\$ 954,000	\$ 550,000	\$ 400,000		
				Finance Costs	\$ 963,115	\$ -	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,102	\$ 11,357	\$ 47,124	\$ 35,985		
				Total	\$ 13,827,398	\$ -	\$ 437,462	\$ 271,825	\$ 348,597	\$ 199,814	\$ 143,081	\$ 192,368	\$ 181,753	\$ 260,123	\$ 322,727	\$ 637,310	\$ 871,771	\$ 1,348,974	\$ 965,357	\$ 597,124	\$ 435,985		
44	Transportation/Land Use Coordination	\$ 22,139,537	9.22%	Programming	\$ 19,216,408	\$ -	\$ 18,990	\$ 149,000	\$ 296,000	\$ 73,560	\$ 327,985	\$ 518,348	\$ 219,726	\$ 302,685	\$ 967,645	\$ 1,009,485	\$ 2,107,461	\$ 2,660,268	\$ 1,469,792	\$ 950,000	\$ 800,000		
				Finance Costs	\$ 2,041,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,958	\$ 22,801	\$ 95,981	\$ 77,781		
				Total	\$ 21,257,411	\$ -	\$ 18,990	\$ 149,000	\$ 296,000	\$ 73,560	\$ 327,985	\$ 518,348	\$ 219,726	\$ 302,685	\$ 967,645	\$ 1,009,485	\$ 2,107,461	\$ 2,667,226	\$ 1,492,593	\$ 1,045,981	\$ 877,781		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 36,731,505	8.18%	Programming	\$ 32,080,691	\$ -	\$ 453,841	\$ 420,825	\$ 644,597	\$ 273,374	\$ 471,066	\$ 710,716	\$ 401,479	\$ 562,808	\$ 1,290,372	\$ 1,646,795	\$ 2,979,232	\$ 4,006,140	\$ 2,423,792	\$ 1,500,000	\$ 1,200,000			
			Finance Costs	\$ 3,004,118	\$ -	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,060	\$ 34,158	\$ 143,105	\$ 113,766			
			Total	\$ 35,084,809	\$ -	\$ 456,452	\$ 420,825	\$ 644,597	\$ 273,374	\$ 471,066	\$ 710,716	\$ 401,479	\$ 562,808	\$ 1,290,372	\$ 1,646,795	\$ 2,979,232	\$ 4,016,200	\$ 2,457,950	\$ 1,643,105	\$ 1,313,766			
TOTAL STRATEGIC PLAN	\$ 2,924,465,771	8.47%	Programming	\$ 2,524,271,334	\$ 4,539,020	\$ 31,688,659	\$ 92,080,359	\$ 73,952,952	\$ 100,164,347	\$ 88,724,482	\$ 79,898,621	\$ 46,433,298	\$ 111,692,268	\$ 112,962,939	\$ 101,962,274	\$ 227,242,164	\$ 254,819,728	\$ 192,115,282	\$ 114,736,312	\$ 82,445,512			
			Finance Costs	\$ 247,641,736	\$ 848,735	\$ 540,079	\$ 1,609,575	\$ 2,169,153	\$ 3,594,257	\$ 38,771	\$ 1,271,876	\$ 1,493,282	\$ 1,220,120	\$ -	\$ 1,553,042	\$ -	\$ 1,150,494	\$ 3,551,071	\$ 14,739,126	\$ 11,613,275			
			Total	\$ 2,771,913,070	\$ 5,387,755	\$ 32,228,738	\$ 93,689,934	\$ 76,122,105	\$ 103,758,604	\$ 88,763,253	\$ 81,170,497	\$ 47,926,580	\$ 112,912,388	\$ 112,962,939	\$ 103,515,316	\$ 227,242,164	\$ 255,970,222	\$ 195,666,353	\$ 129,475,438	\$ 94,058,787			

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
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	\$ 4,145	\$ 2,406	\$ 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	\$ -	\$ -	\$ 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	\$ 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	

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
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	\$ 1,632,103	\$ 1,687,066	\$ 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	\$ 371,549	\$ 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	\$ 371,549	\$ 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

