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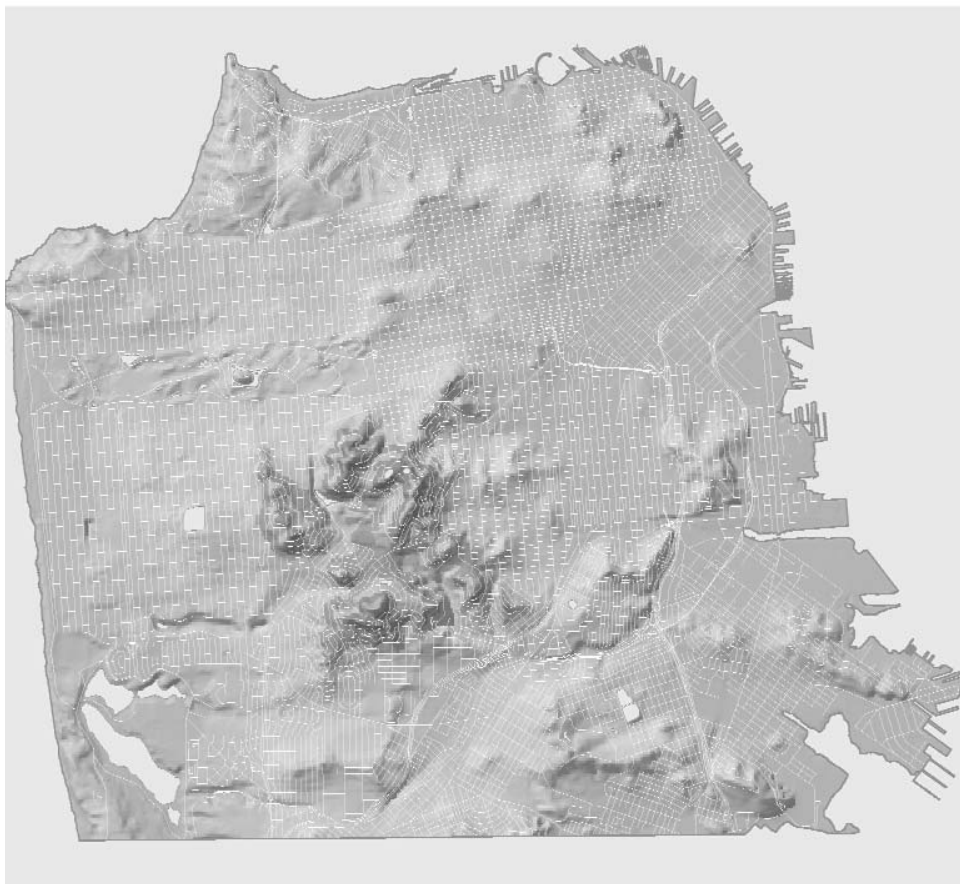
San Francisco County
Transportation Authority

San Francisco

PROP K STRATEGIC PLAN

2005

Adopted March 22, 2005



A. EXECUTIVE SUMMARY

The Prop K Expenditure Plan approved by the voters in November 2003 programs \$2.35 billion in local transportation sales tax revenue among a number of eligible categories, leveraging another \$9.6 billion in other sources. It does not provide any guidance as to the *timing* of allocation of those revenues over the 30-year life of the Expenditure Plan. Establishing the timing of allocation amounts and deciding on funding priority among projects are the crucially important functions of the Prop K Strategic Plan.

The Strategic Plan is a programming document that must reconcile the timing of expected revenues with the schedule for when those revenues are needed in order for sponsors to be able to deliver projects. It does so by taking into account the schedule for availability of state, federal and other funds beyond Prop K, the Authority's debt issuance capacity, the Authority's own assessment of the deliverability schedule for proposed projects, and balancing the costs associated with project escalation and debt financing.

The Strategic Plan was developed through an iterative process involving several cycles of consultation with project sponsors, followed by testing of project funding scenarios using a complex and multi-layered computerized financial analysis model developed by Authority staff, with the assistance of the Authority's on-call engineering consultant and the Authority's financial advisors. The financial programming model had to account for a number of special circumstances, such as funding commitments inherited from Prop B, and the treatment of the short term debt already issued through the Authority's current commercial paper program.

Evolving in parallel and closely coordinated with the 5-Year Prioritization Programs, currently being developed by project sponsors for adoption by the Authority Board in the Spring, the Strategic Plan provides the overall roadmap for the programming of Prop K funds, as well as a solid financial basis for the issuance of future debt. It adopts three guiding principles:

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

These principles permeate the entire document, and are crucial to understanding both the Strategic Plan policies and the specific programming recommendations by line item.

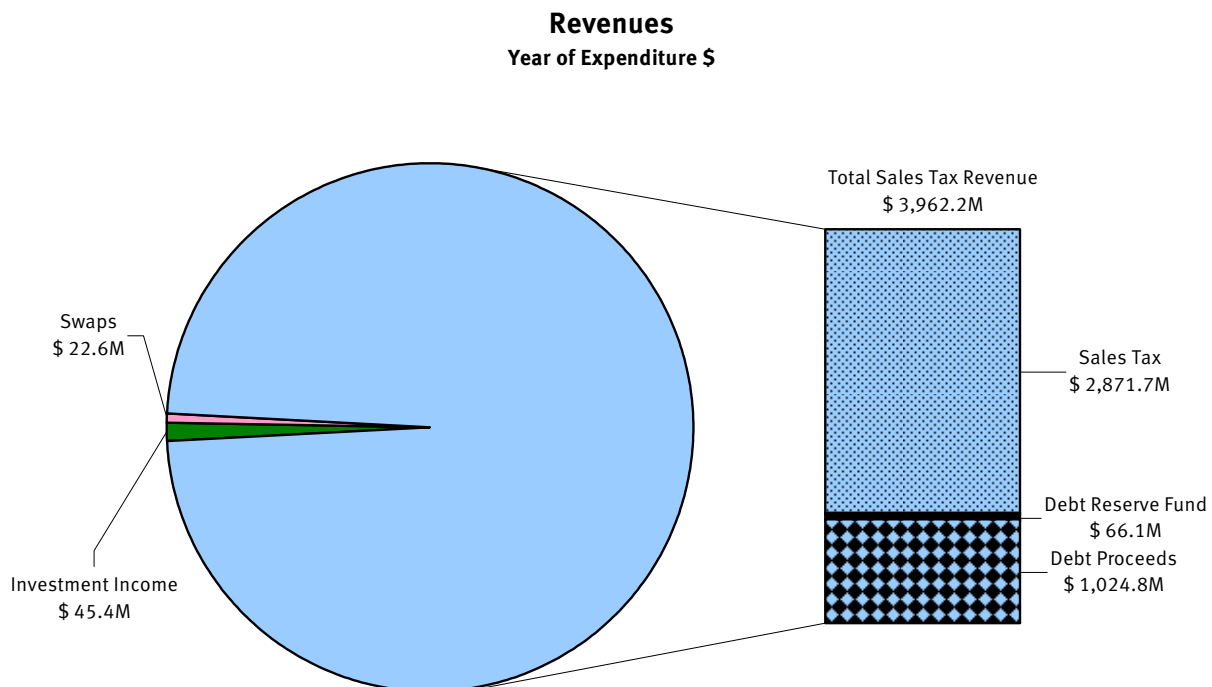
Early on in the Plan development process, it became clear that project sponsors were seeking to receive programming in the first six years, or 20% of the lifespan of Prop K, equivalent to 40% of the total of Prop K funding available over the 30-year life of the Expenditure Plan. The heightened pressure and competition for Prop K funds reflects the dire state of the State Transportation Improvement Program, which is likely to continue unabated for several years, as well as the less-than-promising evolution of the reauthorization of the federal surface transportation act (TEA 21), which is not likely to bring any major increase in revenues. The Strategic Plan comes to light at a time when local funds are expected to make up for the shortfalls at the state and federal levels. Inevitably, the Plan recommends slightly over \$1 billion in debt issuance, at a cost of about \$760 million in finance costs in year-of-expenditure dollars. This is a significant increase over the Authority's current commercial paper program, but it is spread over the 30-year lifespan of the Prop K Expenditure Plan. It must also be noted that the Plan provides for all debt principal and interest to be retired within the 30-year timeline, without jeopardizing the Authority's excellent AA-credit rating.

The imperative to advance funds through financing means that over the 30-years of the Expenditure Plan fewer dollars will be available for projects and programs because of the need to pay interest. The trade-off is the ability to deliver projects early on, for the benefit of San Franciscans today. Prudence dictates that we strike a balance between accelerated delivery and financing costs. The Strategic Plan achieves this balance by adhering to the three guiding principles discussed earlier, but it also introduces several important tenets, summarized as follows:

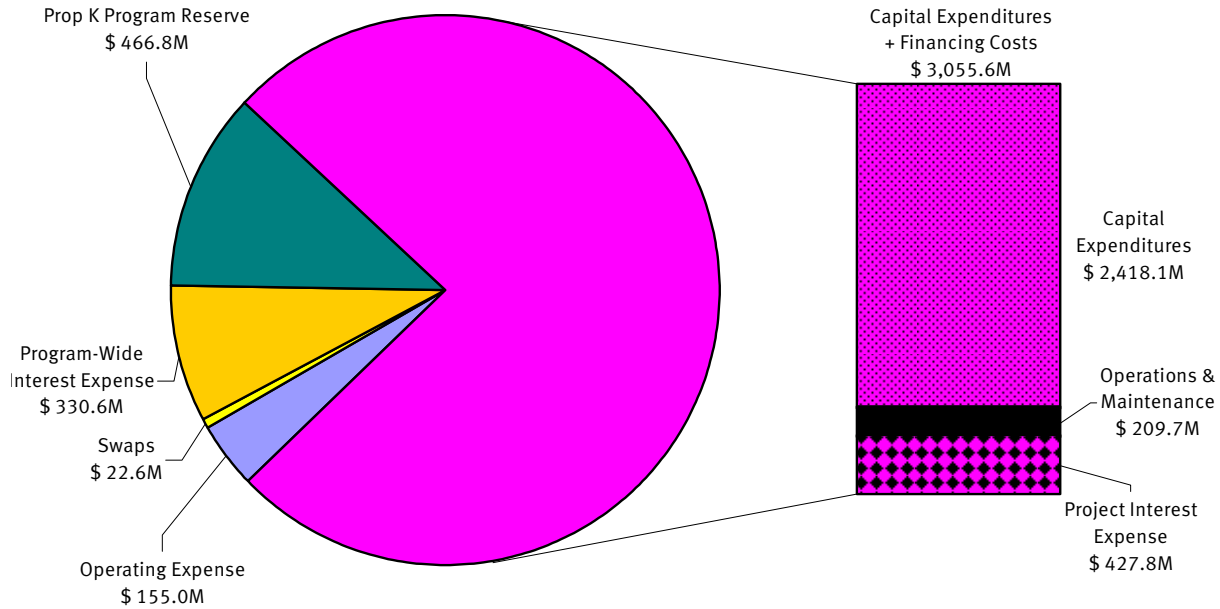
- Individual programs within the Expenditure Plan must retain at least 20-years worth of funding, after accounting for debt service;
- Projects and programs should not trigger debt costs higher than 10% of the overall Prop K cap for the respective Expenditure Plan line item;
- Overall borrowing is held at about \$1 billion, particularly because it is so hard to accurately forecast revenue levels so early in the 30-year process; and
- Where feasible, non-Prop K funds will be used first, and high priority will be given to matching federal funds

The Plan makes provisions for the expenses associated with Board of Equalization sales tax collection fees as well as for project management oversight and administration, and overhead necessary to oversee a program of this complexity and with this level of borrowing. The Plan also accounts for the necessary reserves that take into account that the Authority is entering Prop K already \$150 million in debt from the existing commercial paper program, and will be entering into additional debt over the life of the program.

The result is a Strategic Plan that minimizes debt financing costs, maximizes the capture of outside funds, maintains financial discipline by charging debt costs back to the projects that trigger borrowing, and optimizes project delivery schedules in relationship to the availability of funding. The following graphs provide an overall view of the forecast revenues and estimated expenditures for the Prop K Strategic Plan.



Expenditures
Year of Expenditure \$



B. CONTEXT AND PURPOSE OF THE STRATEGIC PLAN

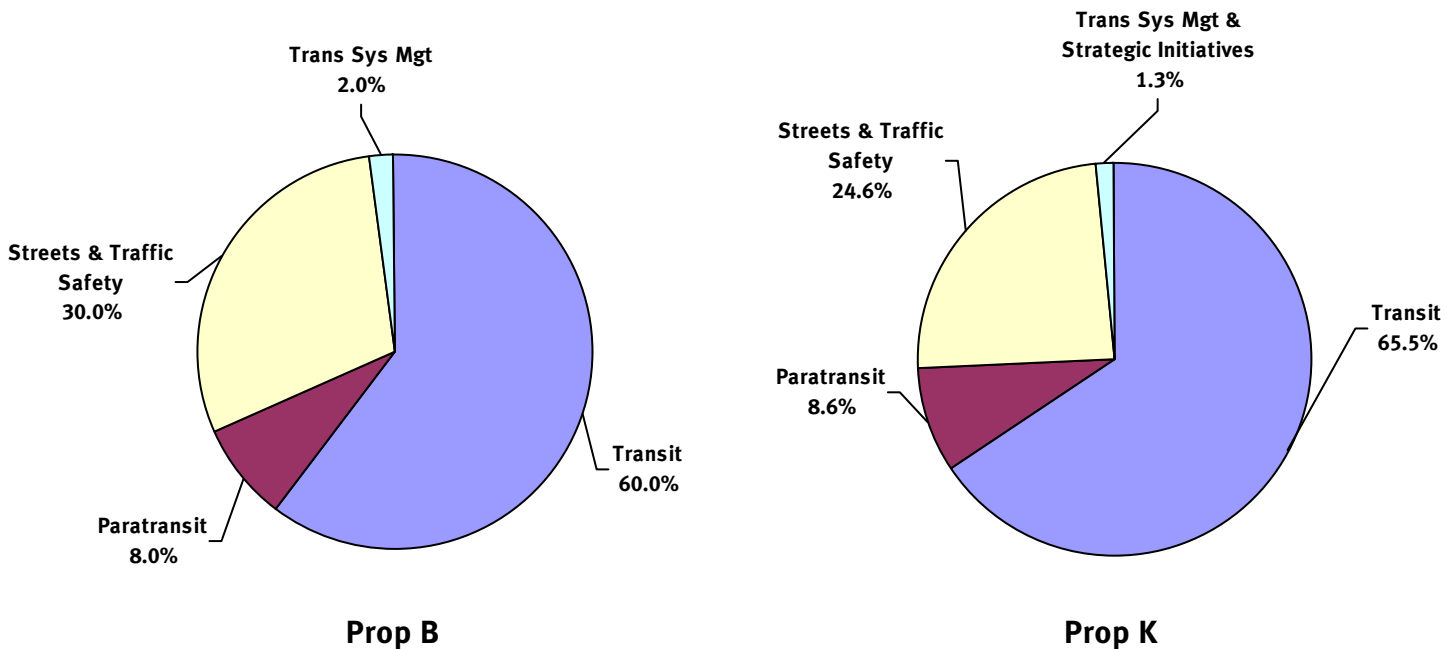
The half-cent sales tax authorized by Prop K in November 2003 began collection on April 1, 2004. Prop K designates the Authority as the administrator of the tax. The first full year of revenue will generate approximately \$67 million. Prop K is forecast to generate \$2.35 billion in revenue over 30 years and it is expected to leverage close to \$10 billion in federal, state, and other local funds to fully fund the projects and programs in the Expenditure Plan. The sales tax generated is invested in projects and programs contained in four major categories: Transit, Paratransit, Streets and Traffic Safety, and Transportation Systems Management/Strategic Initiatives, as outlined in the voter approved Expenditure Plan. The Expenditure Plan lists transportation projects and programs that are eligible for sales tax funds and establishes the maximum amount of sales tax funds that can be allocated to each category over the 30-year life of the Expenditure Plan. The Expenditure Plan, however, does not guide the pace at which those funds are allocated. The Prop K Strategic Plan is the financial tool that guides the timing of allocation of Prop K revenues. The Strategic Plan also sets policy and provides guidance for the administration of the program, ensuring prudent stewardship of the funds. The Revenue and Expenditure Element of the Strategic Plan is an expression of policy intent by the Board that allows Authority staff to plan for debt issuance, optimize leveraging of state and federal funds, and give project sponsors a sense of certainty about when Prop K revenues can be expected to be available to their projects.

Over the last 8 months, the Authority gathered detailed information on the projects and programs eligible for sales tax funding per the Expenditure Plan. Programming has been prioritized to meet the Strategic Plan Priority Principles: optimize the leveraging of other funds, support timely and cost-effective project delivery, and maximize the cost-effectiveness of financing. The Strategic Plan

development process has resulted in a comprehensive listing of sales tax programming over the next 30 years that ensures delivery of the transportation improvements envisioned in the Expenditure Plan, while maintaining a cost-effective strategy for advancing sales tax funds to meet immediate needs. The advancing of funds through debt financing is being proposed under the most cost-effective strategy available. The proposed allocation strategy and cash flow management will ensure that only those projects ready to be reimbursed with sales tax funds will trigger any need to issue debt.

C. COMPARISON OF PROP K TO PROP B

San Francisco voters approved Prop B in 1989, with a specific set of projects and programs that addressed the mobility needs of San Francisco residents, businesses, and visitors. The Transportation Authority was created in 1990 as a special purpose agency to administer the sales tax revenues. In November 2003, the passage of Prop K reauthorized the half-cent sales tax for transportation and approved a new 30-Year Expenditure Plan, ratifying the Authority's role as administrator of the Prop K program and funds. Prop K continued the major categories of funding developed under Prop B.



The four categories contain many of the same ongoing programs that were included in Prop B such as transit vehicle rehabilitation and replacement, street resurfacing, and paratransit, as well as grandfathered Prop B projects that had not been completed at the time of approval of Prop K such as the Initial Operating Segment of the 3rd Street Light Rail Project. Prop K also includes new

projects and programs that reflect the changing needs of the city's transportation system since the approval of Prop B.

The Third Street Light Rail Project, Prop B's largest capital project, was scheduled for implementation relatively late in the Prop B program. This, combined with the relatively slower pace of delivery of Prop B projects in the initial years of the program, resulted in the accumulation of major sales tax revenue reserves. These reserves, along with a \$126 million grant from the state's Traffic Congestion Relief Program (TCRP) in 2001, enabled the Authority to manage Prop B as a pay-as-you-go program. This meant that the Authority never allocated more funds than the combined total of its available reserves plus annual receipts. The program functioned without incurring any debt until March 2004, when the Authority Board approved a \$200 million short-term commercial paper program. This action, which was anticipated in the 2003 Strategic Plan, was triggered to a large extent by the cash flow needs of the Third Street Light Rail Project, which had entered the construction phase.

In contrast to Prop B, Prop K has a larger number of capital projects which are intended to be delivered early in the Prop K program, such as the New Central Subway, Caltrain Downtown Extension to the Transbay Terminal, and the Doyle Drive replacement project. In addition, a number of equally significant but less costly projects will require Prop K sales tax funding early, such as Muni's hybrid bus replacement projects, the Muni Islais Creek Maintenance facility, and implementation of Bus Rapid Transit on the Geary and Van Ness Corridors. As the costs of these projects are expected to outpace the forecast revenue streams, projects with demonstrated urgent funding requirements will be advanced the necessary moneys through debt financing. Strategic Plan policies reflect the need for strategic prioritization of revenues and effective management of the projects and programs so as to effectively manage a program that is relying on a higher level of debt financing.

1. KEY DIFFERENCES IN PROP K

Prop K introduced a number of changes, including new projects, new sponsors, new programs, and modifications to the size of programs that were carried over from Prop K. The main differences are highlighted in the sections that follow.

i. Sponsors

The Prop K Expenditure Plan expanded the list of eligible project sponsors beyond City departments, to include BART, Caltrain, Caltrans, Golden Gate Transit, and the Authority itself. This change helps Prop K address multimodal transportation issues at several different levels: from the system planning and operations perspective, it acknowledges that the regional transportation network plays a crucial role in maintaining and enhancing San Francisco's connectivity; from the funding perspective, it recognizes the inescapable fact that in order to influence capital project priorities at the regional level, the City must have the leverage afforded by local funds, whether they are used as a local match or as a way to expedite projects that the region is not able to prioritize.

ii. Projects and Programs

Prop B funded a number of important capital projects, most of which have been completed, as shown below.

Prop B Major Capital Projects	Status
F-Line Streetcar	Completed
Embarcadero Roadway	Completed
Muni Metro Turnback	Completed
Muni Metro Extension to Caltrain	Completed
Muni Metro Signal System	Completed
Light Rail Expansion (Third Street Light Rail)	Under Construction
Metro East LRV Maintenance Facility (Third Street Light Rail)	Under Construction

Prop K completes the Prop B projects that are still under development and makes a significant investment in a new set of major projects:

- Citywide Bus Rapid Transit and Transit Preferential Street Network
- Central Subway
- Transbay Terminal and Caltrain Downtown Extension
- Doyle Drive Replacement, and
- Caltrain Electrification.

In addition to financing these new major capital projects and continuing the programs created under Prop B, Prop K has added several new programs, and significantly expanded some programs that were carried over from Prop B. The new Prop K programs are:

- Bike Circulation and Safety,
- Pedestrian Circulation and Safety,
- Traffic Calming,
- Advanced Technology and Information Systems (SFGo),
- Curb Ramps, and
- Transportation/Land Use Coordination.

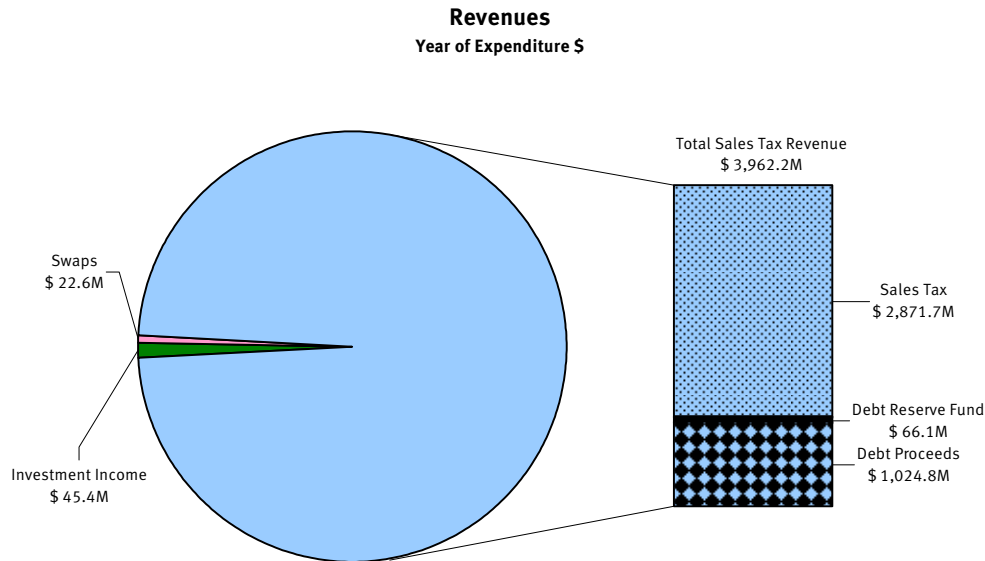
The programs that are expanded in Prop K from their original Prop B funding levels are:

- Vehicles,
- Guideways,
- New Signs and Signals, and
- Tree Planting and Maintenance.