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	
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	\$ 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)	\$ 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	\$ 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	\$ 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		\$ 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	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		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 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		
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			
	\$ 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			
31	New Signals and Signs	\$ 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		
		\$ 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		
32	Advanced Technology and Information Systems (SFgo)	\$ 619,350	\$ 1,006,316	\$ 792,359	\$ 830,063	\$ 869,502	\$ 910,756	\$ 953,905	\$ 999,035	\$ 1,046,235	\$ 1,095,598	\$ 1,145,417	\$ 1,195,000	\$ 1,245,000	\$ 885,000		
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 619,350	\$ 1,006,316	\$ 792,359	\$ 830,063	\$ 869,502	\$ 910,756	\$ 953,905	\$ 999,035	\$ 1,046,235	\$ 1,095,598	\$ 1,145,417	\$ 1,195,000	\$ 1,245,000	\$ 885,000		

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	\$ 24,468,245	\$ 25,438,206	\$ 26,453,006	\$ 27,512,747	\$ 28,617,437	\$ 29,768,177	\$ 30,965,067	\$ 32,208,115	\$ 33,507,365
	\$ 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	\$ -	
	\$ 15,863,439	\$ 22,851,848	\$ 23,468,768	\$ 24,259,275	\$ 24,998,765	\$ 25,695,907	\$ 26,526,448	\$ 27,451,448	\$ 28,270,919	\$ 29,156,200	\$ 30,087,720	\$ 31,080,630	\$ 32,130,674	\$ 33,240,614	\$ 35,252,264	
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVE																
43	Transportation Demand Management/Parking Management	\$ 460,000	\$ 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	\$ -	\$ -
		\$ 493,969	\$ 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	\$ 650,000	\$ 618,000	\$ 636,540	\$ 655,636	\$ 675,305	\$ 695,564	\$ 716,431	\$ 737,924	\$ 760,062	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
		\$ 72,408	\$ 163,067	\$ 159,496	\$ 161,514	\$ 159,157	\$ 156,500	\$ 156,777	\$ 163,864	\$ 171,337	\$ 156,023	\$ 133,806	\$ 107,275	\$ 76,257	\$ -	\$ -
		\$ 722,408	\$ 781,067	\$ 796,036	\$ 817,150	\$ 834,462	\$ 852,064	\$ 873,209	\$ 901,788	\$ 931,400	\$ 356,023	\$ 333,806	\$ 307,275	\$ 276,257	\$ 200,000	\$ 200,000
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 1,110,000	\$ 1,040,300	\$ 1,071,509	\$ 1,103,654	\$ 1,136,764	\$ 1,170,867	\$ 1,205,993	\$ 1,242,173	\$ 1,279,438	\$ 734,957	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	
	\$ 106,377	\$ 239,533	\$ 234,241	\$ 237,086	\$ 233,446	\$ 229,322	\$ 229,359	\$ 239,190	\$ 249,820	\$ 238,840	\$ 202,438	\$ 158,063	\$ 102,706	\$ -	\$ -	
	\$ 1,216,377	\$ 1,279,833	\$ 1,305,750	\$ 1,340,740	\$ 1,370,209	\$ 1,400,188	\$ 1,435,352	\$ 1,481,362	\$ 1,529,258	\$ 973,797	\$ 602,438	\$ 558,063	\$ 502,706	\$ 400,000	\$ 400,000	
TOTAL STRATEGIC PLAN	\$ 63,445,194	\$ 59,762,748	\$ 56,971,716	\$ 58,708,669	\$ 58,025,236	\$ 56,933,558	\$ 58,317,839	\$ 46,430,856	\$ 46,388,548	\$ 47,872,689	\$ 48,613,625	\$ 49,571,200	\$ 47,648,720	\$ 43,909,318	\$ 66,213,201	
	\$ 10,497,951	\$ 22,927,663	\$ 21,521,847	\$ 20,850,615	\$ 19,486,748	\$ 17,975,997	\$ 16,743,433	\$ 15,513,040	\$ 14,001,205	\$ 12,373,240	\$ 10,604,355	\$ 8,690,964	\$ 6,636,844	\$ 4,424,977	\$ -	
	\$ 73,943,145	\$ 82,690,411	\$ 78,493,563	\$ 79,559,284	\$ 77,511,984	\$ 74,909,554	\$ 75,061,272	\$ 61,943,896	\$ 60,389,754	\$ 60,245,929	\$ 59,217,980	\$ 58,262,164	\$ 54,285,565	\$ 48,334,296	\$ 66,213,201	