D. REVENUES AND EXPENDITURES

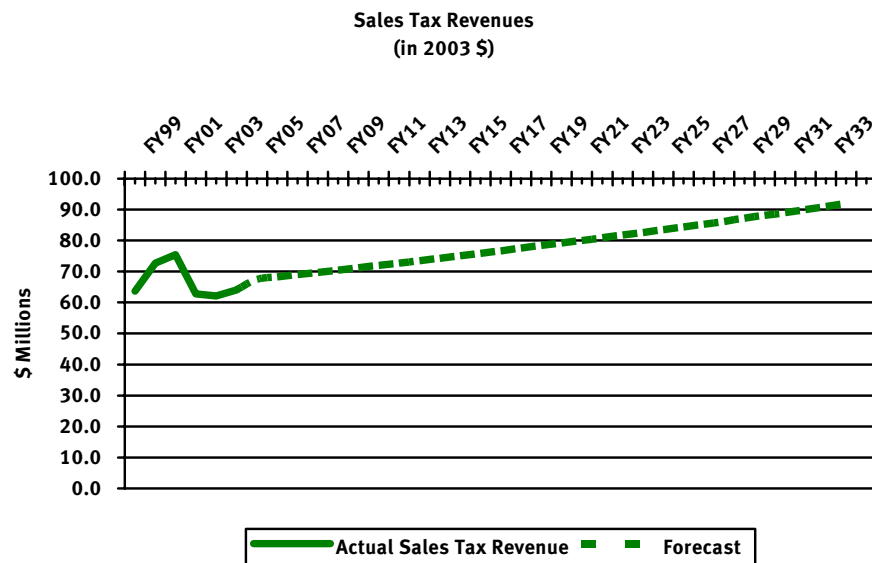
The 2005 Prop K Strategic Plan provides a 30-year outlook for how the local transportation sales tax will be spent. While strategic plans have been prepared biennially since the Authority's inception, the 2005 SP is particularly important because the Authority has begun to issue debt. A reasonable Strategic Plan will present to the financial community and Authority's stakeholders at large a clear sense of the agency's strategy in managing its revenues and expenditures responsibly and cost effectively. The Revenues and Expenditures Element is crucial to that goal. It provides the best available understanding of when revenue will be available and how that revenue will be spent. The Revenue and Expenditure Element is the result of a complex iterative analysis and modeling of revenue capacity, matched to project costs and project delivery schedules. Computerized modeling enabled a number of expenditure scenarios to be examined, and the results to be assessed for

financial viability. The resulting assignment of dollars to programs and projects does not constitute a final funding commitment. Commitments are secured through actual allocation actions by the Authority Board to specific programs and projects.



1. REVENUE ELEMENT

The 2005 Strategic Plan comes at a time when the Bay Area economy is still recovering from the downturn of 2002 and 2003. While real sales tax revenues have declined annually for several years, we are now seeing modest growth, consistent with the growth rate forecast in the Countywide Transportation Plan and meeting the assumptions in the Prop K Expenditure Plan for the Priority 1 funding levels.



While sales tax revenue over the next five years is relatively predictable, there is great uncertainty about the levels of federal and state revenue that can reasonably be expected. This is significant given the \$10 billion that the sales tax needs to leverage in order to fully fund the EP programs and projects. There are a number of changes on the horizon that will influence the use of sales tax in the future. The reauthorization of the federal surface transportation act, TEA-21, is currently being debated in Congress. While TEA-21 in 1998 and ISTEA in 1992 yielded significant increases in federal revenues for transportation, the federal budget deficit makes it highly unlikely that such significant increases will occur again with TEA-3.

For the past several years, the State of California has been facing significant challenges in addressing its own budget, and transportation has taken a back seat to priorities such as health care and education. Loans outstanding from the State Highway Account to bolster the State Budget are slated for repayment over a long period of time, and the need to fund existing commitments has prevented any but the most urgent allocations of State funds from happening over the past two years. The California Transportation Commission, faced with the worst financial crisis in three decades, is considering de-programming projects as part of the 2006 State Transportation Improvement Program (STIP). These uncertainties have focused project and program sponsors on local transportation sales taxes such as Prop K as a priority source of revenue to meet their needs. The adoption of TEA-21 Reauthorization and the approval of the State budget will clarify the availability of transportation revenues to San Francisco. This will shed further light on the role of Prop K funds. Future updates to the Strategic Plan, envisioned as a triennial process, will adjust Prop K funding commitments to reflect both federal and state funding availability.

The Strategic Plan enables the programming of \$2.35 billion in revenues over the next 30 years. Revenues become available as they are collected over a 30-year period, causing a critical need to balance revenues against planned expenditures. While significant in its magnitude, the Revenue and Expenditure Element of the plan must contain sufficient financial discipline to assure sponsors that funds actually will be available when they need them.

i. Priority 1, 2, and 3 Funding Levels

The approved Prop K Expenditure Plan set priority levels on the basis of different levels of sales tax revenue expected to be collected. The Prop K Strategic Plan assumes only Priority 1 funding levels will be available, as this is Year 2 of a 30-year revenue stream and because sales tax revenue trends estimate a conservative, 1.4% real sales tax growth rate at this time. Future Strategic Plans will revisit revenue projections, using actual sales tax receipts to forecast future collections, and may recommend the programming of Priority 2 and/or Priority 3 funds if warranted.

There are a number of additional financial assumptions that govern the detailed programming of revenues and help determine the net revenues available to program to EP programs and projects. These are consistent with the Authority's adopted Fiscal, Debt and Investment Policies:

- 1- In order to allow for fluctuations in sales tax revenues, project delivery and variable financing requirements, the program will hold an appropriate reserve at

the very end of the 30-year period. This amounts to approximately one to two years of Prop K revenue.

- 2- The Authority's Fiscal Policy requires that the program maintain an operating reserve between 5% and 15% of annual sales tax revenues. The Strategic Plan pegs the operating reserve at 10% of annual sales tax revenues, which is set aside in Year 1 and maintained at that level throughout the 30-year Program.
- 3- Costs to allocate, administer, and oversee the Prop K program as required by the Expenditure Plan, are identified as a cost to the overall program. The annualized cost of revenue collection by the State Board of Equalization also will be funded from the overall program. Collectively, these costs are 5.25% of annual revenue.
- 4- The Prop K Program entered into Year 1 with debt outstanding from the issuance of \$150 million in commercial paper in 2004. Debt service for that outstanding obligation is included in the Strategic Plan.

Due to these requirements and particularly the existing debt, the Revenue and Expenditure Element will program up to 90% of Priority 1 funding levels, and assign the remaining 10% to program costs and reserve requirements.

2. LEVERAGING NON-PROP K FUNDS

The half-cent sales tax is expected to generate \$2.35 billion over the 30 years of the program. The ability to deliver the entire list of Expenditure Plan programs and projects will depend on extensive leveraging of Prop K revenues to provide full funding for all sales tax projects and programs. Specifically, the \$2.35 billion in Prop K is expected to leverage about \$9.6 billion in federal, state, and other local funding. Key state and federal sources include Federal Transit Administration formula funds (Section 5307 and 5309), the Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) funds, the State's Interregional Transportation Improvement Program (ITIP), the State Transportation Improvement Program (STIP), Transportation Enhancement Activities (TEA) funds, and the Transportation Fund for Clean Air (TFCA).

The Expenditure Plan also details the amount of non-Prop K funds that are expected to be leveraged by individual project and programs. The amount and type of funds to be leveraged were developed as part of the Prop K Expenditure Plan process and were based on MTC's forecasts for the Regional Transportation Plan, as well as a \$230 million BART General Obligation bond and approximately \$199 million from Regional Measure 2. Both of these sources are fully available to support project needs. The Expenditure Plan also projects that nearly 40% of funds used to deliver projects and programs come from project sponsors' own budgets and other local fund sources. The amount of leveraging by line item varies and is a reflection of eligibility for other fund sources, as well as competitiveness of San Francisco projects for those fund sources.

To optimize the Prop K programs and projects leveraging of outside fund sources, enabling the delivery of the Expenditure Plan, all Prop K funded projects and programs are consistent with the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP). Additionally, allocation requests for Prop K must include funding plans with appropriate leveraging of other funds.

3. GUIDING PRINCIPLES

Since the inception of the Prop K program in April 2004, the Authority has gathered information from sponsors regarding their funding needs. In order to help structure the development of the Strategic Plan and guide discussions with project sponsors, the Authority established three guiding principles pertaining to the Revenue and Expenditure Element of the Strategic Plan, focused on the fundamental requirement to ensure implementation of the entire Expenditure Plan as approved by the voters. The three principles are:

Optimize leveraging of sales tax funds

In order to fully fund its projects and programs, the Expenditure Plan assumes that the \$2.35 billion in sales tax revenues forecast to be available over the 30-year Expenditure Plan period will leverage about \$9.6 billion in other federal, state, and local funds. Programming recommendations gave priority to aggressively leveraging funds in order to deliver the entire Expenditure Plan approved by voters.

Maximize cost effectiveness of financing

The programming recommendations seek to minimize debt issuance and service costs. These costs ultimately reduce the amount of funds available for projects. The Strategic Plan provides for the financing necessary to move Expenditure Plan programs and projects into implementation, as they become ready for delivery, while establishing detailed cash flow distribution schedule that will make funds available only when they are needed.

Support timely and cost-effective project delivery

This principle has impacts in all functional areas of the Authority from programming to project delivery oversight to debt management. For instance, timely delivery of projects enables the public to enjoy the benefits of the Expenditure Plan projects sooner, is typically more cost effective, and helps project sponsors avoid loss of matching state or federal funds leveraged by sales tax dollars, since these external fund sources increasingly come with strict timely-use-of-funds. The importance of timely and cost effective project delivery is further highlighted when the cost of debt issuance is considered.

Currently, the dearth of state revenues and the flat trend in federal revenues have focused needs on sales tax revenues as the most available and reliable source of funding for the projects and programs in the Expenditure Plan. Over the long term, it is envisioned that state and federal revenues will recover. Revenue assumptions consistent with regional revenue growth in state and federal funds have been built into the Strategic Plan programming recommendations. The timing and availability of state and federal funds was considered when making programming recommendations for specific EP projects and programs.

With limited funding available through the Prop K sales tax, and the need to address all of the Expenditure Plan needs, the Strategic Plan is built on a strategy of fund distribution that ultimately enables all needs to be met. A baseline of funding is assumed for each project or program equal to that project's or program's pro-rata share of the annual Prop K revenue stream. Sponsors can request more funding than their pro-rata share of the annual revenue, but financing must be agreed to by the Authority. The costs of debt financing for that

project or program must be borne by that particular project or program. Funds obtained through debt financing are not new sales tax revenue. They are future revenues, which are advanced at a cost. Those costs, which include interest and issuance expenses, must be contained within Prop K funding caps for that project or program. This means that the total programming commitment to the project includes the net available for direct project expenditures plus the debt cost triggered by the advancement of funds.

Given these considerations, the Revenue and Expenditure Element necessitated a complex iterative analysis of revenue capacity matched to the estimated costs and schedules of projects and programs. A number of expenditure scenarios were examined utilizing a complex computerized model, and the results were assessed for financial viability. The assignment of dollars to programs and projects in the Revenue and Expenditure Element of the SP provides a reasonable funding strategy, intended to ensure that the Prop K program is delivered efficiently while optimizing financing costs. It does not constitute a final commitment of funds to any individual program or project. Funding commitments are made through actual allocation actions by the Authority Board to specific programs and projects.

4. PRIOR PROP B COMMITMENTS

Commitments made under Prop B have been continued under Prop K. The new and expanded programs are enabling necessary transportation services in the city to continue. In addition, there are four projects that had pre-existing commitments entered into under Prop B that must be honored under Prop K. They are the Third Street Light Rail, the New Central Subway, the Illinois Street Bridge, and the Bernal Heights project. The Strategic Plan recognizes the commitment made and incorporates funding accordingly:

Third Street Light Rail

The Authority Board adopted Resolution 03-06 on July 15, 2002, approving a budget and funding plan for the Third Street Light Rail Project. In this budget, the Authority committed to providing the project with a total of \$275.33 million in sales tax funds. The \$70 million allocation limit established in Expenditure Plan was based upon the anticipated amount remaining to be allocated after Prop K began. Not all of the anticipated Prop B allocations were needed prior to the start of Prop K. These allocations are therefore included in the programming of Third Street in the Strategic Plan, meeting the total sales tax funding commitment per Resolution 03-06, with no finance costs assigned to the project.

Central Subway

The Authority entered into an agreement with the State of California on November 30, 2001 exchanging \$126 million in State TCRP funding programmed for the New Central Subway for a like amount of sales tax funding for the Third Street Light Rail project, as authorized by Resolution 01-37. This funding swap saved the Authority about \$20-30 million in interest costs by putting off the need for the Authority to issue debt for almost three years later, and enabled the Authority to redirect the moneys saved from debt service to the Third Street Light Rail Project. The State has delivered all \$126 million to the Third Street Light Rail Project.

The Strategic Plan programs the full \$126 million to the New Central Subway, regardless of year of expenditure, and with no attendant finance costs assigned to the project.

Illinois Street Bridge

The construction of the new Illinois Street Bridge was a necessary part of the construction of the Third Street Light Rail Project. It provides a shorter freight spur track for Union Pacific Railroad to access Pier 80, eliminating the existing track along 3rd Street, and eliminating the need for an additional at-grade crossing of the Third Street Light Rail line near the intersection of 3rd Street and 16th Street. If left in place, this freight route along the 3rd Street corridor would have continued to affect residences and businesses. The new access to Pier 80 eliminates negative impacts along the former route and makes the Port's Cargo Facility more competitive. The project was, in effect, a mitigation for the Third Street Light Rail Project, providing for improved bicycle and pedestrian access along the corridor. The new access takes trucks off 3rd Street as well, providing truck access along Illinois Street instead. The project was ready for construction in 2003, and received a full allocation of its entire Prop K funding in June of 2004. Construction is currently underway.

As a related component to the Third Street Light Rail Project's budget commitment made by the Authority, the Strategic Plan fully programs the \$2 million allocated to the Port of San Francisco for the project, with no related finance costs assigned to the project.

Bernal Heights

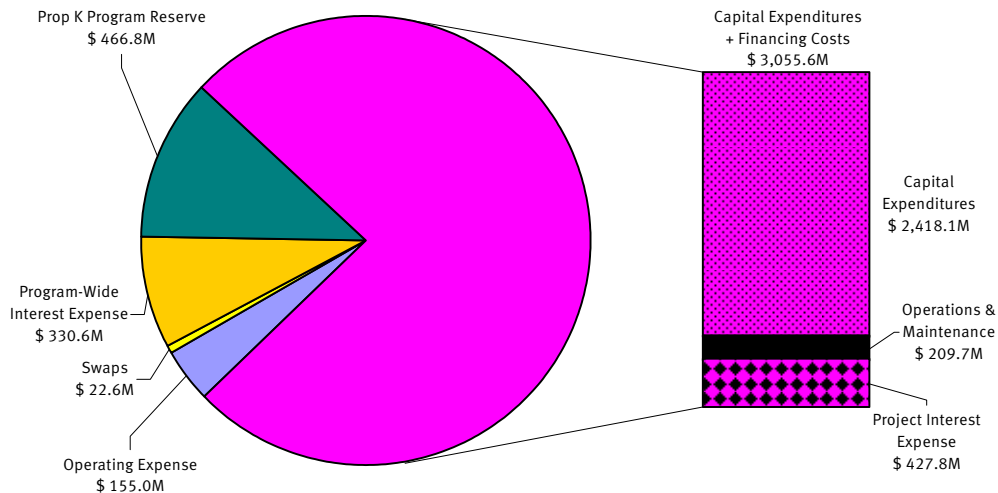
The Authority adopted the Prop B 2003 Strategic Plan Update in April 2003. The 2003 Prop B Strategic Plan Update included \$2.42 million for allocations to be made to this project. The \$1.415 million shown in the Expenditure Plan was an estimate of the allocations that would be needed under Prop K. Because of delays due to utility work on the project, none of the anticipated \$2.42 million in allocations has been made. At the time of completion of the Strategic Plan, the Department of Public Works was preparing to advertise this project, with a project budget based upon the total Prop B allocation level committed to in the 2003 SPU.

In order to fulfill the commitment made in the 2003 Prop B Strategic Plan Update, the full \$2.42 million is programmed in the Prop K Strategic Plan, with no related finance costs assigned to the project.

5. EXPENDITURE ELEMENT

The Expenditure Element is the listing of programmed sales tax funds to each Expenditure Plan line item, for each of the 30 years of the program. The programming decisions resulted from extensive interaction with Expenditure Plan sponsors and iterative modeling and analysis of options. The process and the results are described below.

Expenditures
Year of Expenditure 5



i. Expenditure Element Development

The Revenue and Expenditure Element is the result of an iterative process spanning a number of months. Sponsors of major projects were asked to submit detailed information regarding their projects to enable the Authority to adequately assess the need for funding in light of project schedules and the availability of other complementary fund sources. The initial snapshot afforded by sponsor submittals served as a starting point for discussions regarding the levels and timing of Prop K funding that sponsors could reasonably expect.

The information submitted was carefully reviewed with sponsors to ascertain whether projects could really be delivered according to the project schedules recommended. This involved an evaluation of many factors such as whether the project has completed the necessary environmental clearances, and the project sponsor's track record in project delivery. For each project, complementary sources included in the project's funding plan were also reviewed to determine if they were planned and programmed as well as whether they could be expended prior to spending Prop K funds. Simultaneous to this effort, financial modeling was conducted according to the Authority's Debt, Fiscal and Investment Policies. This financial analysis used the capital expenditures being developed with the sponsors to determine if borrowing was feasible to meet sponsor needs, and established any resultant debt finance cost.

ii. Relationship to 5-Year Prioritization Programs

The Expenditure Plan requires that each programmatic category (i.e. not project-specific) develop a 5-Year Prioritization Program (5YPP) as a requirement prior to receiving Prop K allocations. This requirement applies to over 20 programs such as

street resurfacing, new signals and signs, traffic calming, and transit enhancements. The 5YPPs provide a stronger link between project selection and expected project performance, and support on-time, on-budget project delivery, and timely and competitive use of state and federal matching funds. Specifically, the purpose of these programs is to:

- Establish a clear set of criteria for prioritizing projects,
- Improve agency coordination at the earlier stages of the planning process,
- Allow and ensure public input early and through the planning process, and
- Establish performance measures.

In order to enable sponsors to prioritize the funding needs of the twenty-one programs outlined in the Expenditure Plan, the Authority Board approved an allocation of \$699,600 in Prop K funds to assist project sponsors with the development of twenty-one 5-Year Prioritization Programs. Draft Prioritization Programs were submitted to the Authority in early February 2005. They were developed by focusing project selection on performance criteria recommended by the Authority and applied by the lead sponsor to all projects eligible within the EP Line Item. The 5-Year Prioritization Programs provide input to the Strategic Plan, which aggregates all projects and programs for purposes of overall financial management of the sales tax revenue.

The Authority held numerous meetings with project sponsors to further refine their project and program funding needs and to estimate debt cost. Sponsors were made aware of the need to include debt cost as an expense to the project, to be contained within the overall project or program Prop K funding cap. This resulted in only fully funded projects with specific Prop K funding contributions of funding being considered for programming. These projects were further refined to establish realistic schedules as to when projects would begin the various phases of work. Finally, project cash flow needs were established to provide detailed information on when Prop K funds would be needed.

The intended outcome of the 5YPPs is the establishment of a steady stream of grant-ready transportation projects that can be advanced as soon as funds (including Prop K, federal, state, and other funds) are available, to help deliver the Expenditure Plan in a timely and cost effective manner. The first round of 5YPPs covers the five-year period from FY 2004/05 through FY 2008/09. The Prioritization Programs will be updated every three years, in concert with triennial updates of the Prop K Strategic Plan.

The Expenditure Plan established limits on funding and described the types of projects that are eligible for each of the 20 programmatic categories, but did not detail specific projects for funding within each category. While the Strategic Plan provides the long-term road map for managing Prop K revenue, the 5YPPs ensure that the Authority Board, project sponsors and the public have a clear understanding of how projects are prioritized for funding within each particular programmatic category.

All eligible project sponsors for each programmatic category assisted in developing the 5YPPs, coordinating with the designated lead agency for that category. Utilizing

5YPP Guidance prepared by the Authority, project sponsors developed draft programs through inter-agency collaboration and public input. The draft 5YPPs are subject to Authority Board review and approval. The adoption of the 5YPP's may be accompanied by minor adjustments to programming in the Strategic Plan.

Allocation requests from programmatic categories must be consistent with the applicable 5YPP in addition to the Strategic Plan. If not, project sponsors must provide a justification for the inconsistency, which may involve amending the 5-Year Prioritization Program or the Strategic Plan.

iii. Expenditures

The Authority applied the Strategic Plan's guiding principles in programming the Revenue and Expenditure element. The resultant programming recommendation for each Expenditure Plan line item, capturing the consensus we have reached with sponsors, is highlighted in Table 1.

A number of basic tenets guided the Authority's development of the final programming strategy. The Authority held to these tenets, which are consistent with the guiding principles. The tenets were used in discussions with sponsors to finalize programming within the Strategic Plan, maintaining a level playing field for the many elements under consideration. The basic tenets are as follows:

- A certain amount of borrowing is acceptable in order to accelerate implementation of transportation improvements, but Prop K funding for programmatic (recurring) activities needs to last at least 20 years. Because finance costs associated with accelerating sales tax funding beyond a program's annual pro-rata share count against the Prop K funding cap for that line item, sponsors are not permitted to accelerate their funding to such a degree that finance costs would result in less than the necessary Prop K funding to keep that program in place until FY 2023/24.
- Prop K funding for major projects should be spread out as far as possible, while still maintaining the Prop K commitment and ensuring progress on the project in accordance with a realistic project schedule. Projects by their nature need funding all at once. Each major project that would likely trigger debt cost was closely examined in concert with the project sponsor, to determine when sales tax funds would be needed, and whether other funds could be used instead, so as to minimize debt costs.
- Projects and programs should not trigger debt costs beyond 10% of the overall capped amount. The Authority made every effort to keep debt costs at only 10% of the overall capped amount for each line item.
- Overall borrowing was held to slightly over \$1 billion, at a cost of \$760 million in interest. The Expenditure Plan authorizes borrowing of up to \$1.88 billion, but the Authority must exercise caution in proposing a debt issuance strategy so early in the 30-year implementation time frame of the EP.

- Other fund sources are expected to be available in addition to the Prop K funds. For many of the Expenditure Plan line items, the Authority assigned highest priority to the use of Prop K funds to match federal funds and leverage state or regional funds. Programming reflects the use of these fund sources first, where feasible, so as to minimize financing costs. .

The resulting programming, documented in the *Program Summary* on the following page, optimizes the use of sales tax funds by maximizing the ability of Prop K to leverage other funds and minimizing the use of Prop K funds to finance debt costs.

Programming Summary

(2003\$) in \$1,000's

	Priority 1 Limit	90% Priority 1	Rec. Programming A+B	Net to Project A	Finance Cost B
A. TRANSIT					
i. Major Capital Projects	\$ 586,900	\$ 528,210	\$ 546,558	\$ 437,955	\$ 108,603
MUNI ^a	295,200	265,680	283,718	261,865	21,853
Caltrain	278,100	250,290	250,588	165,918	84,670
BART Station Access, Safety and Capacity	9,200	8,280	8,311	6,927	1,385
Ferry	4,400	3,960	3,940	3,245	695
ii. Transit Enhancements	\$ 43,000	\$ 38,700	\$ 38,819	\$ 37,071	\$ 1,748
iii. System Maintenance and Renovation	\$ 915,170	\$ 823,653	\$ 802,335	\$ 746,640	\$ 55,695
a. Vehicles ^b	503,020	452,718	464,450	455,632	8,818
b. Facilities ^b	101,900	91,710	95,168	70,598	24,569
c. Guideways ^b	310,250	279,225	242,717	220,409	22,308
TOTAL TRANSIT	\$ 1,545,070	\$ 1,390,563	\$ 1,387,711	\$ 1,221,665	\$ 166,046
B. PARATRANSIT	\$ 201,900	\$ 181,710	\$ 182,554	\$ 139,342	\$ 43,212
C. STREETS AND TRAFFIC SAFETY					
i. Major Capital Projects	\$ 103,400	\$ 93,060	\$ 94,660	\$ 74,552	\$ 20,109
a. Doyle Drive	79,200	71,280	71,581	54,072	17,509
b. New and Upgraded Street ^a	24,200	21,780	23,080	20,480	2,600
ii. System Operations, Efficiency and Safety	\$ 53,400	\$ 48,060	\$ 47,853	\$ 47,841	\$ 11
a. New Signals and Signs	36,100	32,490	32,360	32,360	-
b. Adv Tech and Information Systems (SFgo)	17,300	15,570	15,492	15,481	11
iii. System Maintenance and Renovation	\$ 248,600	\$ 223,740	\$ 223,895	\$ 183,489	\$ 40,406
a. Signals and Signs	87,900	79,110	79,260	68,386	10,874
b. Street Resurfacing, Rehabilitation, and Maint.	143,300	128,970	128,943	99,987	28,956
c. Pedestrian and Bicycle Facility Maintenance	17,400	15,660	15,692	15,115	577
iv. Bicycle and Pedestrian Improvements	\$ 168,600	\$ 151,740	\$ 151,527	\$ 151,502	\$ 25
a. Traffic Calming	60,800	54,720	54,638	54,638	-
b. Bicycle Circulation/Safety	27,600	24,840	24,761	24,761	-
c. Pedestrian Circulation/Safety	23,800	21,420	21,414	21,393	20
d. Curb Ramps	23,600	21,240	21,220	21,220	-
e. Tree Planting and Maintenance	32,800	29,520	29,494	29,489	5
TOTAL STREETS AND TRAFFIC SAFETY	\$ 574,000	\$ 516,600	\$ 517,935	\$ 457,383	\$ 60,552
D. TSM/STRATEGIC INITIATIVES					
i. Trans. Demand Management/Parking Management	11,600	10,440	10,439	10,080	360
ii. Trans./Land Use Coordination	17,600	15,840	15,838	15,838	-
TOTAL TSM/STRATEGIC INITIATIVES	\$ 29,200	\$ 26,280	\$ 26,278	\$ 25,918	\$ 360
TOTAL STRATEGIC PLAN	\$ 2,350,170	\$ 2,115,153	\$ 2,114,478	\$ 1,844,308	\$ 270,170
<p>A - See Information regarding exceptions to 90% programming policy for 3rd Street IOS, Central Subway, Bernal Heights, and Illinois Street Bridge</p> <p>B - See information regarding aggregation of MUNI programming for Vehicles, Facilities and Guideways</p> <p>C - This \$270,169,733 represents the finance costs assigned to projects, expressed in 2003 dollars. Conversion to Year of Expenditure dollars yields \$425,742,363. Please refer to the Sources and Uses Chart for more information</p>					

E. FINANCE

While administering the Prop B Program, the Authority was able to take an almost completely cash or “pay-as-you-go” approach because the timing of major capital expenses allowed sufficient reserves to be built up in the early years. In contrast, the Prop K portfolio of projects is expected to be developed and put into service much sooner in the 30-year timeline of the program. Capital expenditure requirements for Prop K projects outpace revenue collections in Fiscal Year 2 of the Prop K Strategic Plan, and revenues are not expected to catch up with expenses until Fiscal Year 26. While the development of the Prop K Strategic Plan included a thorough exploration and evaluation of alternate sources of capital funding to optimize the leveraging of sales tax funds, reliance on uncertain federal and state funds, or opting to follow a pay-as-you-go approach could force the beneficiaries of Prop K projects to forego many needed improvements. The risk of inflation is also a concern when deferring or extending the schedule of any given project. In short, the Prop K Strategic Plan will require a significant amount of financing to support a cost-effective and timely delivery of the Prop K portfolio of projects.

The Authority has already issued \$150 million in short-term debt through its Board-approved \$200 million commercial paper program; however, the anticipated debt levels of the Prop K Strategic Plan are well beyond the capacity of this short-term financing program. As part of the Authority’s sweeping review of its policies and procedures over the past 10 months, the Authority adopted a comprehensive framework for evaluating financing options, and to control the types and levels of its outstanding obligations, putting into effect updated Fiscal and Investment Policies and an inaugural Debt Policy. The Authority’s debt management program, which incorporates the tenets contained in the Debt, Fiscal and Investment Policies and is well-integrated with the guiding principles of the Prop K Strategic Plan, contemplates debt financing only in those cases where public policy, equity and economic efficiency favor debt over cash financing.

While the proposed Strategic Plan forecasts the issuance of debt on the order of \$1.0 billion over the 30-year life of the Prop K Expenditure Plan, the Authority will evaluate each and any financing option in context. Each potential debt issuance will be considered, in coordination with Prop K project sponsors, and in light of Strategic Plan prioritization guidelines and Debt Policy’s standards for the use of debt financing, while conforming to the primary objectives of maintaining cost-effective access to the capital markets through prudent yet flexible policies, keeping debt service payments to a minimum through effective planning and cash management, and achieving the highest practical credit ratings.

Adoption of the Strategic Plan or Annual Budget by the Authority Board does not, in and of itself, constitute authorization for debt issuance for any capital projects. The Debt Policy requires that the Board specifically authorize each debt financing. Each financing will be presented to the Board in the context of and consistent with the Strategic Plan and applicable Annual Budget.

F. POLICIES

The Strategic Plan policies and procedures provide guidance to both Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop K. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Authority’s overall debt management structure, as well as clarifying the Authority’s expectations of sponsors to deliver their projects. Many of the policies will

be carried over from the Prop B Strategic Plan, but the transition to a new Strategic Plan provides the opportunity to update and improve upon prior policies, in addition to requiring the development of new policies to meet the new requirements and challenges of a new Expenditure Plan, which is not deliverable under the old pay-as-you-go approach.

In order to help structure our efforts and our discussions, we used the three guiding principles that are the foundation for managing the program and the project. These three guiding principles are fundamental in assuring implementation of the Expenditure Plan as approved by the voter:

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

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

Optimizing the Leveraging of Sales Tax Funds

- Prop K funds will not substitute for another fund source that has been programmed or allocated previously to the project or program.
- Prop K funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources. The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered “committed” if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Authority as available for the phase at the time the funds are needed.
- Other fund sources committed to the project or program will be used in conjunction with Prop K funds. To the maximum extent practicable, other fund sources will be spent down prior to Prop K funds. Otherwise, Prop K funds will be spent down at a rate relatively proportional to the Prop K share of the total funds programmed to that project phase or program.
- In establishing priorities in the Strategic Plan Updates and annual allocation actions, the Authority will take into consideration the need for Prop K funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the EP.
- Projects with complimentary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Authority’s jurisdiction applied to the other fund sources.

Support Timely and Cost-Effective Project Delivery

- Prop K funds will be allocated one project phase at a time, except for smaller projects, where the Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:

Planning/Conceptual Engineering
Preliminary Engineering/ Environmental Studies (PA&ED)
Design Engineering (PS&E)
Right of Way Support/Acquisition Construction
Procurement (e.g. rolling stock)

Incremental Operating and Maintenance

- Under the approved Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the sales tax allocation for a particular project or program. The Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement.
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop K allocation.
- After a multi-year allocation of funds has been made to a project phase, the release of funds in any subsequent fiscal year will be subject to the submittal and acceptance by the Authority's Executive Director of a complete Progress Report meeting the requirements for progress reports as adopted by the Authority Board.
- Prior to allocation of any Prop K funds, the lead agency will submit a 5-Year Prioritization Program which includes clearly defined budgets, scopes and schedules for individual projects within the program, or a 5-year project delivery plan (for capital projects) which includes a clearly defined budget, scope and schedule consistent with the Strategic Plan for use of Prop K funds, for review and adoption by the Authority Board as provided for in the EP. Allocations may be made simultaneous to approval of the program of projects or plans, contingent on consistency with the Strategic Plan.
- Project phases for which Prop K funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 demonstrates the products expected to accompany allocations. Prop K funds will be allocated prior to the advertising for any equipment or services necessitating the expenditure of Prop K funds.
- Prop K funds will be allocated to phases of a project or to a program based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase or program will be taken into consideration, including any pending or threatened litigation. The Authority will take into consideration any incomplete aspects of the previous phase of work prior to allocating the next phase.
- Allocations of Prop K funds for specific project phases will be contingent on the prerequisite milestones shown in Table 3. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop K funds.
- Prop K allocations for right-of-way and construction will be contingent on a completed environmental document. Consideration will be given to right-of-way acquisition prior to environmental document completion to respond to owner hardship, or to avoid significant cost increases due to impending development of the site. Allocations in these

situations may be granted if the risk associated with the exception can be mitigated to an acceptable level and the exception is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.

- Allocations of Prop K funds will be based on an application package prepared and submitted by the lead agency for the program or project. The package will be in accordance with application guidelines and formats as outlined in Attachment C, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of this policy have been satisfied.
- Prop K funds may be allocated for operations and maintenance only as provided for in the Expenditure Plan. The amount of funding for incremental operating and maintenance costs for eligible facilities and services will decrease linearly from 100% for the first year of operation to 0% for the tenth year. The first year amount of Prop K funds for incremental operating and maintenance costs for facilities and services that received Prop B funding will be equal to the Prop B amount shown in the 2003 Strategic Plan Update for FY 2003/04.
- Timely-use-of-funds requirements will be applied to all Prop K allocations to help avoid situations where Prop K funds sit unused for prolonged periods of time, especially when the Authority is issuing debt in order to make those allocations. Annual allocations that are unspent may be deducted from the following year's allocation, to avoid the unnecessary accumulation of unspent revenue, and the untimely delivery of a product to the public. On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every three years, the ability of sponsors to deliver their committed projects and programs will be taken into consideration when updating the programming of funds.
- Under a multi-year allocation to a project phase, prior to subsequent fiscal year funds being made available to the sponsor for reimbursement, the Authority will take into consideration any unused funds from the previous fiscal year.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance.
- Prop K allocations for construction capital and equipment purchase must be encumbered by the award of a contract within 12 months of the date of allocation. At the end of the project, Prop K allocations for the construction, construction engineering and equipment purchase phases must be drawn down within 12 months of the date of contract acceptance.
- Upon completion of the expected work product shown in Table 2, the Authority will deem that any remaining programmed balance for the project is available for programming to another capital project or Annual Activity within the same category as listed in the EP. Prop K funds will be expended for right of way capital and support only if the project has identified and committed construction capital funds. The Authority will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.
- It is imperative to the success of the Prop K Program that project sponsors of Prop K-funded projects work with Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates

compliance with Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

Maximize the cost-effectiveness of financing

- Allocations of Prop K funds for capital projects or annual activities will not exceed the total amount for the given program or project established in the Expenditure Plan as Priority 1 until such time as the latest Prop K Strategic Plan Update cash flow analysis includes revenue forecasts that exceed the Priority 1 levels. At such time as the revenue forecasts exceed the Priority 1 levels, the Authority may allocate Priority 2 revenues within a given subcategory up to the lesser amount of either the category percentage cap, or the program or project dollar amount caps established in the EP for Priority 2.
- The baseline of funding that any program or project can expect from Prop K cannot exceed the pro-rata share of that project or program's amount relative to the total amount of Prop K revenue in any given year. If the project sponsor wants more funding earlier than the corresponding pro-rata share, then debt financing must be agreed to by the Authority, and the costs of debt financing for that project or program must be borne by that particular project or program.
- The amount of funds that can be advanced is finite, reflecting the Authority's limited borrowing capacity. The Authority must optimize debt service burden through effective planning and project cash management, in coordination with Authority project sponsors, and preserve the highest practical credit ratings in order to minimize the cost of borrowing.
- Debt issuance and service costs will be allocated to individual projects and programs in proportion to the amount of debt issuance they trigger. The interest assigned to the project will be considered a cost to the project. Total cost, including that interest, will not exceed the Priority 1 funding caps as outlined in the Expenditure Plan.

G. PROGRAM ADMINISTRATION AND MANAGEMENT

The Authority is responsible for ensuring that Prop K funds are being spent in accordance with the intent of the voter-approved sales tax initiative. Authority representatives will work with project sponsors at every stage of the project, seeking to leverage other fund sources coming to the project, resolving issues that may arise throughout the various phases of project delivery, and otherwise championing the projects and programs in the Prop K Expenditure Plan.

Administration of the Prop K program includes the tasks necessary for effectively carrying out Authority initiatives, policies and mandates. The Authority will conduct project management oversight of the projects funded in whole or in part with Prop K funds. The purpose of the oversight is threefold:

- To review the components of the project , so as to identify, if possible, more cost-effective alternatives or enhancements
- To review major cost components of the project
- To review the objectives and purpose of the project to determine if the project is consistent with the original purpose of the project in the Expenditure Plan.

It is imperative to the success of the Prop K Program that sponsors of Prop K funded projects work with Authority representatives in a cooperative fashion. It is the project sponsor's responsibility to

keep the Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

The sponsor is wholly responsible for the direct delivery of the project phases. The Authority, however, has the responsibility to suggest, where it appears warranted, cost effective solutions to issues that will enable projects and programs to be delivered on time and within budget.

The Authority reimburses the State Board of Equalization for providing sales tax collection services. This amounts to 1.25% of the annual revenue collected. Pursuant to state statutes, the Authority reserves 1% of annual collection for salaries and benefits associated with administration of the program. The Authority reserves 1% of annual proceeds for overhead, and 2% of annual proceeds for project management oversight, which includes planning, programming, and project delivery support. The Authority anticipates, and the Revenue and Expenditure Element reflects, that a number of projects are anticipating allocations well beyond the project's annual pro-rata share of revenue. The 2% reservation of proceeds for project management oversight will capture the fluctuations in allocations caused when projects or programs receive allocations which exceed their pro-rata share of funds.

H. ACCESS TO PROP K FUNDS

1. ALLOCATION REQUEST PROCESS

In order to initiate a request for allocation of Prop K funds, a project sponsor must complete a Prop K Allocation Request Form, which is available in its most current form on the Authority's website, www.sfcta.org, under *Funding Opportunities* and submit it to the Authority by the first business day of the month. Consistent with the emphasis on deliverability, funding applications will include information that details the full funding plan to match the cost of the activity or project proposed, and supports application of Strategic Plan policies. Allocation requests must also be consistent with any applicable 5-Year Prioritization Programs. Project sponsors must provide justification for inconsistency with 5- Year Prioritization Programs, which may involve amending the Strategic Plan or 5-Year Prioritization Program. As has always been the practice at the Authority, the actual funding amount recommended will depend on the justification provided by the sponsor, and it may be below the Strategic Plan amount, depending largely on the sponsor's ability to demonstrate program needs and ability to deliver the project.

Generally, allocations requests that are complete, with reasonable budgets, scopes and schedules and that are consistent with the Strategic Plan and 5-Year Prioritization Program, will be calendared for the regular meeting of the Authority's Citizen Advisory Committee on the fourth Wednesday of the same month when the request is received, and for the Plans and Programs Committee and Authority Board for approval the following month. Following Board approval of the allocation, the Executive Director will impose, as a condition of this authorization for expenditure, such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Authority policies and execute Standard Grant Agreements to that effect. Standard Grant Agreements set the "start date" after which Prop K expenses can be incurred against the allocation, as well as contains the other terms and conditions related to the use of the Prop K funds.

Many project sponsors need to know about the level of Prop K funding in order to inform their budget processes and to have the staff and other resources in place at the beginning of the fiscal year. Thus, the Authority issues an annual call for projects each spring, with the intent of bringing as many of the programmatic and other individual capital project allocations to the Board for approval in June. This ensures that sales tax funding is in place by the start of the fiscal year (July 1). Nevertheless, sponsors may initiate allocation requests at anytime during the fiscal year.

2. AMENDMENTS TO ALLOCATIONS

When the Authority allocates Prop K funds to a project or program, it is for a specific scope, schedule, and budget. Following Board approval, this information is incorporated into the Standard Grant Agreement (SGA) for that allocation. The project sponsor is expected to deliver the project or program as approved by the Board. If a project sponsor anticipates that any of these factors (i.e., scope, schedule or budget) will change, the sponsor must submit a written request to the Authority describing the proposed change and the rationale for the change, and request an allocation amendment. The Authority reviews the request to determine whether the amendment can be approved administratively at the discretion of the Executive Director or whether it involves significant enough changes to require policy-level action by the Authority Board. Work performed by project sponsors which is not consistent with the original allocation is not reimbursable by Prop K unless an SGA amendment reflecting such changes has been executed prior to incurring the expenses associated with those changes

An administrative amendment addresses changes such as minor scope, schedule and budget adjustments which do not change the nature of the original Authority-approved allocation. In contrast, policy-level amendments include changes such as a significant increase in cost where the sponsor is requesting that the Authority allocate or program other non-sales tax funds to help cover the cost increase, a significant change in scope, or major delay of any project phase. Policy-level amendments must follow the standard allocation approval process involving review and action by the CAC, the Plans & Programs Committee, and the Authority Board.

Authority staff will review all amendment requests for consistency with the Strategic Plan and, if applicable, the approved 5-Year Prioritization Program. This information, along with the sponsor's justification for the proposed amendment will be considered when the Authority makes a recommendation whether or not the amendment should be approved.

3. STANDARD GRANT AGREEMENT (SGA)

The execution of the SGA represents the transition from the programming phase to the implementation phase of a Prop K grant. It is only after the execution of the SGA by both the Authority and project sponsor that the sponsor may start expending the funds and the Authority may allow for their reimbursement. The SGA was developed during the early years of the Authority for the Prop B sales tax program.

The SGA generally addresses contractual issues between the Authority and its sponsors. A unique SGA is executed for each grant. The following are the key elements of the SGA:

1. Proposition K Sales Tax Program Allocation Request Form – This attachment to the SGA is one of the essential elements of the SGA. This form establishes the scope of the grant, the schedule, budget, reimbursement schedule, deliverables, special conditions and any other grant specific information.
2. Sections 1 and 2 of the SGA establish the legal relationship between the Authority and the sponsor. Some of the key elements that are addressed are cost eligibility, the Authority's rights to review project records, the relationship between the sponsor's Project Manager and the Authority's Project Oversight team, Attribution and Signage, how costs are to be documented, how costs are reimbursed, reporting requirements on an ongoing basis and end of project reporting requirements.,

By July 1 of each year, heads of agencies that are eligible project sponsors will provide the Authority with an official written communication specifying the name and title of the individuals authorized to execute Standard Grant Agreements, and bearing those individuals' signatures, unless they are to be executed exclusively by the head of the agency. The names and titles of the individuals that are authorized to submit requests for reimbursement of Prop K funds will also be included. Sponsors will communicate to the Authority any changes to authorized signatures within 30 days of the change. The sponsor will execute the SGA, and return it to the Authority for signature by the Executive Director. The sponsor will provide verification that any sponsor board actions necessary for the execution of the SGA have been completed and will attach the appropriate budget and/or resolution. This verification requirement will not apply to departments of the City and County of San Francisco. Project sponsors may start incurring Prop K-reimbursable costs only upon receipt of an original SGA executed by the Authority's Executive Director. A sample of the most current SGA format is available on the Authority's website, at www.sfcta.org.

Appendices

Appendix A - EP Line Items. This is a listing of every Expenditure Plan commitment. Each commitment, or EP element, is assigned an “EP Line Item”. It is a key to reading the various revenue and expenditure spreadsheets.

Appendix B - 90% Priority 1 Cap Baseline (2003\$). This is the baseline amount of what each Expenditure Plan element, projects and programs can expect in each of the thirty years of the Strategic Plan. This assumes we are programming to 90% of Priority 1 caps, and assigns each Expenditure Plan element its share of revenue annually.

Appendix C- Summary of Planned Allocations (2003\$). This depicts what each Expenditure Plan category and subcategory can ultimately expect from Priority 1, 2, and 3 levels of funding. It also exhibits the recommended programming levels for each EP category and subcategory.

Appendix D- Planned Allocations and Financing Costs by EP Line Item (2003\$). This spreadsheet depicts exactly what each category can expect in programming over the thirty years of Prop K. It is based on the 90% Priority 1 levels of funding and assigns debt costs to EP Line Items if advancement of funds occurs beyond the 90% Priority 1 baseline.

Appendix E- Planned Allocations by EP Line Item by Sponsor (Year of Expenditure). This spreadsheet depicts exactly what each sponsor can expect in programming over the thirty years of Prop K in year of expenditure dollars. It is based on the 90% Priority 1 levels of funding.

Table 1. Expenditure Plan Line Item Summary

A. TRANSIT

I. Major Capital Projects

a. MUNI

EP 1 Rapid Bus Network including Real Time Transit Information

Funds are identified for four major subcategories within this EP line item: a) Bus Rapid Transit System Development policy and marketing studies and launch activities to correspond with initial phase of Van Ness BRT project; also included is a Transit Preferential Streets Master Plan to identify major needs by corridor; b) Van Ness, Geary and Potrero BRT planning, design and implementation funds; c) Transit Preferential Streets small and spot improvements program and (4) transit preferential corridor projects including projects in Market Street, 19th Avenue and Outer Mission corridors. Funding amounts and the timing of those funds have been coordinated with Muni with the final implementing agency decision to be determined as part of the 5 Year Prioritization Program approvals.

Allocation	\$	67,682,679
Finance Cost	\$	21,853,364
TOTAL	\$	89,536,043
90%P1 Cap	\$	89,280,000

EP 2 3rd Street Light Rail Phase 1

The major unspent element in the corridor is the Muni Metro East Maintenance Facility (MME). Reimbursement will not begin on these funds until FY 2006-07, as other funds available to the project, particularly \$30 million in RM2 and over \$30 million in federal 5309 Fixed Guideway funds will be utilized when the project starts in FY 2005/06. RM2 is the match to federal, Prop K funds will be spent last. As of the adoption of this Strategic Plan, only \$15 million of the original budgetary amount, committed under Prop B, remains to be allocated. The remainder of the Third Street funds are being dedicated to the Southern Terminal (Segment S), \$5.5 million and Construction Management on the IOS, \$3 M, and Construction Management on the MME, \$7 million.

Allocation	\$	88,279,674
Finance Cost	\$	-
TOTAL	\$	88,279,674

EP 3 Central Subway (3rd Street LRT Phase 2)

Per the TCRP swap agreement reached with the state, NCS is guaranteed its total amount of \$126 million. That agreement, the Program Supplement No. 04A0092-01, executed November 30, 2001, states:
 "\$126 million in TCRP funds would be used to fund construction activities on the Phase 1 Initial Operating Segment. An equivalent amount of local sales tax funds would thus become available to fund later Phase 2 work activities."
 Phase 2 is the New Central Subway. To meet this commitment Muni is guaranteed \$126m, in Year of Expenditure (YOE) dollars. Regardless of the year funds are requested, it will receive a maximum of \$126 million. Similar to the TCRP funds that these were swapped with, the amount would not escalate, but the EP line item would also not have to pay any finance charges that might accrue because of when the funds are needed.

Allocation	\$	105,902,630
Finance Cost	\$	-
TOTAL	\$	105,902,630

EP 4 Geary LRT

As funding for the Geary LRT was clearly designated as solely a Priority 3 level of funding, no funding is programmed at this time for the Geary LRT. The Strategic Plan will be update no later than every three years and the funding assumptions will be revisited at that time, to determine if additional revenues can be made available. Both Priority 1 and Priority 2 programming levels must reach 100% before Priority 3 funds can be programmed.

Allocation	\$	-
Finance Cost	\$	-
TOTAL	\$	-
90%P1 Cap	\$	-

b. Caltrain

EP 5 Downtown Extension to a Rebuilt Transbay Terminal

After significant consultation with TJP staff, Authority staff is making the following recommendation on programming in the Strategic Plan :

Allocation	\$	135,065,346
Finance Cost	\$	79,025,764
TOTAL	\$	214,091,110
90%P1 Cap	\$	213,930,000

PE Phase 1	FY 2004-05	\$5.495M	RM2 \$15.495M	Done
PE Phase 2	FY 2005-06	\$21.605M	RM2 \$13.505M	
PSE	FY 2006-07	\$18.63M	RM2\$36.7M	
	FY 2007-08	\$18.63M	RM2\$25.4M	
	FY 2008-09	\$24.84M		
ROW 80 Natoma	FY 2004-05	\$16.125M	RM2 \$16.125M	Done
ROW (other)	FY 2004-05	\$8 M	RM2 match	
	FY 2005-06	\$11.125M	RM2 match	
	FY 2006-07	\$7.650M	RM2 match	
	FY 2009-10	\$10.8 M	RM2 match	
Construction	FY 20011-12	\$5.0M	RM match	

Highlighted = programming commitments prior to Nov 2006 High Speed Rail vote

Preliminary Engineering (PE) is beginning 6 months later than originally intended. With PE Phase 1 not starting until January 2005, and total funds allocated from Prop K and RM 2 at \$20,990, TJPA staff and the Authority agreed these funds would last until January of 2006, at a minimum.

In January 2006, the TJPA would move into PE Phase 2, totaling \$35 million in additional funding from Prop K and RM2. This is sufficient to carry the project into calendar year 2007. Funds totalling \$25 million are dedicated to the terminal work, with \$10 million dedicated to the extension. TJPA staff believed they would need to start the PSE work on the terminal in Spring of 2007, and the PSE for the extension in Nov/Dec 2006. PSE funds are dedicated for the project beginning in the Spring of 2007.

Federal Air Quality Conformity Regulations establish that no funding for the PS&E (final design) or construction phases of a project will be allocated until those phases are included in a Conforming Plan and Program. While programming is indicated for those phases in the 2005 Prop K Strategic Plan, no allocation shall be made to the Transbay project for PS&E or construction until those phases are included in the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan and Transportation Improvement Program, and are part of the conformity modeling and the approved conformity finding for the Plan and Program.

The inclusion of the project's Design and Construction phases into a conforming plan and program will at the earliest occur after the passage of the November 2006 High Speed Rail Bond. Note also that the Project Development Agreement between the Federal Transit Administration, FTA, and the Transbay Joint Powers Authority prohibits the incurring of costs for anything but the phases of Environmental, Preliminary Engineering, and Right of Way. If costs are incurred on any other phases the project sponsor jeopardizes their ability to receive federal funding in the future, particularly the federal TIFIA loan (approximately \$700 million from TIFIA, the Transportation Infrastructure Finance Innovation Act) called for in the Financial Plan for the project.

EP 6 Electrification

A commitment was made by San Francisco, embodied in MTC's Resolution 3434, of approximately \$108 million for electrification to match the \$108 million from VTA and the \$108 million from San Mateo sales tax. While VTA has committed additional funds, they have been reserved for the extension of Caltrain from San Jose to Gilroy. In the case of San Mateo's funds, it is unknown as of yet when they will be available as San Mateo is still in the midst of developing their Strategic Plan. It may be a more cost-effective strategy to use San Mateo's funds if they come at better price than funds from VTA or Prop K. The Electrification project will be entering the right of way acquisition/utility relocation phase for the next several years. Caltrain is expected to complete the Final EIS/EIR for the project in mid-2005. Funding to begin design of electrification project will be available in FY 2005-06. As a project, electrification will need its funding in a concentrated period of time. Prior to incurring debt finance costs, at the time of allocation, Caltrain will review its funding availability to determine if the borrowing of funding

Allocation	\$	16,756,200
Finance Cost	\$	1,750,845
TOTAL	\$	18,507,405
90%P1 Cap	\$	18,450,000

EP 7 Capital Improvement Program

Caltrain's utilization of sales tax funding is primarily dedicated to matching federal funds that come through the FTA's Formula Programs, particularly the Section 5309 Fixed Guideway program. Caltrain relies on non-federal funds from all three joint powers: San Francisco, San Mateo, and Santa Clara. To the extent Caltrain can use funds from the other two counties, it is working towards that goal. Nevertheless, they predict a high early need for sales tax from San Francisco. Final appropriation levels from the Reauthorization of TEA-21 and from annual Congressional actions will determine exact levels of matching funds needed. Prior to incurring debt finance costs, at the time of allocation, Caltrain will review its funding availability to determine if the borrowing of funding capacity from another EP line item will enable them to reduce the need to incur debt costs.

Allocation	\$	14,096,797
Finance Cost	\$	3,893,042
TOTAL	\$	17,989,839
90%P1 Cap	\$	17,910,000

c. BART Station Access, Safety and Capacity

EP 8 BART Station Access, Safety, and Capacity

BART has several critical projects it is seeking funds for from this EP line item. The 16th Street Plaza improvements project was originally a STIP project, as was the Talking Signs project. These were both subject to an AB 3090 Agreement approved by the Authority Board in March 2004, dedicating Prop K sales tax funds in lieu of STIP funds. BART is seeking funds for these projects as well as funds for the 24th Street plaza remodel and several smaller projects in the next 5 years.

Allocation	\$	6,926,509
Finance Cost	\$	1,384,703
TOTAL	\$	8,311,212
90%P1 Cap	\$	8,280,000

d. Ferry

EP 9 Ferry

Prop K funding allocations for the Downtown Ferry Terminal are heavily leveraged with other fund sources. This includes RM2, GGB capital funds, and Port funds. The immediate need of the Port is for development of a public involvement plan and the first phase of facility planning necessary for improvements to the Port's intermodal terminal at the Embarcadero.

Allocation \$	3,245,051
Finance Cost \$	695,207
TOTAL \$	3,940,258
90%P1 Cap \$	3,960,000

II. Transit Enhancements

The next six EP line items, under the subcategory of Transit Enhancements, do not have Priority 1 funding called out in the Expenditure Plan. Rather, funding can be moved if need be from one line item to another. This is not being proposed in this Strategic Plan. However, the direct transfer or the loaning of capacity from one line item to another will be considered a strategy to avoid debt issuance and debt costs within this subcategory.

EP 10 Extension of Trolleybus Lines/ Motor Coach Conversion

Programming is for the Mission Bay Loop, which is a proposed enhancement to the 3rd Street Light Rail line, that is scheduled to go into revenue service in November 2005. The MB Loop is a turning loop needed to accommodate the full service plan for the two phases of the Third Street Light Rail Line, which will ultimately consist of a long-line service for the entire corridor, and a short-line service operating between Chinatown and Mission Bay. The short-line service will need to use the MB loop as a terminus and turnback facility. Muni intends to design the project and receive consensus on its layout and features as part of development in the area; Prop K design funding is programmed in FY 2007/08. Funding is also be programmed for the future construction of the line.

Allocation \$	3,907,618
Finance Cost \$	438,465
TOTAL \$	4,346,082
90%P1 Cap \$	6,996,194

EP 11 F-Line Extension to Fort Mason

Muni and the National Park Service (NPS) plan to follow-up on the technical feasibility study that was recently completed on a proposed extension of historic streetcar service to Fort Mason. NPS will begin environmental review for this project in FY 2005-06. The environmental review will further develop the conceptual designs looked at in the feasibility study, assess potential impacts from the project, address connectivity to other transit lines, and provide a refined cost analysis. The National Park Service is the lead agency for the environmental work, which will be done in concert with Muni, the Authority, and the Presidio Trust, as well as other affected City departments. The programming of remaining Prop K funds will be determined after the environmental work is completed and a complete funding package for the project is identified.

Allocation \$	471,298
Finance Cost \$	75,684
TOTAL \$	546,982
90%P1 Cap \$	3,682,207

EP 12 Purchase/Rehab Historic Street Cars

Muni will be considering expansion of the historic light rail vehicle fleet in concert with a proposed extension of historic streetcar service to Fort Mason. Until the completion of the environmental documentation and a future Conceptual Engineering Report for the historic streetcar extension is complete, the funding available in this EP line item, a maximum of \$7.2 million, is programmed as a placeholder in the outer years of the Strategic Plan.

Allocation \$	723,053
Finance Cost \$	14,580
TOTAL \$	737,633
90%P1 Cap \$	1,031,018

EP 13 Balboa Park BART/MUNI Station Access

A variety of projects are proposed for the Balboa Park Station area. Following up on a Better Neighborhoods planning study performed by the Planning Department in 2002, multiple agencies and city departments including the Authority are coming together to develop a conceptual engineering report (CER) for implementation of the items in the planning study, including transit-oriented development, improvements to transit access, pedestrian circulation, and other elements. Prop K funds will be programmed to the CER in FY 2005-06 and 2006-07. Implementation is expected to occur over 10-15 years.

Allocation \$	1,943,638
Finance Cost \$	266,052
TOTAL \$	2,209,689
90%P1 Cap \$	7,158,211

Short-term improvements will also be funded from this EP line item. Muni will upgrade the wayside ADA boarding ramp for the J and K-lines in the Muni portion of the station. These necessary improvements are being funded next year; the project is ready for construction and awaiting construction funding. Funds are also programmed for pedestrian and wheelchair access improvements from Ocean Avenue into the station in the next five years.

EP 14 Relocation of Paul St to Oakdale-Caltrain

A Design Feasibility Assessment and Station Concept Report was completed in January 2005, and adopted by the Authority Board in February 2005. The next phase of work will be the ridership analysis, analysis of system impacts and further design and environmental studies, scheduled for FY 2005-06 and FY 2006-07.

Allocation \$	413,186
Finance Cost \$	57,478
TOTAL \$	470,665
90%P1 Cap \$	5,839,981

EP 15 Purchase Additional LRVs

MUNI has indicated that their most immediate need for the purchase of additional LRT vehicles for new or expanded service is for the start-up of the 3rd Street Light Rail service, to begin in November 2005. The vehicles for this expanded service are programmed as part of the 3rd Street project, and the vehicles required for the Central Subway will be funded as part of that project. The Prop K funds in this EP line item will be needed for future service growth along the 3rd St Corridor as the Mission Bay development matures and ridership builds in the corridor. Thus, these funds are being programmed as a placeholder later in the Strategic Plan for Muni's future needs.

Allocation	\$	723,053
Finance Cost	\$	14,580
TOTAL	\$	737,633
90%P1 Cap	\$	4,271,361

EP 16 Other transit Enhancements

BART's needs in this EP line item are for the design work associated with the Embarcadero and Civic center cross-platform projects. Construction funds for these projects come from Regional Measure 2. MUNI's needs in this EP line item are for funds to install ticket vending machines (TVMs) in the 3rd Street LRT Corridor, and provide matching funds for the 3rd Street Corridor's Mission Bay Loop. The original funding for the TVM's, totaling \$3 million, were not included in the Authority adopted 3rd Street LRT Corridor budget, as MUNI wished to fund the 3rd Street vending machines as part of a future larger fare collection equipment contract, enabling economies of scale as well as consistency with the remainder of Muni's system. These Prop K funds will pay for the 3rd Street portion of the contract. Caltrain's needs are for a conceptual study of access improvements for all users to San Francisco Caltrain stations.

Allocation	\$	28,888,764
Finance Cost	\$	881,362
TOTAL	\$	29,770,126
90%P1 Cap	\$	9,721,028

NOTE: Individual projects within the subcategory of Transit Enhancements could theoretically trigger debt by needing their funds all at once, instead of a "pro-rata share" of funds available over time. As the Expenditure Plan intent was to allow funds to flow between these projects, we are aggregating EP 10 through EP 16, so as not to trigger debt finance costs for any given project. Note that there is \$48 million remaining to be programmed to specific projects in all 7 Transit Enhancement EP line items. For this Strategic Plan, funds are being programmed as placeholders in a manner so as not to trigger any debt finance costs.

III. System Maintenance and Renovation

a. Vehicles

EP 17 Vehicles

The EP line item Vehicles contains capital funding as well as incremental operations and maintenance for two grandfathered projects: the F-Line Historic Streetcar Operations and Maintenance and Trolleybus wheelchair lifts. The EP line item Vehicles has more assigned funding in the original Expenditure Plan than any other EP line item. Totalling \$500 million in Priority 1 funds, the eligible sponsors are Muni, BART, and Caltrain. The Strategic Plan reflects the minimum amounts guaranteed in the Expenditure Plan for each sponsor in the line item. There is also an amount undesignated to any of the eligible sponsors:

Allocation	\$	448,505,067
Finance Cost	\$	8,818,143
TOTAL	\$	457,323,210
90%P1 Cap	\$	445,590,000

- 17M Muni: \$387 M
- 17B BART: \$9.9 M
- 17P Caltrain: \$19.8 M
- 17U Undesignated: \$82 M, to be assigned by the Authority Board

This is insufficient Prop K funding in Muni's vehicle category to match federal funds likely to be available. To optimize the leveraging of federal funds, a programming strategy is being adopted that aggregates Muni's three EP line items of Vehicles, Facilities, and Guideways, as a way to address the higher needs in the Vehicle EP line item. While Muni has some funding capacity in the Guideway EP line item, their needs in the Vehicles and Facilities EP line items are significantly greater than the available funds. Rather than have Muni borrow funds for vehicle needs, they can use the capacity in the Guideway EP line item so as not to incur debt finance costs. This capacity does not mean Muni can exceed their overall 90% P1 cap. Rather, it is a "loan" of capacity in a given year so as not to trigger borrowing and debt finance costs.

Even after applying this approach to reduce debt financing costs, Muni still does not have sufficient funds to program all of its non-federal match needs. Muni reaches its programming cap at about Year 27. Being able to exhibit a solid match strategy through Year 20 is beneficial, in order to meet the Financial Capacity Assessment required by FTA. The Authority will consider utilizing Undesignated Vehicle funds to cover the shortfall in the outer years of the Strategic Plan. This will be considered in future Strategic Plans if it becomes necessary to avoid debt costs, and to enable the capturing of federal funds.

Caltrain is requesting a modest amount of programming in the Vehicle category in the early years of the SP as a match to federal funds primarily, programming totaling less than their pro-rata share of funds. Caltrain has requested, however, four years of programming in FY 2009-10 thru FY 2011-12 which exceeds their pro-rata share, resulting in a modest amount of finance costs. Caltrain has a major vehicle replacement cycle beginning in FY 2013-14 that funds are being reserved for.

BART has requested only one project for programming under this EP line item, which is the San Francisco share of the cost of modifications to car interiors.

Note that Undesignated funds are available for future vehicle needs to be prioritized by the Authority. A suitable use of the U funds would be to help a project sponsor avoid incurring borrowing costs in order to meet vehicle funding needs. For example, before Muni incurs debt finance costs, which may result from borrowing as early as FY 2005-06 to meet its programmed needs, the Authority would consider one of two options:

A - Allocate Undesignated funds to cover Muni's need so as to avoid additional debt issuance; or

B - Loan Undesignated funds to Muni to avoid debt issuance for vehicles, with a condition that funds available in Muni's Vehicles EP line item be reprogrammed to the Undesignated EP line item when Muni has them available within its pro-rata share.

All Undesignated funds will be held without specific programming to allow these or other future needs to be addressed.

EP 18 Trolley Operations and Maintenance (O&M)

Trolley Coach O&M

EP 19 F-Line Operations and Maintenance (O&M)

Allocation	\$	2,357,870
Finance Cost	\$	-
TOTAL	\$	2,357,870
90%P1 Cap	\$	2,358,000
F-Line O&M		
Allocation	\$	4,769,144
Finance Cost	\$	-
TOTAL	\$	4,769,144
90%P1 Cap	\$	4,770,000

These two EP line items are treated similarly, since they are both Prop B items grandfathered into Prop K. The Expenditure Plan provides specific guidance regarding their programming:

"Funds for operations and maintenance shall be limited exclusively to incremental costs associated with the operation of new transportation services and/or facilities, as specified in this plan....the funding eligibility for incremental operating and maintenance costs shall decrease linearly from 100% on the first year of operation to 0% on year 10.....starting with the amount shown in the 2003 Strategic Plan Update for Prop B for fiscal year 2003/04."

There is insufficient funding to allow the operations and maintenance line items to be reduced by 10% per year annually for 10 years. Starting at levels of operations and maintenance support equal to the last year of Prop B, reducing both line items by 10% per year allows for only 5 years of funding before the 90% Priority 1 funding limit is reached. The fifth year is reduced by 28% in order to stay within the 90% P1 funding cap. If in the next Strategic Plan, revenue projections warrant additional funding to be programmed, programming will pick up where it left off under this Strategic Plan.

b. Facilities

EP 20 Facilities

Muni has a significant need for funds in this line item, primarily because federal funds are being prioritized regionally to other higher scoring projects, and also because of the intense competition for rapidly dwindling State funds. Muni has requested early programming of facilities funds in the Strategic Plan. The Islais Creek Maintenance facility will replace the existing Kirkland diesel bus facility at North Point and Stockton streets. A crucial project for Muni to meet its clean air requirements, Islais Creek will be a new operating and maintenance facility to serve the new alternative fuel buses. The Islais Creek facility will ideally be available soon after Muni receives final delivery on its hybrid vehicles at the end of 2006.

Allocation	\$	55,119,277
Finance Cost	\$	24,569,214
TOTAL	\$	79,688,491
90%P1 Cap	\$	76,230,000

The early programming of an extensive amount of funds in this element to the Islais Creek facility create the potential for substantial debt financing costs. Similar to the Vehicle EP line item, Muni's three EP line items of Vehicles, Facilities, and Guideways will be aggregated as a way to address the higher needs in the Facilities line item. While Muni has some funding capacity in the Guideway line item, its needs in the Vehicles & Facilities line items are significantly greater than the available funds. Rather than have Muni borrow funds for facility needs, they can use the capacity in the Guideway element so as not to incur debt finance costs. This capacity does not mean Muni can exceed their overall 90% P1 cap. Rather, it is a "loan" of capacity in a given year so as not to trigger borrowing and debt finance costs.

Caltrain's programming for this EP line item is almost entirely as a match to other fund sources in FY 2005/06 for the Lenzen Maintenance Facility in San Jose.

BART has a very small amount of funding available in this EP line item, with the 90% P1 cap at only \$1.5 million, or about \$45,000 per year. At BART's request, all funding is programmed in the first four years of the Strategic Plan, for ready-to-go projects, and serving as match to federal funds.

EP 21 MUNI Metro Extension Incremental Operations and Maintenance

This EP line item, the Muni Metro Extension incremental operations and maintenance, is treated similarly to the other O&M entries (Trolley and F-Line) as they are grandfathered from Proposition B and are described very specifically in the EP regarding programming. As described in the EP, "Funds for operations and maintenance shall be limited exclusively to incremental costs associated with the operation of new transportation services and/or facilities, as specified in this plan. The funding eligibility for incremental operating and maintenance costs shall decrease linearly from 100% on the first year of operation to 0% on year 10...starting with the amount shown in the 2003 Strategic Plan Update for Prop B for fiscal year 2003/04."

Allocation	\$	15,479,219
Finance Cost	\$	-
TOTAL	\$	15,479,219
90%P1 Cap	\$	15,480,000

There is insufficient funding to allow any of the O&M's to be reduced 10% per year annually for 10 years. In fact, starting at those levels of support equal to the last year of Prop B, programming being reduced 10% per year allows only 5 years of funding to be programmed. Even then, there is insufficient funding in the last year to reach the required 10% reduction level. If, in the next Strategic Plan, revenue projections warrant additional funding to be programmed, programming will pick up where it left off under this Strategic Plan.

c. Guideways

EP 22 Guideways

Most of Muni's funding in this EP line item serves as the required match to federal funds, FTA Section 5309 Fixed Guideway funds. While the federal match need is spread throughout the 30 year program, Muni has a significant project need not covered by federal funds in the early years of the Strategic Plan, with their Radio Communication System replacement. Totalling \$72 million in Prop K need, this project meets an FCC requirement that all transit operators switch to a new radio frequency and meet minimum standards for their service. The system must be in place by 2012.

Allocation	\$	220,408,999
Finance Cost	\$	22,307,788
TOTAL	\$	242,716,788
90%P1 Cap	\$	279,225,000

There is programming capacity remaining in this line item, but MUNI has elected to reserve it as a strategy to reduce debt costs in its Vehicles and Facilities line items.

The funds programmed to Caltrain are dedicated as the non-federal match to FTA Section 5309 Fixed Guideway funds. The programmed amount is slightly more than Caltrain's pro-rata share in the early years of the Strategic Plan, triggering a modest amount of interest.

BART did not request programming in this EP line item. The pro-rata share is programmed annually as a placeholder per their request, generating no finance costs.

B. PARATRANSIT

EP 23 Paratransit

The Authority Board made a commitment to allocate to paratransit the funding level equal to what they received under the last year of Prop B. This was consistent with an approach of "continued support" outlined in the Expenditure Plan. The allocation in FY 2004-05 of \$9,670,000 exceeds the pro-rata share of funding of \$5.2 million.

Allocation	\$	139,341,651
Finance Cost	\$	43,212,041
TOTAL	\$	182,553,692
90%P1 Cap	\$	181,710,000

Maintaining funding for paratransit at \$9,670,000 generates debt finance costs that are assigned back to the program, per recommended Strategic Plan policy for all EP line items. If paratransit funding was allowed to escalate 3% annually, funding would run out on Year 14, not even halfway through the Expenditure Plan period of 30 years.

Recommended programming is to provide the Prop K portion of paratransit funding at an annual level of \$9,670,000, not allowing it to escalate. This enables Prop K funding to be available for program needs for 20 years, with a reduction in programming in Year 20.

This element will be revisited once the Authority's Select Committee on Paratransit completes a cost-effectiveness and funding study, scheduled to be completed Summer 2005.

C. Streets and Traffic Safety

I. Major Capital Projects

a. Golden Gate Bridge South Access (Doyle Drive)

EP 24 Doyle Drive

The Doyle Drive replacement project is currently in the preliminary engineering / environmental documentation phase. Work is nearing completion on the preparation of state and federal environmental clearances (EIR/EIS) for this project, which will replace the south access to the Golden Gate Bridge. The EIR/EIS is scheduled for final approval in FY 2005-06, with final design commencing immediately after. Doyle is similar to other large projects in the Expenditure Plan in that it needs its funding all at once. Construction will start in FY 2008-09. Prop K funds are being programmed for design support in FY 2005-06 (\$5 million matched by \$28 million in State funds). The remaining Prop K funds are being programmed for construction beginning in FY 2011-12. While construction starts late in FY 2008-09, other fund sources will be utilized first in the project, with Prop K funds not being utilized until construction is underway.

Allocation	\$	54,071,733
Finance Cost	\$	17,508,845
TOTAL	\$	71,580,579
90%P1 Cap	\$	71,280,000

b. New and Upgraded Streets

EP 25 Bernal Heights

This project is grandfathered in its entirety from Prop B. The project was committed to under Prop B but did not receive an allocation of funding prior to the Prop B program expiring. The project is programmed to receive all of its Priority 1 funds, not subject to finance costs. The project will provide various street improvements in the Bernal Heights area.

Allocation	\$	2,420,164
Finance Cost	\$	-
TOTAL	\$	2,420,164
90%P1 Cap	\$	1,273,500

EP 26 Great Highway Erosion Repair

This project is being recommended for programming in FY 2007-08 thru FY 2009-10. The project will stabilize those portions of the roadway damaged by wave action, improving access for bicyclists and pedestrians. The project cannot be delivered relying solely on its pro-rata share of \$50,000 annually, and so generates debt finance costs due to needing its funding all at once.

Allocation	\$	1,265,589
Finance Cost	\$	558,253
TOTAL	\$	1,823,842
90%P1 Cap	\$	1,827,000

EP 27 Visitacion Valley Watershed

Planning funds are included next year, FY 2005-06, for the Bi-County Study Update, to identify needed transportation improvements to support planned development in San Francisco and San Mateo County, along with planning funds for a Visitacion Valley Watershed Neighborhood Transportation Plan. Both plans will identify a recommended set of short and medium term capital improvement projects. The highest priority projects, including those with the best funding plans, will then receive funds for design, environmental clearance and implementation. Planned improvements will receive Design funding in the next two years, FY 2005-06 and FY 2006-07. Construction funding will start to be available in FY 2006-07 and continue until the project's 90% P1 cap is reached.

Allocation	\$	11,830,346
Finance Cost	\$	1,683,508
TOTAL	\$	13,513,854
90%P1 Cap	\$	13,500,000

EP 28 Illinois Street Bridge	<p>The construction of the new Illinois Street Bridge was a necessary part of the construction of a replacement spur track for Union Pacific to access Pier 80. Leaving the freight route where it is now would have required an additional at-grade crossing of the Muni LRT near 16th Street, an unacceptable impact on the 3rd Street Corridor. The project is, in effect, a mitigation for the 3rd Street Corridor, improving bicycle and pedestrian movements in the corridor. The new access takes trucks off of 3rd Street, providing truck access along Illinois Street instead. The project was ready for construction in 2003, and received a full allocation of its entire Prop K funding in June of 2004. It's construction is underway. Because of the project's purpose as a mitigation to the 3rd Street Light Rail construction, the full project funding of \$2,000,000 will be programmed, as a parallel commitment to the 3rd Street budget commitment made by the Authority. The project is being programmed with its full Priority 1 funding. The project is starting construction.</p>	<table border="0"> <tr><td>Allocation \$</td><td>1,941,748</td></tr> <tr><td>Finance Cost \$</td><td>-</td></tr> <tr><td>TOTAL \$</td><td>1,941,748</td></tr> <tr><td>90%P1 Cap \$</td><td>1,800,000</td></tr> </table>	Allocation \$	1,941,748	Finance Cost \$	-	TOTAL \$	1,941,748	90%P1 Cap \$	1,800,000
Allocation \$	1,941,748									
Finance Cost \$	-									
TOTAL \$	1,941,748									
90%P1 Cap \$	1,800,000									
EP 29 Golden Gate	<p>The funding for this EP line item has not been assigned to a specifically scoped project. The small amount available, \$180,000, is being programmed as a placeholder until such time as an exact scope is determined for its use.</p>	<table border="0"> <tr><td>Allocation \$</td><td>147,429</td></tr> <tr><td>Finance Cost \$</td><td>33,245</td></tr> <tr><td>TOTAL \$</td><td>180,674</td></tr> <tr><td>90%P1 Cap \$</td><td>180,000</td></tr> </table>	Allocation \$	147,429	Finance Cost \$	33,245	TOTAL \$	180,674	90%P1 Cap \$	180,000
Allocation \$	147,429									
Finance Cost \$	33,245									
TOTAL \$	180,674									
90%P1 Cap \$	180,000									
EP 30 Other Upgrades to Major Arterials	<p>This EP line item has the following eligible sponsors: DPW, DPT, MUNI, Caltrans, and the Authority. No decision has been made on how to spend these funds. In accordance with previous Undesignated (U) categories, placeholder amounts are programmed. Funds could be made available under the following circumstances:</p> <ul style="list-style-type: none"> • The Authority could consider an allocation of Undesignated funds to other projects in the New and Upgraded Streets subEP line item of the Expenditure Plan to cover sponsors' needs so as to avoid debt issuance. • Rather than an actual allocation, the Authority Board could consider "loaning" undesignated funds to the sponsor to prevent debt issuance for their project, with an agreement that funds be returned when the sponsor has them available within their pro-rata share. <p>The undesignated funding will be programmed as a placeholder to allow future needs to be addressed.</p>	<table border="0"> <tr><td>Allocation \$</td><td>2,874,700</td></tr> <tr><td>Finance Cost \$</td><td>324,798</td></tr> <tr><td>TOTAL \$</td><td>3,199,498</td></tr> <tr><td>90%P1 Cap \$</td><td>3,199,500</td></tr> </table>	Allocation \$	2,874,700	Finance Cost \$	324,798	TOTAL \$	3,199,498	90%P1 Cap \$	3,199,500
Allocation \$	2,874,700									
Finance Cost \$	324,798									
TOTAL \$	3,199,498									
90%P1 Cap \$	3,199,500									

II. System Operations, Safety, and Maintenance

a. New Signals and Signs

EP 31 New Signals and Signs	<p>This EP line item will fund project development and capital costs for new traffic signs and signals, including pedestrian and bicycle signals, implementation of transit priority systems on select corridors, and new pavement markings such as raised flashing pavement reflectors and transit lane markings. Signs installed within this EP line item include signs required by national or state mandate or additional signs required due to the implementation of improvements under another EP line item (e.g. new guide signs). Programming is in accordance with the pro-rata share.</p>	<table border="0"> <tr><td>Allocation \$</td><td>32,360,483</td></tr> <tr><td>Finance Cost \$</td><td>-</td></tr> <tr><td>TOTAL \$</td><td>32,360,483</td></tr> <tr><td>90%P1 Cap \$</td><td>32,490,000</td></tr> </table>	Allocation \$	32,360,483	Finance Cost \$	-	TOTAL \$	32,360,483	90%P1 Cap \$	32,490,000
Allocation \$	32,360,483									
Finance Cost \$	-									
TOTAL \$	32,360,483									
90%P1 Cap \$	32,490,000									

b. Advanced Technology and Information Systems

EP 32 Advanced Technology and Information Systems (SFgo)	<p>Funding programmed for SFgo will support advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Improvements include interconnect and traffic signal controller technology and related communications systems to enable transit and emergency vehicle priority, dissemination of real time information to transit passengers, and management of vehicular flows and signalization to enhance bicycle and pedestrian safety. Programming is in accordance with the pro-rata share.</p>	<table border="0"> <tr><td>Allocation \$</td><td>15,480,845</td></tr> <tr><td>Finance Cost \$</td><td>11,280</td></tr> <tr><td>TOTAL \$</td><td>15,492,125</td></tr> <tr><td>90%P1 Cap \$</td><td>15,570,000</td></tr> </table>	Allocation \$	15,480,845	Finance Cost \$	11,280	TOTAL \$	15,492,125	90%P1 Cap \$	15,570,000
Allocation \$	15,480,845									
Finance Cost \$	11,280									
TOTAL \$	15,492,125									
90%P1 Cap \$	15,570,000									

III. System Maintenance and Renovation

a. Signals and Signs

EP 33 Signals and Signs	<p>Projects funded in this EP line item include upgrades and maintenance of traffic signs, signals, and new pavement markers. Project development and capital costs for implementation of transit preemption (and priority) systems on select corridors, new mast arms, LED signals, conduits, wiring, pedestrian signals, left turn signals bicycle and pedestrian route signs and signals, striping and channelization to improve safety are eligible expenditures. Programming is in accordance with the pro-rata share.</p>	<table border="0"> <tr><td>Allocation \$</td><td>68,386,404</td></tr> <tr><td>Finance Cost \$</td><td>10,873,683</td></tr> <tr><td>TOTAL \$</td><td>79,260,087</td></tr> <tr><td>90%P1 Cap \$</td><td>79,110,000</td></tr> </table>	Allocation \$	68,386,404	Finance Cost \$	10,873,683	TOTAL \$	79,260,087	90%P1 Cap \$	79,110,000
Allocation \$	68,386,404									
Finance Cost \$	10,873,683									
TOTAL \$	79,260,087									
90%P1 Cap \$	79,110,000									

b. Street Resurfacing, Rehabilitation, and Maintenance

EP 34 Street Resurfacing and Reconstruction

Improvements in this EP line item include repaving and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. Individual projects may include sidewalk rehabilitation, curb ramps and landscaping, subject to approved prioritization program. Funds will be advanced beyond the pro-rata share through FY 2006/07. This is to enable a continuing level of street resurfacing activities. Beginning in FY 2007/08, programming of Prop K funds will be significantly reduced, as the current Governor's budget calls for the reinstatement of Prop 42 funds for Local Streets and Roads purposes to cities and counties, including a share to San Francisco. Simultaneously, federal funds will be made available through the region for street resurfacing purposes.

Allocation	\$	77,511,324
Finance Cost	\$	28,955,766
TOTAL	\$	106,467,091
90%P1 Cap	\$	106,470,000

EP 35 Street Repair and Cleaning Equipment

This EP line item will fund capital costs for the replacement of street repair and cleaning equipment according to industry-standards, including but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders. Programming is in accordance with the pro-rata share.

Allocation	\$	20,496,122
Finance Cost	\$	-
TOTAL	\$	20,496,122
90%P1 Cap	\$	20,520,000

EP 36 Embarcadero Roadway Incremental Operations and Maintenance

This element of the EP, the Embarcadero incremental operations and maintenance, is treated similarly to the other O&M entries as they are grandfathered from Proposition B and are described very specifically in the EP regarding programming. As described in the EP, "Funds for operations an maintenance shall be limited exclusively to incremental costs associated with the operation of new transportation services and/or facilities, as specified in this plan. The funding eligibility for incremental operating and maintenance costs shall decrease linearly from 100% on the first year of operation to 0% on year 10.....starting with the amount shown in the 2003 Strategic Plan Update for Prop B for fiscal year 2003/04."

Allocation	\$	1,980,000
Finance Cost	\$	-
TOTAL	\$	1,980,000
90%P1 Cap	\$	1,980,000

There is insufficient funding to allow any of the O&M's to be reduced 10% per year annually for 10 years. In fact, starting at those levels of support equal to the last year of Prop B, the project being reduced 10% per year allows only 5 years of funding to be programmed. Even then, there is insufficient funding in the last year to reach the required 10% reduction level. If, in the next Strategic Plan, revenue projections warrant additional funding to be programmed, programming will pick up where it left off under this Strategic Plan. .

c. Pedestrian and Bicycle Facility Maintenance

EP 37 Pedestrian and Bicycle Facility Maintenance

This EP line item includes project development and capital costs for public sidewalk repair and reconstruction, upgrades of substandard bicycle lanes, rehabilitation of bicycle paths, and reconstruction of MUNI passenger boarding islands. Specific attention will be given to repairing sidewalks to permit east of movement for the mobility impaired. Programming is in accordance with the pro-rata share.

Allocation	\$	15,114,737
Finance Cost	\$	576,979
TOTAL	\$	15,691,716
90%P1 Cap	\$	15,660,000

IV. Bicycle and Pedestrian Improvements

a. Traffic Calming

EP 38 Traffic Calming

Traffic calming is a program that supports improvements to neighborhood streets to make them more livable and safe for all users. Although many individual elements of traffic calming strategies are also described under EP lines 39 and 40 below, improvements funded in this EP line item should specifically reduce auto traffic speeds and improve bicycle and pedestrian circulation and safety in city neighborhoods. Components of these comprehensive strategies include sidewalk widening, streetscape upgrades including landscaping, speed humps, corner bulb-outs, ladder crosswalks and pedestrian signals, and development of neighborhood and school area safety plans citywide. Programming is in accordance with the pro-rata share.

Allocation	\$	54,638,285
Finance Cost	\$	-
TOTAL	\$	54,638,285
90%P1 Cap	\$	54,720,000

b. Bicycle Circulation and Safety

EP 39 Bicycle Circulation and Safety

The bicycle circulation and safety program enhances the transportation system's usability and safety for bicycles. This will be accomplished through infrastructure improvements, supporting bicycle parking facilities, and public outreach and education programs. Possible projects include new bike lanes and paths, installing bike racks and lockers, and bicycle safety education programs. All improvements must be consistent with the city's bicycle plan. Programming is in accordance with the pro-rata share. \$20,000 is being included in this FY 2004-05 to complete funding for improvements stemming from the Market Street Corridor Study.

Allocation	\$	24,760,774
Finance Cost	\$	-
TOTAL	\$	24,760,774
90%P1 Cap	\$	24,840,000

c. Pedestrian Circulation and Safety

EP 40 Pedestrian Circulation and Safety

Projects funded in this EP line item will improve the safety and usability of city streets for pedestrians. Once a Pedestrian Master Plan is complete, improvements should occur in the order recommended by that plan. Possible projects include sidewalk bulb-outs, sidewalk widenings, pedestrian islands, pedestrian countdown signals, striping ladder crosswalks, flashing placement reflectors on crosswalks, and improved pedestrian circulation around BART and Caltrain stations. Programming is in accordance with the pro-rata share.

Allocation	\$	21,393,167
Finance Cost	\$	20,491
TOTAL	\$	21,413,658
90%P1 Cap	\$	21,420,000

d. Curb Ramps

EP 41 Curb Ramps

The curb ramp program funds construction of new wheelchair curb ramps, reconstruction of existing curb ramps, and related roadway work to permit east of movement for the mobility impaired. Curb ramp construction and reconstruction should be consistent with and support a citywide transition plan to bring San Francisco into full ADA compliance. Eligible costs include project development and capital costs. Programming is in accordance with the pro-rata share.

Allocation	\$	21,220,052
Finance Cost	\$	-
TOTAL	\$	21,220,052
90%P1 Cap	\$	21,240,000

e. Tree Planting and Maintenance

EP 42 Tree Planting and Maintenance

Projects in this EP line item will include both planting new street trees and maintaining existing trees in public rights-of-way throughout the city. Programming continues the commitment initiated under Prop B and is in accordance with the pro-rata share.

Allocation	\$	29,489,280
Finance Cost	\$	4,771
TOTAL	\$	29,494,051
90%P1 Cap	\$	29,520,000

D. Transportation System Management/Strategic Initiatives

I. Transportation Demand Management/Parking Management

EP 43 Transportation Demand Management/Parking Management

Funding for TDM/PM activities will be subdivided into three categories: 1) Citywide Transportation Demand Management. Planning and implementation of programs to encourage trip reduction and promotion of alternative modes for workers, students, visitors and other individuals; 2) Modal Plans. Planning funds for the policy content of mode-specific plans or plan updates including the Pedestrian Master Plan and a Transit Network Study; and 3) Pricing and Parking Management. Planning and implementation funds for projects that rationalize the pricing of auto use, especially parking, parking management plans and pilots to support activities under D.1. – Citywide TDM and EP line item D.ii. Land Use/Transportation Coordination are included. Also included are a congestion pricing policy initiative and study of citywide parking policy reform.

Allocation	\$	10,079,616
Finance Cost	\$	359,802
TOTAL	\$	10,439,418
90%P1 Cap	\$	10,440,000

II. Transportation/Land Use Coordination

EP 44 Transportation/Land Use Coordination

The Transportation/Land Use Coordination Program will fund three distinct project and program types: 1) Capital Match for TLC/HIP - Planning and capital match funds for TLC/HIP and other capital grant proposals that support transit-oriented development, bicycle and pedestrian transportation; 2) Neighborhood Transportation Planning - Planning funds for neighborhood transportation planning efforts. Projects may be initiated by community organizations though they will require an eligible sponsoring agency to apply for D2 grant funds; and 3) Major Transit Investments - Planning and implementation funds for transit corridor-focused planning efforts aimed at developing opportunities for land use planning and joint development along corridors which are the focus of major transit investment or infill development.

Allocation	\$	15,838,358
Finance Cost	\$	-
TOTAL	\$	15,838,358
90%P1 Cap	\$	15,840,000

Table 2. Attachment to Prop K Strategic Plan policies

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

Table 2: Expected Work Products/Deliverables per Phase	
Phase	Expected Work Product/Deliverable
Planning/Conceptual Engineering	Planning document approved by sponsoring agency
Environmental Studies (PA&ED)	Final approved environmental decision/project approval documentation
Design Engineering (PS&E)	Final design package including contract documents
Right of Way Support/Acquisition	Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction	Constructed improvement or minimum operating segment
Procurement (e.g. rolling stock)	Equipment in service
Incremental Operating and Maintenance	Continual regular service or operation

Table 3	
Attachement to Prop K Strategic Plan policies	
Prerequisite Milestones	
<u>Phase</u>	<u>Prerequisite Milestone(s) for Allocation</u>
Planning/Conceptual Engineering	<ul style="list-style-type: none"> • 5-year Prioritization Program of projects or 5-year project delivery plan
Environmental Studies (PA&ED)	<ul style="list-style-type: none"> • 5-year Prioritization Program or 5-year project delivery plan
Design Engineering (PS&E)	<ul style="list-style-type: none"> • 5-year Prioritization Program or 5-year project delivery plan; and • Approved Environmental Document • Capital construction funding in adopted plan, including Regional Transportation Plan and Countywide Plan
Right of Way Support/Acquisition	<ul style="list-style-type: none"> • 5-year Prioritization Program or 5-year project delivery plan; and • Approved Environmental Document • Capital construction phase committed in programming document
Construction	<ul style="list-style-type: none"> • 5-year Prioritization Program or 5-year project delivery plan; and • Approved Environmental Document • Right of way certification • 100% PS&E • All applicable permits
Procurement (e.g. rolling stock)	<ul style="list-style-type: none"> • 5-year Prioritization Program or 5-year project delivery plan; and • Approved Environmental Document • Right of Way Certification (if appropriate) • 100% PS&E
Incremental Operating and Maintenance	<ul style="list-style-type: none"> • 5-year project delivery plan • Documentation confirming costs are for new transportation services per EP • Documentation confirming costs are for a Grandfathered Project per EP • Proof that all other fund sources are identified and committed for operating the facility or service

2005 Prop K Strategic Plan Appendix A. Expenditure Plan Line Items



EP LINE	SPONSOR(S)	PROJECT NAME
1	DPT, DPW, MUNI, Planning, SFCTA	Bus Rapid Transit/MUNI Metro Network
2	MUNI	3rd Street Light Rail (Phase 1)
3	MUNI	Central Subway (3rd St. LRT Phase 2)
4	MUNI	Geary LRT
5	TJPA	Downtown Extension to a Rebuilt Transbay Terminal
6	PCJPB	Electrification
7	PCJPB	Capital Improvement Program
8	BART, DPT, DPW, MUNI	BART Station Access, Safety and Capacity
9	Port, GGBHTD	Ferry
10	MUNI	Extension of trolleybus lines/Motor Coach Conversion
11	MUNI	F-Line Extension to Fort Mason
12	MUNI	Purchase/Rehab Historic Street Cars
13	BART, DPT, DPW, MUNI	Balboa Park BART/MUNI Station Access
14	DPT, DPW, PCJPB	Relocation of Paul St to Oakdale-Caltrain
15	MUNI	Purchase Additional LRVs
16	BART, MUNI, PCJPB	Other Transit Enhancements
17	BART, MUNI, PCJPB	New and Renovated Vehicles
18	MUNI	Trolleybus Wheelchair-lift O&M
19	MUNI	F-Line O&M
20	BART, MUNI, PCJPB	Rehab/Upgrades Existing Facilities
21	MUNI	MUNI MMX O&M
22	BART, MUNI, PCJPB	Guideways
23	MUNI	Paratransit
24	Caltrans, SFCTA	Doyle Drive
25	DPW	Bernal Heights
26	DPW	Great Highway Erosion Repair
27	Caltrans, DPW, MUNI, PCJPB, SFCTA	Visitacion Valley Watershed
28	Port	Illinois Street Bridge
29	DPT, Caltrans	Golden Gate Park/SR1 Traffic Study
30	Caltrans, DPT, DPW, MUNI, SFCTA	Other Upgrades to Major Arterials
31	DPT, MUNI	New Signals and Signs
32	DPT, MUNI	Advanced Technology and Information Systems (SFgo)
33	DPT	Signals and Signs
34	DPW	Street Resurfacing, Rehabilitation, and Maintenance
35	DPW	Street Repair and Cleaning Equipment
36	DPW	Embarcadero Roadway Incremental Operations and Maintenance
37	DPT, DPW, MUNI	Pedestrian and Bicycle Facility Maintenance
38	DPT, DPW	Traffic Calming
39	BART, DPT, DPW, PCJPB	Bicycle Circulation/Safety
40	BART, DPT, DPW, MUNI, PCJPB	Pedestrian Circulation/Safety
41	DPW, MUNI	Curb Ramps
42	DPW	Tree Planting and Maintenance
43	DAS, DCP, DOE, DPT, MUNI, SFCTA	Transportation Demand Management/Parking Management
44	BART, DPT, DPW, MUNI, PCJPB, Planning, SFCTA	Transportation/Land Use Coordination

2005 Prop K Strategic Plan
Appendix B. 90% Priority 1 Cap Baseline



(Except for EP No.s 2, 3 and 25)

Factor: 90%

2003 \$ EP Line	Title	Priority 1 2003 \$	Priority 1 Pro-Rata Share	90% Priority 1 Cap in 2003\$	Override Factor	1	2	3	4	5	6	7	8	9
						FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12
1	Rapid Bus Network including Real Time Transit Information	\$ 99,200,000	4.1825%	\$ 89,280,000		\$ 798,108	\$ 2,540,811	\$ 2,568,033	\$ 2,595,547	\$ 2,623,356	\$ 2,651,462	\$ 2,679,870	\$ 2,708,582	\$ 2,737,602
2	3rd Street Light Rail (Phase 1)	\$ 90,595,662	3.8197%	\$ 90,595,662	100%	\$ 809,870	\$ 2,578,253	\$ 2,605,877	\$ 2,633,796	\$ 2,662,014	\$ 2,690,535	\$ 2,719,361	\$ 2,748,497	\$ 2,777,944
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	5.3125%	\$ 126,000,000	100%	\$ 1,126,363	\$ 3,585,822	\$ 3,624,241	\$ 3,663,071	\$ 3,702,317	\$ 3,741,983	\$ 3,782,074	\$ 3,822,595	\$ 3,863,551
4	Geary LRT	\$ -	0.0000%	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 237,700,000	10.0220%	\$ 213,930,000		\$ 1,912,403	\$ 6,088,214	\$ 6,153,443	\$ 6,219,371	\$ 6,286,005	\$ 6,353,353	\$ 6,421,422	\$ 6,490,221	\$ 6,559,757
6	Electrification	\$ 20,500,000	0.8643%	\$ 18,450,000		\$ 164,932	\$ 525,067	\$ 530,692	\$ 536,378	\$ 542,125	\$ 547,933	\$ 553,804	\$ 559,737	\$ 565,734
7	Capital Improvement Program	\$ 19,900,000	0.8390%	\$ 17,910,000		\$ 160,104	\$ 509,699	\$ 515,160	\$ 520,679	\$ 526,258	\$ 531,896	\$ 537,595	\$ 543,355	\$ 549,176
8	BART Station Access, Safety and Capacity	\$ 9,200,000	0.3879%	\$ 8,280,000		\$ 74,018	\$ 235,640	\$ 238,164	\$ 240,716	\$ 243,295	\$ 245,902	\$ 248,536	\$ 251,199	\$ 253,890
9	Ferry	\$ 4,400,000	0.1855%	\$ 3,960,000		\$ 35,400	\$ 112,697	\$ 113,905	\$ 115,125	\$ 116,359	\$ 117,605	\$ 118,865	\$ 120,139	\$ 121,426
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 7,774,000	0.3278%	\$ 6,996,600		\$ 62,545	\$ 199,116	\$ 201,249	\$ 203,405	\$ 205,584	\$ 207,787	\$ 210,013	\$ 212,263	\$ 214,537
11	F-Line Extension to Fort Mason	\$ 4,091,000	0.1725%	\$ 3,681,900		\$ 32,914	\$ 104,783	\$ 105,905	\$ 107,040	\$ 108,187	\$ 109,346	\$ 110,518	\$ 111,702	\$ 112,898
12	Purchase/Rehab Historic Street Cars	\$ 1,146,000	0.0483%	\$ 1,031,400		\$ 9,220	\$ 29,353	\$ 29,667	\$ 29,985	\$ 30,306	\$ 30,631	\$ 30,959	\$ 31,291	\$ 31,626
13	Balboa Park BART/MUNI Station Access	\$ 7,954,000	0.3354%	\$ 7,158,600		\$ 63,993	\$ 203,726	\$ 205,909	\$ 208,115	\$ 210,344	\$ 212,598	\$ 214,876	\$ 217,178	\$ 219,505
14	Relocation of Paul St to Oakdale-Caltrain	\$ 6,489,000	0.2736%	\$ 5,840,100		\$ 52,207	\$ 166,203	\$ 167,984	\$ 169,783	\$ 171,602	\$ 173,441	\$ 175,299	\$ 177,177	\$ 179,076
15	Purchase Additional LRVs	\$ 4,746,000	0.2001%	\$ 4,271,400		\$ 38,184	\$ 121,559	\$ 122,862	\$ 124,178	\$ 125,509	\$ 126,853	\$ 128,212	\$ 129,586	\$ 130,974
16	Other transit Enhancements	\$ 10,800,000	0.4554%	\$ 9,720,000		\$ 86,891	\$ 276,621	\$ 279,584	\$ 282,580	\$ 285,607	\$ 288,667	\$ 291,760	\$ 294,886	\$ 298,045
17M	New and Renovated Vehicles-MUNI	\$ 387,030,000	16.3182%	\$ 348,327,000		\$ 3,113,829	\$ 9,913,006	\$ 10,019,213	\$ 10,126,559	\$ 10,235,054	\$ 10,344,712	\$ 10,455,545	\$ 10,567,565	\$ 10,680,786
17B	New and Renovated Vehicles-BART	\$ 9,880,000	0.4166%	\$ 8,992,000		\$ 79,489	\$ 253,057	\$ 255,768	\$ 258,508	\$ 261,278	\$ 264,077	\$ 266,906	\$ 269,766	\$ 272,656
17P	New and Renovated Vehicles-PCJPB	\$ 19,750,000	0.8327%	\$ 17,775,000		\$ 158,898	\$ 505,857	\$ 511,277	\$ 516,755	\$ 522,291	\$ 527,887	\$ 533,543	\$ 539,259	\$ 545,037
17U	New and Renovated Vehicles-Discretionary	\$ 78,440,000	3.3072%	\$ 70,596,000		\$ 631,085	\$ 2,009,085	\$ 2,030,610	\$ 2,052,366	\$ 2,074,355	\$ 2,096,580	\$ 2,119,042	\$ 2,141,746	\$ 2,164,692
18	Trolleybus wheelchair-lift O&M	\$ 2,620,000	0.1105%	\$ 2,358,000		\$ -	\$ 610,000	\$ 549,000	\$ 488,000	\$ 427,000	\$ 284,000	\$ -	\$ -	\$ -
19	F-Line O&M	\$ 5,300,000	0.2235%	\$ 4,770,000		\$ -	\$ 1,240,000	\$ 1,116,000	\$ 992,000	\$ 868,000	\$ 554,000	\$ -	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 67,760,000	2.8569%	\$ 60,984,000		\$ 545,159	\$ 1,735,538	\$ 1,754,132	\$ 1,772,926	\$ 1,791,921	\$ 1,811,120	\$ 1,830,524	\$ 1,850,136	\$ 1,869,958
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,680,000	0.0708%	\$ 1,512,000		\$ 13,516	\$ 43,030	\$ 43,491	\$ 43,957	\$ 44,428	\$ 44,904	\$ 45,385	\$ 45,871	\$ 46,363
20P	Rehab/Upgrades Existing facilities-PCJPB	\$ 6,810,000	0.2871%	\$ 6,129,000		\$ 54,789	\$ 174,425	\$ 176,293	\$ 178,182	\$ 180,091	\$ 182,021	\$ 183,971	\$ 185,942	\$ 187,934
20U	Rehab/Upgrades Existing facilities-Discr	\$ 8,450,000	0.3563%	\$ 7,605,000		\$ 67,984	\$ 216,430	\$ 218,749	\$ 221,092	\$ 223,461	\$ 225,855	\$ 228,275	\$ 230,721	\$ 233,193
21	Muni MMX O&M	\$ 17,200,000	0.7252%	\$ 15,480,000		\$ -	\$ 4,000,000	\$ 3,600,000	\$ 3,200,000	\$ 2,800,000	\$ 1,880,000	\$ -	\$ -	\$ -
22M	Guideways-MUNI	\$ 245,450,000	10.3488%	\$ 220,905,000		\$ 1,974,755	\$ 6,286,715	\$ 6,354,070	\$ 6,422,148	\$ 6,490,954	\$ 6,560,498	\$ 6,630,787	\$ 6,701,829	\$ 6,773,632
22B	Guideways-BART	\$ 6,170,000	0.2601%	\$ 5,553,000		\$ 49,640	\$ 158,032	\$ 159,725	\$ 161,437	\$ 163,166	\$ 164,915	\$ 166,681	\$ 168,467	\$ 170,272
22P	Guideways-PCJPB	\$ 24,580,000	1.0364%	\$ 22,122,000		\$ 197,757	\$ 629,568	\$ 636,313	\$ 643,131	\$ 650,021	\$ 656,985	\$ 664,024	\$ 671,139	\$ 678,329
22U	Guideways-Discretionary	\$ 34,050,000	1.4356%	\$ 30,645,000		\$ 273,947	\$ 872,123	\$ 881,467	\$ 890,911	\$ 900,456	\$ 910,104	\$ 919,855	\$ 929,710	\$ 939,671
23	PARATRANSIT	\$ 201,900,000	8.5126%	\$ 181,710,000		\$ 1,624,376	\$ 5,171,268	\$ 5,226,673	\$ 5,282,671	\$ 5,339,269	\$ 5,396,474	\$ 5,454,292	\$ 5,512,729	\$ 5,571,792
24	Doyle Drive	\$ 79,200,000	3.3393%	\$ 71,280,000		\$ 637,199	\$ 2,028,551	\$ 2,050,285	\$ 2,072,251	\$ 2,094,453	\$ 2,116,893	\$ 2,139,574	\$ 2,162,497	\$ 2,185,666
25	Bernal Heights	\$ 2,420,000	0.1020%	\$ 2,420,000	100%	\$ 21,633	\$ 68,871	\$ 69,608	\$ 70,354	\$ 71,108	\$ 71,870	\$ 72,640	\$ 73,418	\$ 74,205
26	Great Highway Erosion Repair	\$ 2,030,000	0.0856%	\$ 1,827,000		\$ 16,332	\$ 51,994	\$ 52,551	\$ 53,115	\$ 53,684	\$ 54,259	\$ 54,840	\$ 55,428	\$ 56,021
27	Visitacion Valley Watershed	\$ 15,000,000	0.6324%	\$ 13,500,000		\$ 120,682	\$ 384,195	\$ 388,311	\$ 392,472	\$ 396,677	\$ 400,927	\$ 405,222	\$ 409,564	\$ 413,952
28	Illinois Street Bridge	\$ 2,000,000	0.0843%	\$ 1,800,000		\$ 16,091	\$ 51,226	\$ 51,775	\$ 52,330	\$ 52,890	\$ 53,457	\$ 54,030	\$ 54,609	\$ 55,194
29	Golden Gate Park/SR1Traffic Study	\$ 200,000	0.0084%	\$ 180,000		\$ 1,609	\$ 5,123	\$ 5,177	\$ 5,233	\$ 5,289	\$ 5,346	\$ 5,403	\$ 5,461	\$ 5,519
30	Other Upgrades to Major Arterials	\$ 3,555,000	0.1499%	\$ 3,199,500		\$ 28,602	\$ 91,054	\$ 92,030	\$ 93,016	\$ 94,012	\$ 95,020	\$ 96,038	\$ 97,067	\$ 98,107
31	New Signals and Signs	\$ 36,100,000	1.5221%	\$ 32,490,000		\$ 290,441	\$ 924,630	\$ 934,536	\$ 944,549	\$ 954,669	\$ 964,897	\$ 975,235	\$ 985,684	\$ 996,244
32	Advanced Technology and Information Systems (SFgo)	\$ 17,300,000	0.7294%	\$ 15,570,000		\$ 139,186	\$ 443,105	\$ 447,853	\$ 452,651	\$ 457,501	\$ 462,402	\$ 467,356	\$ 472,364	\$ 477,424
33	Signals and Signs	\$ 87,900,000	3.7061%	\$ 79,110,000		\$ 707,195	\$ 2,251,384	\$ 2,275,505	\$ 2,299,885	\$ 2,324,526	\$ 2,349,431	\$ 2,374,602	\$ 2,400,044	\$ 2,425,758
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 118,300,000	4.9878%	\$ 106,470,000		\$ 951,776	\$ 3,030,020	\$ 3,062,483	\$ 3,095,295	\$ 3,128,457	\$ 3,161,976	\$ 3,195,853	\$ 3,230,093	\$ 3,264,700
35	Street Repair and Cleaning Equipment	\$ 22,800,000	0.9613%	\$ 20,520,000		\$ 183,436	\$ 583,977	\$ 590,233	\$ 596,557	\$ 602,949	\$ 609,409	\$ 615,938	\$ 622,537	\$ 629,207
36	Embarcadero Roadway IOM	\$ 2,200,000	0.0928%	\$ 1,980,000		\$ -	\$ 500,000	\$ 450,000	\$ 400,000	\$ 350,000	\$ 280,000	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 17,400,000	0.7336%	\$ 15,660,000		\$ 139,991	\$ 445,666	\$ 450,441	\$ 455,267	\$ 460,145	\$ 465,075	\$ 470,058	\$ 475,094	\$ 480,184
38	Traffic Calming	\$ 60,800,000	2.5635%	\$ 54,720,000		\$ 489,163	\$ 1,557,271	\$ 1,573,956	\$ 1,590,819	\$ 1,607,863	\$ 1,625,090	\$ 1,642,501	\$ 1,660,099	\$ 1,677,885
39	Bicycle Circulation/Safety	\$ 27,600,000	1.1637%	\$ 24,840,000		\$ 222,054	\$ 706,919	\$ 714,493	\$ 722,148	\$ 729,885	\$ 737,705	\$ 745,609	\$ 753,597	\$ 761,671
40	Pedestrian Circulation/Safety	\$ 23,800,000	1.0035%	\$ 21,420,000		\$ 191,482	\$ 609,590	\$ 616,121	\$ 622,722	\$ 629,394	\$ 636,137	\$ 642,953	\$ 649,841	\$ 656,804
41	Curb Ramps	\$ 23,600,000	0.9950%	\$ 21,240,000	#	\$ 189,873	\$ 604,467	\$ 610,943	\$ 617,489	\$ 624,105	\$ 630,791	\$ 637,550	\$ 644,380	\$ 651,284
42	Tree Planting and Maintenance	\$ 32,800,000	1.3829%	\$ 29,520,000		\$ 263,891	\$ 840,107	\$ 849,108	\$ 858,205	\$ 867,400	\$ 876,693	\$ 886,086	\$ 895,580	\$ 905,175
43	Transportation Demand Management/Parking Management	\$ 11,600,000	0.4891%	\$ 10,440,000		\$ 93,327	\$ 297,111	\$ 300,294	\$ 303,512	\$ 306,763	\$ 310,050	\$ 313,372	\$ 316,729	\$ 320,123
44	Transportation/Land Use Coordination	\$ 17,600,000	0.7421%	\$ 15,840,000		\$ 141,600	\$ 450,789	\$ 455,619	\$ 460,500	\$ 465,434	\$ 470,421	\$ 475,461	\$ 480,555	\$ 485,704
	Total	\$ 2,371,770,662	100.0000%	\$ 2,156,495,162		\$ 19,057,940	\$ 67,021,747	\$ 67,036,782	\$ 67,058,781	\$ 67,087,819	\$ 66,311,971	\$ 63,992,315	\$ 64,677,926	\$ 65,370,882

**2005 Prop K Strategic Plan
Appendix B. 90% Priority 1 Cap Baseline**



(Except for EP No.s 2, 3 and 25)

2003 \$		10	11	12	13	14	15	16	17	18	19	20	21	22
EP Line	Title	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25
1	Rapid Bus Network including Real Time Transit Information	\$ 2,766,932	\$ 2,796,577	\$ 2,826,539	\$ 2,856,823	\$ 2,887,431	\$ 2,918,366	\$ 2,949,634	\$ 2,981,236	\$ 3,013,177	\$ 3,045,460	\$ 3,078,089	\$ 3,111,067	\$ 3,144,399
2	3rd Street Light Rail (Phase 1)	\$ 2,807,707	\$ 2,837,788	\$ 2,868,192	\$ 2,898,922	\$ 2,929,981	\$ 2,961,373	\$ 2,993,101	\$ 3,025,168	\$ 3,057,580	\$ 3,090,339	\$ 3,123,449	\$ 3,156,913	\$ 3,190,736
3	Central Subway (3rd St. LRT Phase 2)	\$ 3,904,944	\$ 3,946,782	\$ 3,989,068	\$ 4,031,806	\$ 4,075,003	\$ 4,118,662	\$ 4,162,789	\$ 4,207,389	\$ 4,252,467	\$ 4,298,028	\$ 4,344,077	\$ 4,390,619	\$ 4,437,660
4	Geary LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 6,630,038	\$ 6,701,072	\$ 6,772,867	\$ 6,845,431	\$ 6,918,773	\$ 6,992,900	\$ 7,067,822	\$ 7,143,546	\$ 7,220,082	\$ 7,297,437	\$ 7,375,622	\$ 7,454,644	\$ 7,534,513
6	Electrification	\$ 571,795	\$ 577,922	\$ 584,113	\$ 590,372	\$ 596,697	\$ 603,090	\$ 609,551	\$ 616,082	\$ 622,683	\$ 629,354	\$ 636,097	\$ 642,912	\$ 649,800
7	Capital Improvement Program	\$ 555,060	\$ 561,007	\$ 567,017	\$ 573,092	\$ 579,233	\$ 585,438	\$ 591,711	\$ 598,050	\$ 604,458	\$ 610,934	\$ 617,479	\$ 624,095	\$ 630,782
8	BART Station Access, Safety and Capacity	\$ 256,611	\$ 259,360	\$ 262,139	\$ 264,947	\$ 267,786	\$ 270,655	\$ 273,555	\$ 276,486	\$ 279,448	\$ 282,442	\$ 285,468	\$ 288,526	\$ 291,618
9	Ferry	\$ 122,727	\$ 124,042	\$ 125,371	\$ 126,714	\$ 128,072	\$ 129,444	\$ 130,831	\$ 132,232	\$ 133,649	\$ 135,081	\$ 136,528	\$ 137,991	\$ 139,469
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 216,836	\$ 219,159	\$ 221,507	\$ 223,880	\$ 226,279	\$ 228,703	\$ 231,154	\$ 233,630	\$ 236,133	\$ 238,663	\$ 241,220	\$ 243,805	\$ 246,417
11	F-Line Extension to Fort Mason	\$ 114,108	\$ 115,331	\$ 116,566	\$ 117,815	\$ 119,077	\$ 120,353	\$ 121,643	\$ 122,946	\$ 124,263	\$ 125,595	\$ 126,940	\$ 128,300	\$ 129,675
12	Purchase/Rehab Historic Street Cars	\$ 31,965	\$ 32,307	\$ 32,653	\$ 33,003	\$ 33,357	\$ 33,714	\$ 34,075	\$ 34,440	\$ 34,809	\$ 35,182	\$ 35,559	\$ 35,940	\$ 36,325
13	Balboa Park BART/MUNI Station Access	\$ 221,857	\$ 224,234	\$ 226,636	\$ 229,064	\$ 231,518	\$ 233,999	\$ 236,506	\$ 239,040	\$ 241,601	\$ 244,189	\$ 246,806	\$ 249,450	\$ 252,122
14	Relocation of Paul St to Oakdale-Caltrain	\$ 180,994	\$ 182,933	\$ 184,893	\$ 186,874	\$ 188,876	\$ 190,900	\$ 192,945	\$ 195,012	\$ 197,102	\$ 199,214	\$ 201,348	\$ 203,505	\$ 205,686
15	Purchase Additional LRVs	\$ 132,378	\$ 133,796	\$ 135,229	\$ 136,678	\$ 138,143	\$ 139,623	\$ 141,119	\$ 142,631	\$ 144,159	\$ 145,703	\$ 147,264	\$ 148,842	\$ 150,437
16	Other transit Enhancements	\$ 301,239	\$ 304,466	\$ 307,728	\$ 311,025	\$ 314,357	\$ 317,725	\$ 321,129	\$ 324,570	\$ 328,047	\$ 331,562	\$ 335,115	\$ 338,705	\$ 342,334
17M	New and Renovated Vehicles-MUNI	\$ 10,795,219	\$ 10,910,879	\$ 11,027,777	\$ 11,145,928	\$ 11,265,345	\$ 11,386,042	\$ 11,508,031	\$ 11,631,328	\$ 11,755,946	\$ 11,881,898	\$ 12,009,200	\$ 12,137,867	\$ 12,267,911
17B	New and Renovated Vehicles-BART	\$ 275,578	\$ 278,530	\$ 281,514	\$ 284,530	\$ 287,579	\$ 290,660	\$ 293,774	\$ 296,921	\$ 300,103	\$ 303,318	\$ 306,568	\$ 309,852	\$ 313,172
17P	New and Renovated Vehicles-PCJPB	\$ 550,876	\$ 556,778	\$ 562,743	\$ 568,773	\$ 574,866	\$ 581,026	\$ 587,251	\$ 593,542	\$ 599,902	\$ 606,329	\$ 612,825	\$ 619,391	\$ 626,027
17U	New and Renovated Vehicles-Discretionary	\$ 2,187,885	\$ 2,211,326	\$ 2,235,018	\$ 2,258,963	\$ 2,283,166	\$ 2,307,628	\$ 2,332,351	\$ 2,357,340	\$ 2,382,597	\$ 2,408,124	\$ 2,433,924	\$ 2,460,001	\$ 2,486,358
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -											
19	F-Line O&M	\$ -	\$ -											
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,889,993	\$ 1,910,242	\$ 1,930,709	\$ 1,951,394	\$ 1,972,301	\$ 1,993,433	\$ 2,014,790	\$ 2,036,376	\$ 2,058,194	\$ 2,080,246	\$ 2,102,533	\$ 2,125,060	\$ 2,147,827
20B	Rehab/Upgrades Existing facilities-BART	\$ 46,859	\$ 47,361	\$ 47,869	\$ 48,382	\$ 48,900	\$ 49,424	\$ 49,953	\$ 50,489	\$ 51,030	\$ 51,576	\$ 52,129	\$ 52,687	\$ 53,252
20P	Rehab/Upgrades Existing facilities-PCJPB	\$ 189,948	\$ 191,983	\$ 194,040	\$ 196,119	\$ 198,220	\$ 200,344	\$ 202,490	\$ 204,659	\$ 206,852	\$ 209,068	\$ 211,308	\$ 213,572	\$ 215,860
20U	Rehab/Upgrades Existing facilities-Discr	\$ 235,691	\$ 238,216	\$ 240,769	\$ 243,348	\$ 245,956	\$ 248,591	\$ 251,254	\$ 253,946	\$ 256,667	\$ 259,417	\$ 262,196	\$ 265,005	\$ 267,844
21	Muni MMX O&M	\$ -	\$ -											
22M	Guideways-MUNI	\$ 6,846,204	\$ 6,919,554	\$ 6,993,690	\$ 7,068,620	\$ 7,144,353	\$ 7,220,898	\$ 7,298,262	\$ 7,376,455	\$ 7,455,486	\$ 7,535,364	\$ 7,616,098	\$ 7,697,696	\$ 7,780,169
22B	Guideways-BART	\$ 172,096	\$ 173,940	\$ 175,804	\$ 177,687	\$ 179,591	\$ 181,515	\$ 183,460	\$ 185,426	\$ 187,412	\$ 189,420	\$ 191,450	\$ 193,501	\$ 195,574
22P	Guideways-PCJPB	\$ 685,597	\$ 692,942	\$ 700,366	\$ 707,870	\$ 715,454	\$ 723,119	\$ 730,867	\$ 738,697	\$ 746,612	\$ 754,611	\$ 762,696	\$ 770,867	\$ 779,126
22U	Guideways-Discretionary	\$ 949,738	\$ 959,914	\$ 970,198	\$ 980,593	\$ 991,099	\$ 1,001,718	\$ 1,012,450	\$ 1,023,297	\$ 1,034,261	\$ 1,045,342	\$ 1,056,542	\$ 1,067,861	\$ 1,079,302
23	PARATRANSIT	\$ 5,631,488	\$ 5,691,823	\$ 5,752,805	\$ 5,814,441	\$ 5,876,736	\$ 5,939,699	\$ 6,003,337	\$ 6,067,657	\$ 6,132,665	\$ 6,198,370	\$ 6,264,779	\$ 6,331,900	\$ 6,399,740
24	Doyle Drive	\$ 2,209,083	\$ 2,232,751	\$ 2,256,673	\$ 2,280,850	\$ 2,305,287	\$ 2,329,986	\$ 2,354,949	\$ 2,380,180	\$ 2,405,681	\$ 2,431,456	\$ 2,457,506	\$ 2,483,836	\$ 2,510,448
25	Bernal Heights	\$ 75,000	\$ 75,803	\$ 76,615	\$ 77,436	\$ 78,266	\$ 79,104	\$ 79,952	\$ 80,809	\$ 81,674	\$ 82,549	\$ 83,434	\$ 84,328	\$ 85,231
26	Great Highway Erosion Repair	\$ 56,622	\$ 57,228	\$ 57,841	\$ 58,461	\$ 59,088	\$ 59,721	\$ 60,360	\$ 61,007	\$ 61,661	\$ 62,321	\$ 62,989	\$ 63,664	\$ 64,346
27	Visitacion Valley Watershed	\$ 418,387	\$ 422,869	\$ 427,400	\$ 431,979	\$ 436,607	\$ 441,285	\$ 446,013	\$ 450,792	\$ 455,621	\$ 460,503	\$ 465,437	\$ 470,423	\$ 475,464
28	Illinois Street Bridge	\$ 55,785	\$ 56,383	\$ 56,987	\$ 57,597	\$ 58,214	\$ 58,838	\$ 59,468	\$ 60,106	\$ 60,750	\$ 61,400	\$ 62,058	\$ 62,723	\$ 63,395
29	Golden Gate Park/SR1Traffic Study	\$ 5,578	\$ 5,638	\$ 5,699	\$ 5,760	\$ 5,821	\$ 5,884	\$ 5,947	\$ 6,011	\$ 6,075	\$ 6,140	\$ 6,206	\$ 6,272	\$ 6,340
30	Other Upgrades to Major Arterials	\$ 99,158	\$ 100,220	\$ 101,294	\$ 102,379	\$ 103,476	\$ 104,585	\$ 105,705	\$ 106,838	\$ 107,982	\$ 109,139	\$ 110,309	\$ 111,490	\$ 112,685
31	New Signals and Signs	\$ 1,006,918	\$ 1,017,706	\$ 1,028,610	\$ 1,039,630	\$ 1,050,769	\$ 1,062,026	\$ 1,073,405	\$ 1,084,905	\$ 1,096,529	\$ 1,108,277	\$ 1,120,151	\$ 1,132,153	\$ 1,144,282
32	Advanced Technology and Information Systems (SFgo)	\$ 482,540	\$ 487,709	\$ 492,935	\$ 498,216	\$ 503,554	\$ 508,949	\$ 514,402	\$ 519,913	\$ 525,483	\$ 531,113	\$ 536,804	\$ 542,555	\$ 548,368
33	Signals and Signs	\$ 2,451,747	\$ 2,478,015	\$ 2,504,565	\$ 2,531,398	\$ 2,558,520	\$ 2,585,932	\$ 2,613,637	\$ 2,641,639	\$ 2,669,942	\$ 2,698,548	\$ 2,727,460	\$ 2,756,682	\$ 2,786,217
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 3,299,678	\$ 3,335,031	\$ 3,370,762	\$ 3,406,876	\$ 3,443,377	\$ 3,480,270	\$ 3,517,557	\$ 3,555,244	\$ 3,593,335	\$ 3,631,834	\$ 3,670,745	\$ 3,710,073	\$ 3,749,823
35	Street Repair and Cleaning Equipment	\$ 635,948	\$ 642,762	\$ 649,648	\$ 656,608	\$ 663,643	\$ 670,754	\$ 677,940	\$ 685,203	\$ 692,545	\$ 699,965	\$ 707,464	\$ 715,044	\$ 722,705
36	Embarcadero Roadway IOM	\$ -	\$ -											
37	Pedestrian and Bicycle Facility Maintenance	\$ 485,329	\$ 490,529	\$ 495,784	\$ 501,096	\$ 506,465	\$ 511,891	\$ 517,375	\$ 522,918	\$ 528,521	\$ 534,183	\$ 539,907	\$ 545,691	\$ 551,538
38	Traffic Calming	\$ 1,695,862	\$ 1,714,031	\$ 1,732,395	\$ 1,750,956	\$ 1,769,716	\$ 1,788,676	\$ 1,807,840	\$ 1,827,209	\$ 1,846,786	\$ 1,866,572	\$ 1,886,571	\$ 1,906,783	\$ 1,927,212
39	Bicycle Circulation/Safety	\$ 769,832	\$ 778,080	\$ 786,416	\$ 794,842	\$ 803,358	\$ 811,965	\$ 820,664	\$ 829,457	\$ 838,344	\$ 847,326	\$ 856,404	\$ 865,579	\$ 874,853
40	Pedestrian Circulation/Safety	\$ 663,841	\$ 670,953	\$ 678,141	\$ 685,407	\$ 692,750	\$ 700,173	\$ 707,674	\$ 715,256	\$ 722,919	\$ 730,665	\$ 738,493	\$ 746,405	\$ 754,402
41	Curb Ramps	\$ 658,262	\$ 665,315	\$ 672,443	\$ 679,647	\$ 686,929	\$ 694,289	\$ 701,727	\$ 709,246	\$ 716,844	\$ 724,525	\$ 732,287	\$ 740,133	\$ 748,063
42	Tree Planting and Maintenance	\$ 914,873	\$ 924,675	\$ 934,582	\$ 944,595	\$ 954,715	\$ 964,944	\$ 975,282	\$ 985,731	\$ 996,292	\$ 1,006,967	\$ 1,017,755	\$ 1,028,659	\$ 1,039,680
43	Transportation Demand Management/Parking Management	\$ 323,553	\$ 327,019	\$ 330,523	\$ 334,064	\$ 337,643	\$ 341,261	\$ 344,917	\$ 348,612	\$ 352,347	\$ 356,122	\$ 359,938	\$ 363,794	\$ 367,692
44	Transportation/Land Use Coordination	\$ 490,907	\$ 496,167	\$ 501,483	\$ 506,856	\$ 512,286	\$ 517,775	\$ 523,322	\$ 528,929	\$ 534,596	\$ 540,324	\$ 546,113	\$ 551,964	\$ 557,877
	Total	\$ 66,071,263	\$ 66,779,148	\$ 67,494,617	\$ 68,217,751	\$ 68,948,633	\$ 69,687,346	\$ 70,433,974	\$ 71,188,600	\$ 71,951,312	\$ 72,722,195	\$ 73,501,338	\$ 74,288,828	\$ 75,084,756

2005 Prop K Strategic Plan
Appendix B. 90% Priority 1 Cap Baseline



(Except for EP No.s 2, 3 and 25)

2003 \$		23	24	25	26	27	28	29	30	31	% of Priority 1 Cap (2003 \$)
EP Line	Title	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
1	Rapid Bus Network including Real Time Transit Information	\$ 3,178,088	\$ 3,212,138	\$ 3,246,553	\$ 3,281,336	\$ 3,316,492	\$ 3,352,025	\$ 3,387,938	\$ 3,424,237	\$ 2,595,693	90%
2	3rd Street Light Rail (Phase 1)	\$ 3,224,922	\$ 3,259,473	\$ 3,294,395	\$ 3,329,691	\$ 3,365,365	\$ 3,401,422	\$ 3,437,864	\$ 3,474,697	\$ 2,633,944	100%
3	Central Subway (3rd St. LRT Phase 2)	\$ 4,485,205	\$ 4,533,259	\$ 4,581,828	\$ 4,630,918	\$ 4,680,533	\$ 4,730,680	\$ 4,781,365	\$ 4,832,592	\$ 3,663,276	100%
4	Geary LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 7,615,237	\$ 7,696,827	\$ 7,779,290	\$ 7,862,637	\$ 7,946,877	\$ 8,032,020	\$ 8,118,074	\$ 8,205,051	\$ 6,219,720	90%
6	Electrification	\$ 656,762	\$ 663,799	\$ 670,911	\$ 678,099	\$ 685,364	\$ 692,707	\$ 700,128	\$ 707,630	\$ 536,408	90%
7	Capital Improvement Program	\$ 637,540	\$ 644,370	\$ 651,274	\$ 658,252	\$ 665,304	\$ 672,432	\$ 679,637	\$ 686,918	\$ 520,709	90%
8	BART Station Access, Safety and Capacity	\$ 294,742	\$ 297,900	\$ 301,092	\$ 304,317	\$ 307,578	\$ 310,873	\$ 314,204	\$ 317,570	\$ 240,730	90%
9	Ferry	\$ 140,964	\$ 142,474	\$ 144,000	\$ 145,543	\$ 147,102	\$ 148,679	\$ 150,271	\$ 151,881	\$ 115,132	90%
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 249,057	\$ 251,725	\$ 254,422	\$ 257,148	\$ 259,903	\$ 262,688	\$ 265,502	\$ 268,347	\$ 203,416	90%
11	F-Line Extension to Fort Mason	\$ 131,064	\$ 132,468	\$ 133,888	\$ 135,322	\$ 136,772	\$ 138,237	\$ 139,718	\$ 141,215	\$ 107,046	90%
12	Purchase/Rehab Historic Street Cars	\$ 36,715	\$ 37,108	\$ 37,506	\$ 37,907	\$ 38,314	\$ 38,724	\$ 39,139	\$ 39,558	\$ 29,987	90%
13	Balboa Park BART/MUNI Station Access	\$ 254,824	\$ 257,554	\$ 260,313	\$ 263,102	\$ 265,921	\$ 268,770	\$ 271,650	\$ 274,560	\$ 208,126	90%
14	Relocation of Paul St to Oakdale-Caltrain	\$ 207,889	\$ 210,117	\$ 212,368	\$ 214,643	\$ 216,943	\$ 219,267	\$ 221,616	\$ 223,991	\$ 169,793	90%
15	Purchase Additional LRVs	\$ 152,048	\$ 153,677	\$ 155,324	\$ 156,988	\$ 158,670	\$ 160,370	\$ 162,088	\$ 163,825	\$ 124,185	90%
16	Other transit Enhancements	\$ 346,002	\$ 349,709	\$ 353,455	\$ 357,242	\$ 361,070	\$ 364,938	\$ 368,848	\$ 372,800	\$ 282,596	90%
17M	New and Renovated Vehicles-MUNI	\$ 12,399,349	\$ 12,532,195	\$ 12,666,465	\$ 12,802,173	\$ 12,939,335	\$ 13,077,966	\$ 13,218,083	\$ 13,359,701	\$ 10,127,127	90%
17B	New and Renovated Vehicles-BART	\$ 316,527	\$ 319,919	\$ 323,346	\$ 326,810	\$ 330,312	\$ 333,851	\$ 337,428	\$ 341,043	\$ 258,523	90%
17P	New and Renovated Vehicles-PCJPB	\$ 632,734	\$ 639,513	\$ 646,365	\$ 653,290	\$ 660,290	\$ 667,364	\$ 674,514	\$ 681,741	\$ 516,784	90%
17U	New and Renovated Vehicles-Discretionary	\$ 2,512,996	\$ 2,539,920	\$ 2,567,133	\$ 2,594,637	\$ 2,622,436	\$ 2,650,533	\$ 2,678,930	\$ 2,707,632	\$ 2,052,481	90%
18	Trolleybus wheelchair-lift O&M										90%
19	F-Line O&M										90%
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 2,170,839	\$ 2,194,097	\$ 2,217,605	\$ 2,241,364	\$ 2,265,378	\$ 2,289,649	\$ 2,314,181	\$ 2,338,975	\$ 1,773,026	90%
20B	Rehab/Upgrades Existing facilities-BART	\$ 53,822	\$ 54,399	\$ 54,982	\$ 55,571	\$ 56,166	\$ 56,768	\$ 57,376	\$ 57,991	\$ 43,959	90%
20P	Rehab/Upgrades Existing facilities-PCJPB	\$ 218,173	\$ 220,511	\$ 222,873	\$ 225,261	\$ 227,675	\$ 230,114	\$ 232,579	\$ 235,071	\$ 178,192	90%
20U	Rehab/Upgrades Existing facilities-Discr	\$ 270,714	\$ 273,615	\$ 276,546	\$ 279,509	\$ 282,504	\$ 285,530	\$ 288,590	\$ 291,681	\$ 221,105	90%
21	Muni MMX O&M										90%
22M	Guideways-MUNI	\$ 7,863,525	\$ 7,947,775	\$ 8,032,927	\$ 8,118,991	\$ 8,205,978	\$ 8,293,896	\$ 8,382,757	\$ 8,472,569	\$ 6,422,508	90%
22B	Guideways-BART	\$ 197,669	\$ 199,787	\$ 201,928	\$ 204,091	\$ 206,278	\$ 208,488	\$ 210,722	\$ 212,979	\$ 161,446	90%
22P	Guideways-PCJPB	\$ 787,474	\$ 795,911	\$ 804,438	\$ 813,057	\$ 821,768	\$ 830,572	\$ 839,471	\$ 848,465	\$ 643,167	90%
22U	Guideways-Discretionary	\$ 1,090,866	\$ 1,102,553	\$ 1,114,366	\$ 1,126,305	\$ 1,138,373	\$ 1,150,569	\$ 1,162,896	\$ 1,175,355	\$ 890,961	90%
23	PARATRANSIT	\$ 6,468,306	\$ 6,537,607	\$ 6,607,651	\$ 6,678,445	\$ 6,749,998	\$ 6,822,317	\$ 6,895,411	\$ 6,969,288	\$ 5,282,968	90%
24	Doyle Drive	\$ 2,537,345	\$ 2,564,530	\$ 2,592,006	\$ 2,619,776	\$ 2,647,845	\$ 2,676,213	\$ 2,704,886	\$ 2,733,866	\$ 2,072,368	90%
25	Bernal Heights	\$ 86,144	\$ 87,067	\$ 88,000	\$ 88,943	\$ 89,896	\$ 90,859	\$ 91,833	\$ 92,816	\$ 70,358	100%
26	Great Highway Erosion Repair	\$ 65,035	\$ 65,732	\$ 66,437	\$ 67,148	\$ 67,868	\$ 68,595	\$ 69,330	\$ 70,073	\$ 53,118	90%
27	Visitacion Valley Watershed	\$ 480,558	\$ 485,706	\$ 490,910	\$ 496,170	\$ 501,486	\$ 506,859	\$ 512,289	\$ 517,778	\$ 392,494	90%
28	Illinois Street Bridge	\$ 64,074	\$ 64,761	\$ 65,455	\$ 66,156	\$ 66,865	\$ 67,581	\$ 68,305	\$ 69,037	\$ 52,333	90%
29	Golden Gate Park/SR1Traffic Study	\$ 6,407	\$ 6,476	\$ 6,545	\$ 6,616	\$ 6,686	\$ 6,758	\$ 6,831	\$ 6,904	\$ 5,233	90%
30	Other Upgrades to Major Arterials	\$ 113,892	\$ 115,112	\$ 116,346	\$ 117,592	\$ 118,852	\$ 120,125	\$ 121,413	\$ 122,713	\$ 93,021	90%
31	New Signals and Signs	\$ 1,156,542	\$ 1,168,933	\$ 1,181,457	\$ 1,194,115	\$ 1,206,909	\$ 1,219,840	\$ 1,232,909	\$ 1,246,118	\$ 944,602	90%
32	Advanced Technology and Information Systems (SFgo)	\$ 554,243	\$ 560,181	\$ 566,183	\$ 572,249	\$ 578,380	\$ 584,577	\$ 590,840	\$ 597,170	\$ 452,676	90%
33	Signals and Signs	\$ 2,816,068	\$ 2,846,239	\$ 2,876,734	\$ 2,907,555	\$ 2,938,706	\$ 2,970,191	\$ 3,002,014	\$ 3,034,177	\$ 2,300,014	90%
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 3,789,998	\$ 3,830,604	\$ 3,871,645	\$ 3,913,126	\$ 3,955,051	\$ 3,997,425	\$ 4,040,253	\$ 4,083,540	\$ 3,095,468	90%
35	Street Repair and Cleaning Equipment	\$ 730,448	\$ 738,274	\$ 746,183	\$ 754,178	\$ 762,258	\$ 770,425	\$ 778,679	\$ 787,022	\$ 596,591	90%
36	Embarcadero Roadway IOM										90%
37	Pedestrian and Bicycle Facility Maintenance	\$ 557,447	\$ 563,419	\$ 569,456	\$ 575,557	\$ 581,723	\$ 587,956	\$ 594,255	\$ 600,622	\$ 455,293	90%
38	Traffic Calming	\$ 1,947,860	\$ 1,968,730	\$ 1,989,823	\$ 2,011,141	\$ 2,032,689	\$ 2,054,467	\$ 2,076,478	\$ 2,098,726	\$ 1,590,909	90%
39	Bicycle Circulation/Safety	\$ 884,226	\$ 893,700	\$ 903,275	\$ 912,952	\$ 922,734	\$ 932,620	\$ 942,612	\$ 952,711	\$ 722,189	90%
40	Pedestrian Circulation/Safety	\$ 762,485	\$ 770,654	\$ 778,911	\$ 787,256	\$ 795,691	\$ 804,216	\$ 812,832	\$ 821,541	\$ 622,757	90%
41	Curb Ramps	\$ 756,077	\$ 764,178	\$ 772,365	\$ 780,640	\$ 789,004	\$ 797,458	\$ 806,001	\$ 814,637	\$ 617,524	90%
42	Tree Planting and Maintenance	\$ 1,050,819	\$ 1,062,078	\$ 1,073,457	\$ 1,084,958	\$ 1,096,582	\$ 1,108,331	\$ 1,120,205	\$ 1,132,207	\$ 858,253	90%
43	Transportation Demand Management/Parking Management	\$ 371,631	\$ 375,613	\$ 379,637	\$ 383,705	\$ 387,816	\$ 391,971	\$ 396,170	\$ 400,415	\$ 303,529	90%
44	Transportation/Land Use Coordination	\$ 563,854	\$ 569,895	\$ 576,001	\$ 582,173	\$ 588,410	\$ 594,714	\$ 601,086	\$ 607,526	\$ 460,526	90%
	Total	\$ 75,889,211	\$ 76,702,284	\$ 77,524,070	\$ 78,354,659	\$ 79,194,148	\$ 80,042,631	\$ 80,900,204	\$ 81,766,965	\$ 61,982,260	90.9%

2005 Prop K Strategic Plan

Appendix C. Summary of Planned Allocations

(2003\$)



		Priority 1 Funding Limits	Priority 2 Funding Limits	Priority 3 Funding Limits	Prop K Funding Limits	Total Planned Allocations	%age Priority 1
A TRANSIT							
i. Major Capital Projects							
a. MUNI		\$ 295,200,000	\$ 10,800,000	\$ 55,000,000	\$ 361,000,000	\$ 283,718,347	96%
1	Rapid Bus Network including Real Time Transit Information	\$ 99,200,000	\$ 10,800,000	\$ -	\$ 110,000,000	\$ 89,536,043	90%
2	3rd Street Light Rail (Phase 1)	\$ 70,000,000	\$ -	\$ -	\$ 70,000,000	\$ 88,279,674	126%
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	\$ -	\$ -	\$ 126,000,000	\$ 105,902,630	84%
4	Geary LRT	\$ -	\$ -	\$ 55,000,000	\$ 55,000,000	\$ -	
b. Caltrain		\$ 278,100,000	\$ 35,000,000	\$ -	\$ 313,100,000	\$ 250,587,993	90%
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 237,700,000	\$ 32,300,000	\$ -	\$ 270,000,000	\$ 214,091,110	90%
6	Electrification	\$ 20,500,000	\$ -	\$ -	\$ 20,500,000	\$ 18,507,045	90%
7	Capital Improvement Program	\$ 19,900,000	\$ 2,700,000	\$ -	\$ 22,600,000	\$ 17,989,839	90%
8	c. BART Station Access, Safety and Capacity	\$ 9,200,000	\$ 1,300,000	\$ -	\$ 10,500,000	\$ 8,311,212	90%
9	d. Ferry	\$ 4,400,000	\$ 600,000	\$ -	\$ 5,000,000	\$ 3,940,258	90%
Total Major Capital Projects		\$ 586,900,000	\$ 47,700,000	\$ 55,000,000	\$ 689,600,000	\$ 546,557,811	93%
ii. Transit Enhancements							
10	Extension of trolleybus lines/electrification of motorcoach routes				\$ 9,500,000	\$ 4,346,082	
11	Extension of streetcar service (Fisherman's Wharf to Fort Mason)				\$ 5,000,000	\$ 546,982	
12	Purchase/rehabof historic lrvs for new/expanded service				\$ 1,400,000	\$ 737,633	
13	Balboa Park BART/MUNI station access improvements				\$ 9,720,000	\$ 2,209,689	
14	Relocation of Caltrain Paul Avenue station to Oakdale Avenue				\$ 7,930,000	\$ 470,665	
15	Purchase of additional light rail vehicles for MUNI light rail lines				\$ 5,800,000	\$ 737,633	
16	Other transit enhancements				\$ 13,200,000	\$ 29,770,126	
Total Transit Enhancements		\$ 43,000,000	\$ 4,500,000	\$ 5,000,000	\$ 52,550,000	\$ 38,818,810	90%
iii. System Maintenance and Renovation							
a. Vehicles		\$ 503,020,000	\$ 71,980,000	\$ -	\$ 575,000,000	\$ 464,450,224	92.3%
Transit vehicle replacement and renovation		\$ 495,100,000	\$ 70,650,000	\$ -	\$ 565,750,000	\$ 457,323,210	92%
17M	MUNI	\$ 387,030,000	\$ 63,720,000	\$ -	\$ 450,750,000	\$ 360,100,675	93%
17P	PCJPB	\$ 19,750,000	\$ 3,250,000	\$ -	\$ 23,000,000	\$ 17,784,784	90%
17B	BART	\$ 9,880,000	\$ 1,620,000	\$ -	\$ 11,500,000	\$ 8,849,288	90%
17U	Discretionary	\$ 78,440,000	\$ 2,060,000	\$ -	\$ 80,500,000	\$ 70,588,463	90%
18	Trolleybus wheelchair-lift incremental operations and maintenance	\$ 2,620,000	\$ 430,000	\$ -	\$ 3,050,000	\$ 2,357,870	90%
19	F-Line historic streetcar incremental operations and maintenance	\$ 5,300,000	\$ 900,000	\$ -	\$ 6,200,000	\$ 4,769,144	90%
b. Facilities		\$ 101,900,000	\$ 13,800,000	\$ -	\$ 115,700,000	\$ 95,167,710	93.4%
Rehabilitation, upgrade and replacement of existing facilities		\$ 84,700,000	\$ 11,000,000	\$ -	\$ 95,700,000	\$ 79,688,491	94%
20M	MUNI	\$ 67,760,000	\$ 8,810,000	\$ -	\$ 76,570,000	\$ 64,483,142	95%
20P	PCJPB	\$ 6,810,000	\$ 880,000	\$ -	\$ 7,690,000	\$ 6,114,497	90%
20B	BART	\$ 1,680,000	\$ 220,000	\$ -	\$ 1,900,000	\$ 1,513,113	90%
20U	Discretionary	\$ 8,450,000	\$ 1,090,000	\$ -	\$ 9,540,000	\$ 7,577,740	90%
21	MUNI Metro Extension incremental operations and maintenance	\$ 17,200,000	\$ 2,800,000	\$ -	\$ 20,000,000	\$ 15,479,219	90%
c. Guideways		\$ 310,250,000	\$ 38,050,000	\$ -	\$ 348,300,000	\$ 242,716,788	78%
22M	MUNI	\$ 245,450,000	\$ 33,150,000	\$ -	\$ 278,600,000	\$ 184,505,114	75%
22P	PCJPB	\$ 24,580,000	\$ 3,320,000	\$ -	\$ 27,900,000	\$ 22,057,838	90%
22B	BART	\$ 6,170,000	\$ 830,000	\$ -	\$ 7,000,000	\$ 5,541,288	90%
22U	Discretionary	\$ 34,050,000	\$ 750,000	\$ -	\$ 34,800,000	\$ 30,612,548	90%
Total System Maintenance and Renovation		\$ 915,170,000	\$ 123,830,000	\$ -	\$ 1,039,000,000	\$ 802,334,721	88%
TOTAL TRANSIT		\$ 1,545,070,000	\$ 176,030,000	\$ 60,000,000	\$ 1,781,150,000	\$ 1,387,711,342	90%

2005 Prop K Strategic Plan

Appendix C. Summary of Planned Allocations

(2003\$)



		Priority 1 Funding Limits	Priority 2 Funding Limits	Priority 3 Funding Limits	Prop K Funding Limits	Total Planned Allocations	%age Priority 1
PARATRANSIT							
23	Paratransit	\$ 201,900,000	\$ 24,100,000	\$ 65,000,000	\$ 291,000,000	\$ 182,553,692	90%
Total Paratransit		\$ 201,900,000	\$ 24,100,000	\$ 65,000,000	\$ 291,000,000	\$ 182,553,692	90%
STREETS AND TRAFFIC SAFETY							
i. Major Capital Projects							
24	a. Doyle Drive	\$ 79,200,000	\$ 10,800,000	\$ -	\$ 90,000,000	\$ 71,580,579	90%
	b. New and Upgraded Street	\$ 24,200,000	\$ 3,300,000	\$ -	\$ 27,500,000	\$ 23,079,780	95%
25	Bernal Heights Street System Upgrading	\$ 1,415,000	\$ -	\$ -	\$ 1,415,000	\$ 2,420,164	171%
26	Great Highway Erosion Repair	\$ 2,030,000	\$ -	\$ -	\$ 2,030,000	\$ 1,823,842	90%
27	Visitation Valley Watershed Area projects (San Francisco share)	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000	\$ 13,513,854	90%
28	Illinois Street Bridge	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ 1,941,748	97%
29	Traffic study to reduce impacts of SR 1 in Golden Gate Park	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ 180,674	90%
30	Upgrades to major arterials (including 19th Avenue)	\$ 3,555,000	\$ 3,300,000	\$ -	\$ 6,855,000	\$ 3,199,498	90%
Total Major Capital Projects		\$ 103,400,000	\$ 14,100,000	\$ -	\$ 117,500,000	\$ 94,660,359	92%
ii. System Operations, Efficiency and Safety							
31	a. New Signals and Signs	\$ 36,100,000	\$ 4,900,000	\$ -	\$ 41,000,000	\$ 32,360,483	90%
32	b. Advanced Technology and Information Systems (SFgo)	\$ 17,300,000	\$ 2,300,000	\$ -	\$ 19,600,000	\$ 15,492,125	90%
Total System Operations, Efficiency and Safety		\$ 53,400,000	\$ 7,200,000	\$ -	\$ 60,600,000	\$ 47,852,608	90%
iii. System Maintenance and Renovation							
33	a. Signals and Signs	\$ 87,900,000	\$ 11,900,000	\$ -	\$ 99,800,000	\$ 79,260,087	90%
	b. Street Resurfacing, Rehabilitation, and Maintenance	\$ 143,300,000	\$ 19,400,000	\$ -	\$ 162,700,000	\$ 128,943,213	90%
34	Street Resurfacing and Reconstruction	\$ 118,300,000	\$ 16,000,000	\$ -	\$ 134,300,000	\$ 106,467,091	90%
35	Street Repair and Cleaning Equipment	\$ 22,800,000	\$ 3,100,000	\$ -	\$ 25,900,000	\$ 20,496,122	90%
36	Embarcadero Roadway incremental operations and maintenance	\$ 2,200,000	\$ 300,000	\$ -	\$ 2,500,000	\$ 1,980,000	90%
37	c. Pedestrian and Bicycle Facility Maintenance	\$ 17,400,000	\$ 1,700,000	\$ -	\$ 19,100,000	\$ 15,691,716	90%
Total System Maintenance and Renovation		\$ 248,600,000	\$ 33,000,000	\$ -	\$ 281,600,000	\$ 223,895,016	90%
iv. Bicycle and Pedestrian Improvements							
38	a. Traffic Calming	\$ 60,800,000	\$ 7,200,000	\$ 2,000,000	\$ 70,000,000	\$ 54,638,285	90%
39	b. Bicycle Circulation/Safety	\$ 27,600,000	\$ 2,400,000	\$ 26,000,000	\$ 56,000,000	\$ 24,760,774	90%
40	c. Pedestrian Circulation/Safety	\$ 23,800,000	\$ 1,200,000	\$ 27,000,000	\$ 52,000,000	\$ 21,413,658	90%
41	d. Curb Ramps	\$ 23,600,000	\$ 2,400,000	\$ 10,000,000	\$ 36,000,000	\$ 21,220,052	90%
42	e. Tree Planting and Maintenance	\$ 32,800,000	\$ 4,200,000	\$ 4,000,000	\$ 41,000,000	\$ 29,494,051	90%
Total Bicycle and Pedestrian Improvements		\$ 168,600,000	\$ 17,400,000	\$ 69,000,000	\$ 255,000,000	\$ 151,526,820	90%
TOTAL STREETS AND TRAFFIC SAFETY		\$ 574,000,000	\$ 71,700,000	\$ 69,000,000	\$ 714,700,000	\$ 517,934,802	90%
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES							
43 i.	Transportation Demand Management/Parking Management	\$ 11,600,000	\$ 1,600,000	\$ -	\$ 13,200,000	\$ 10,439,418	90%
44 ii.	Transportation/Land Use Coordination	\$ 17,600,000	\$ 2,400,000	\$ -	\$ 20,000,000	\$ 15,838,358	90%
TOTAL TRANS SYS MGMT/STRATEGIC INITIATIVES		\$ 29,200,000	\$ 4,000,000	\$ -	\$ 33,200,000	\$ 26,277,776	90%
Total Strategic Plan		\$ 2,350,170,000	\$ 275,830,000	\$ 194,000,000	\$ 2,820,050,000	\$ 2,114,477,612	90%

2005 Prop K Strategic Plan

Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



			Total Planned Allocations	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	
A TRANSIT																			
i Major Capital Projects																			
a. MUNI																			
1	Rapid Bus Network including Real Time Transit Information	Project Allocation	\$ 67,682,679	\$ 600,000	\$ 481,553	\$ 2,038,835	\$ 3,980,866	\$ 4,220,313	\$ 1,725,218	\$ 17,796,540	\$ 1,544,874	\$ 24,274,334	\$ 804,738	\$ 1,302,164	\$ 5,779,370	\$ 701,380	\$ 340,476	\$ 495,838	
		Finance Costs	\$ 21,853,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159,637	\$ 139,205	\$ 426,273	\$ 732,153	\$ 1,033,347	\$ 1,467,464	\$ 1,566,502	\$ 1,542,107	\$ 1,508,944
		Total	\$ 89,536,043	\$ 600,000	\$ 481,553	\$ 2,038,835	\$ 3,980,866	\$ 4,220,313	\$ 1,725,218	\$ 17,956,177	\$ 1,684,079	\$ 24,700,607	\$ 1,536,891	\$ 2,335,511	\$ 7,246,834	\$ 2,267,882	\$ 1,882,583	\$ 2,004,783	
2	3rd Street Light Rail (Phase 1)	Project Allocation	\$ 88,279,674	\$ 660,000	\$ 73,627,955	\$ 2,909,456	\$ 6,124,581	\$ -	\$ -	\$ 4,957,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 88,279,674	\$ 660,000	\$ 73,627,955	\$ 2,909,456	\$ 6,124,581	\$ -	\$ -	\$ 4,957,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	Central Subway (3rd St. LRT Phase 2)	Project Allocation	\$ 105,902,630	\$ -	\$ 11,515,534	\$ -	\$ -	\$ -	\$ 25,000,128	\$ 24,999,743	\$ 25,000,125	\$ 19,387,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 105,902,630	\$ -	\$ 11,515,534	\$ -	\$ -	\$ -	\$ 25,000,128	\$ 24,999,743	\$ 25,000,125	\$ 19,387,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	Geary LRT	Project Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total MUNI	Project Allocation	\$ 261,864,983	\$ 1,260,000	\$ 85,625,043	\$ 4,948,291	\$ 10,105,447	\$ 4,220,313	\$ 26,725,345	\$ 47,753,965	\$ 26,544,999	\$ 43,661,435	\$ 804,738	\$ 1,302,164	\$ 5,779,370	\$ 701,380	\$ 340,476	\$ 495,838	
		Finance Costs	\$ 21,853,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159,637	\$ 139,205	\$ 426,273	\$ 732,153	\$ 1,033,347	\$ 1,467,464	\$ 1,566,502	\$ 1,542,107	\$ 1,508,944
		Total	\$ 283,718,347	\$ 1,260,000	\$ 85,625,043	\$ 4,948,291	\$ 10,105,447	\$ 4,220,313	\$ 26,725,345	\$ 47,913,601	\$ 26,684,203	\$ 44,087,709	\$ 1,536,891	\$ 2,335,511	\$ 7,246,834	\$ 2,267,882	\$ 1,882,583	\$ 2,004,783	
b. Caltrain																			
5	Downtown Extension to a Rebuilt Transbay Terminal	Project Allocation	\$ 135,065,346	\$ -	\$ 27,524,272	\$ 32,519,559	\$ 24,049,923	\$ 16,552,514	\$ 21,427,202	\$ 9,044,830	\$ -	\$ 3,947,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 79,025,764	\$ -	\$ 552,648	\$ 1,037,322	\$ 2,121,447	\$ 2,079,383	\$ 2,636,002	\$ 3,725,403	\$ 4,164,372	\$ 4,305,191	\$ 4,275,391	\$ 4,214,927	\$ 4,138,772	\$ 4,056,168	\$ 3,956,687	\$ 3,844,532	
		Total	\$ 214,091,110	\$ -	\$ 28,076,919	\$ 33,556,881	\$ 26,171,370	\$ 18,631,896	\$ 24,063,204	\$ 12,770,233	\$ 4,164,372	\$ 8,252,237	\$ 4,275,391	\$ 4,214,927	\$ 4,138,772	\$ 4,056,168	\$ 3,956,687	\$ 3,844,532	
6	Electrification	Project Allocation	\$ 16,756,200	\$ -	\$ -	\$ 471,298	\$ 2,042,596	\$ 1,800,075	\$ 483,061	\$ 482,391	\$ 482,163	\$ 481,540	\$ 481,310	\$ 480,685	\$ 480,410	\$ 479,744	\$ 479,390	\$ 479,310	
		Finance Costs	\$ 1,750,845	\$ -	\$ -	\$ -	\$ 43,069	\$ 79,687	\$ 82,709	\$ 85,517	\$ 87,042	\$ 88,423	\$ 89,079	\$ 89,306	\$ 89,268	\$ 88,739	\$ 87,807		
		Total	\$ 18,507,045	\$ -	\$ -	\$ 471,298	\$ 2,042,596	\$ 1,843,144	\$ 562,748	\$ 565,100	\$ 567,680	\$ 568,581	\$ 569,733	\$ 569,763	\$ 569,716	\$ 569,012	\$ 568,129	\$ 567,117	
7	Capital Improvement Program	Project Allocation	\$ 14,096,797	\$ -	\$ 778,835	\$ 1,790,932	\$ 2,330,561	\$ 1,652,586	\$ 294,150	\$ 293,957	\$ 293,526	\$ 292,871	\$ 292,771	\$ 292,429	\$ 291,858	\$ 291,774	\$ 291,447	\$ 290,892	
		Finance Costs	\$ 3,893,042	\$ -	\$ 3,086	\$ 40,640	\$ 143,306	\$ 180,088	\$ 183,735	\$ 187,335	\$ 190,432	\$ 190,748	\$ 190,861	\$ 189,571	\$ 187,517	\$ 185,132	\$ 181,921	\$ 178,056	
		Total	\$ 17,989,839	\$ -	\$ 781,921	\$ 1,831,572	\$ 2,473,867	\$ 1,832,674	\$ 477,885	\$ 481,292	\$ 483,959	\$ 483,619	\$ 483,632	\$ 482,000	\$ 479,376	\$ 476,906	\$ 473,368	\$ 468,948	
	Total Caltrain	Project Allocation	\$ 165,918,342	\$ -	\$ 28,303,107	\$ 34,781,789	\$ 28,423,080	\$ 20,005,174	\$ 22,204,413	\$ 9,821,178	\$ 775,689	\$ 4,721,457	\$ 774,081	\$ 773,114	\$ 772,268	\$ 771,518	\$ 770,837	\$ 770,202	
		Finance Costs	\$ 84,669,651	\$ -	\$ 555,734	\$ 1,077,961	\$ 2,264,752	\$ 2,302,540	\$ 2,899,424	\$ 3,995,448	\$ 4,440,321	\$ 4,582,981	\$ 4,554,675	\$ 4,493,576	\$ 4,415,595	\$ 4,330,568	\$ 4,227,347	\$ 4,110,395	
		Total	\$ 250,587,993	\$ -	\$ 28,858,841	\$ 35,859,750	\$ 30,687,832	\$ 22,307,714	\$ 25,103,837	\$ 13,816,626	\$ 5,216,010	\$ 9,304,437	\$ 5,328,756	\$ 5,266,690	\$ 5,187,863	\$ 5,102,085	\$ 4,998,184	\$ 4,880,597	
8	BART Station Access, Safety and Capacity	Project Allocation	\$ 6,926,509	\$ -	\$ 566,990	\$ 2,231,125	\$ 366,057	\$ 364,280	\$ 94,887	\$ 175,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 1,384,703	\$ -	\$ 6,597	\$ 21,724	\$ 104,396	\$ 98,810	\$ 104,414	\$ 109,267	\$ 106,432	\$ 101,657	\$ 96,396	\$ 90,042	\$ 82,947	\$ 75,278	\$ 66,813	\$ 57,613	
		Total	\$ 8,311,212	\$ -	\$ 573,587	\$ 2,252,849	\$ 470,453	\$ 463,090	\$ 199,301	\$ 285,138	\$ 106,432	\$ 101,657	\$ 96,396	\$ 90,042	\$ 82,947	\$ 75,278	\$ 66,813	\$ 57,613	
9	Ferry	Project Allocation	\$ 3,245,051	\$ -	\$ 8,544	\$ 282,779	\$ 274,542	\$ -	\$ -	\$ 837,484	\$ -	\$ -	\$ -	\$ -	\$ 722,421	\$ -	\$ -	\$ -	
		Finance Costs	\$ 695,207	\$ -	\$ -	\$ -	\$ 2,095	\$ 2,651	\$ -	\$ 10,722	\$ 24,130	\$ 20,189	\$ 15,876	\$ 11,081	\$ 22,691	\$ 34,546	\$ 30,415	\$ 25,929	
		Total	\$ 3,940,258	\$ -	\$ 8,544	\$ 282,779	\$ 276,638	\$ 2,651	\$ -	\$ 848,206	\$ 24,130	\$ 20,189	\$ 15,876	\$ 11,081	\$ 745,112	\$ 34,546	\$ 30,415	\$ 25,929	
	Total Major Capital Projects	Project Allocation	\$ 437,954,885	\$ 1,260,000	\$ 114,503,683	\$ 42,243,983	\$ 39,169,126	\$ 24,589,768	\$ 49,024,645	\$ 58,588,498	\$ 27,320,688	\$ 48,382,892	\$ 1,578,818	\$ 2,075,278	\$ 7,274,060	\$ 1,472,898	\$ 1,111,313	\$ 1,266,041	
		Finance Costs	\$ 108,602,926	\$ -	\$ 562,331	\$ 1,099,685	\$ 2,371,244	\$ 2,404,001	\$ 3,003,838	\$ 4,275,073	\$ 4,710,088	\$ 5,131,100	\$ 5,399,100	\$ 5,628,047	\$ 5,988,696	\$ 6,006,894	\$ 5,866,683	\$ 5,702,880	
		Total	\$ 546,557,811	\$ 1,260,000	\$ 115,066,014	\$ 43,343,669	\$ 41,540,370	\$ 26,993,768	\$ 52,028,483	\$ 62,863,571	\$ 32,030,776	\$ 53,513,992	\$ 6,977,919	\$ 7,703,325	\$ 13,262,756	\$ 7,479,791	\$ 6,977,995	\$ 6,968,921	

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item



2003\$

			Total Planned Allocations	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	
ii. Transit Enhancements																			
10	Extension of trolleybus lines/electrification of motorcoach	Project Allocation	\$ 3,907,618	\$ -	\$ -	\$ -	\$ -	\$ 888,487	\$ 3,019,131	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 438,465	\$ -	\$ -	\$ -	\$ -	\$ 15,786	\$ 84,630	\$ 75,527	\$ 65,001	\$ 52,363	\$ 41,957	\$ 30,803	\$ 19,075	\$ 6,784	\$ 8,771	\$ 7,559	
		Total	\$ 4,346,082	\$ -	\$ -	\$ -	\$ -	\$ 904,273	\$ 3,103,761	\$ 75,527	\$ 65,001	\$ 52,363	\$ 41,957	\$ 30,803	\$ 19,075	\$ 6,784	\$ 8,771	\$ 7,559	
11	Extension of streetcar service (Fisherman's Wharf to Fort Mason)	Project Allocation	\$ 471,298	\$ -	\$ -	\$ 471,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 75,684	\$ -	\$ -	\$ 4,757	\$ 9,109	\$ 8,620	\$ 10,651	\$ 9,506	\$ 8,181	\$ 6,590	\$ 5,280	\$ 3,877	\$ 2,401	\$ 854	\$ 1,104	\$ 951	
		Total	\$ 546,982	\$ -	\$ -	\$ 476,055	\$ 9,109	\$ 8,620	\$ 10,651	\$ 9,506	\$ 8,181	\$ 6,590	\$ 5,280	\$ 3,877	\$ 2,401	\$ 854	\$ 1,104	\$ 951	
12	Purchase/rehab of historic lrvs for new/expanded serviceroutes	Project Allocation	\$ 723,053	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,283	\$ 148,819	\$ 144,484	\$ 140,276	\$ 136,190	\$ -	
		Finance Costs	\$ 14,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,531	\$ 2,204	\$ 2,010	\$ 937	\$ 1,489	\$ 1,283	
		Total	\$ 737,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 154,814	\$ 151,023	\$ 146,494	\$ 141,213	\$ 137,679	\$ 1,283	
13	Balboa Park BART/MUNI station access improvements	Project Allocation	\$ 1,943,638	\$ -	\$ -	\$ 1,074,559	\$ -	\$ 222,122	\$ 646,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 266,052	\$ -	\$ -	\$ 7,992	\$ 20,557	\$ 23,400	\$ 42,868	\$ 38,257	\$ 32,926	\$ 26,524	\$ 21,253	\$ 15,603	\$ 9,662	\$ 3,436	\$ 4,443	\$ 3,829	
		Total	\$ 2,209,689	\$ -	\$ -	\$ 1,082,552	\$ 20,557	\$ 245,521	\$ 689,825	\$ 38,257	\$ 32,926	\$ 26,524	\$ 21,253	\$ 15,603	\$ 9,662	\$ 3,436	\$ 4,443	\$ 3,829	
14	Relocation of Caltrain Paul Avenue station to Oakdale Avenue	Project Allocation	\$ 413,186	\$ -	\$ -	\$ 47,130	\$ 366,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 57,478	\$ -	\$ -	\$ 476	\$ 4,413	\$ 7,333	\$ 9,061	\$ 8,087	\$ 6,960	\$ 5,607	\$ 4,492	\$ 3,298	\$ 2,042	\$ 726	\$ 939	\$ 809	
		Total	\$ 470,665	\$ -	\$ -	\$ 47,606	\$ 370,470	\$ 7,333	\$ 9,061	\$ 8,087	\$ 6,960	\$ 5,607	\$ 4,492	\$ 3,298	\$ 2,042	\$ 726	\$ 939	\$ 809	
15	Purchase of additional light rail	Project Allocation	\$ 723,053	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,283	\$ 148,819	\$ 144,484	\$ 140,276	\$ 136,190	\$ -	
		Finance Costs	\$ 14,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,531	\$ 2,204	\$ 2,010	\$ 937	\$ 1,489	\$ 1,283	
		Total	\$ 737,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 154,814	\$ 151,023	\$ 146,494	\$ 141,213	\$ 137,679	\$ 1,283	
16	Other transit enhancements	Project Allocation	\$ 28,888,764	\$ -	\$ 47,864	\$ 3,270,421	\$ 2,192,158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,157,617	\$ 1,172,823	
		Finance Costs	\$ 881,362	\$ -	\$ -	\$ 26,218	\$ 90,173	\$ 99,186	\$ 122,556	\$ 109,373	\$ 94,131	\$ 75,829	\$ 60,759	\$ 44,607	\$ 27,624	\$ 9,824	\$ 15,063	\$ 15,040	
		Total	\$ 29,770,126	\$ -	\$ 47,864	\$ 3,296,639	\$ 2,282,331	\$ 99,186	\$ 122,556	\$ 109,373	\$ 94,131	\$ 75,829	\$ 60,759	\$ 44,607	\$ 27,624	\$ 9,824	\$ 1,172,680	\$ 1,187,863	
Total Transit Enhancements		Project Allocation	\$ 37,070,609	\$ -	\$ 47,864	\$ 4,863,408	\$ 2,558,214	\$ 1,110,609	\$ 3,666,087	\$ -	\$ -	\$ -	\$ 306,567	\$ 297,638	\$ 288,969	\$ 280,552	\$ 1,429,998	\$ 1,172,823	
		Finance Costs	\$ 1,748,201	\$ -	\$ -	\$ 39,443	\$ 124,253	\$ 154,325	\$ 269,767	\$ 240,750	\$ 207,198	\$ 166,914	\$ 136,802	\$ 102,595	\$ 64,824	\$ 23,498	\$ 33,297	\$ 30,756	
		Total	\$ 38,818,810	\$ -	\$ 47,864	\$ 4,902,852	\$ 2,682,468	\$ 1,264,934	\$ 3,935,854	\$ 240,750	\$ 207,198	\$ 166,914	\$ 443,369	\$ 400,233	\$ 353,793	\$ 304,050	\$ 1,463,294	\$ 1,203,579	
iii. System Maintenance and Renovation																			
a. Vehicles																			
17M	MUNI	Project Allocation	\$ 352,082,151	\$ -	\$ 43,288,409	\$ 5,480,995	\$ 1,372,712	\$ 1,687,748	\$ -	\$ 358,472	\$ 12,801,558	\$ 12,613,299	\$ -	\$ 365,483	\$ 26,239,116	\$ 32,086,389	\$ -	\$ 4,492,964	
		Finance Costs	\$ 8,018,524	\$ -	\$ -	\$ 364,003	\$ 562,767	\$ 286,556	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 360,100,675	\$ -	\$ 43,288,409	\$ 5,844,995	\$ 1,935,480	\$ 1,974,303	\$ -	\$ 358,472	\$ 12,801,558	\$ 12,613,299	\$ -	\$ 365,483	\$ 26,239,116	\$ 32,086,389	\$ -	\$ 4,492,964	
17B	BART	Project Allocation	\$ 8,849,288	\$ -	\$ 4,854	\$ -	\$ 210,483	\$ 270,989	\$ 274,310	\$ 277,207	\$ 280,517	\$ 284,187	\$ 287,406	\$ 290,941	\$ 294,748	\$ 298,086	\$ 301,661	\$ 305,436	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 8,849,288	\$ -	\$ 4,854	\$ -	\$ 210,483	\$ 270,989	\$ 274,310	\$ 277,207	\$ 280,517	\$ 284,187	\$ 287,406	\$ 290,941	\$ 294,748	\$ 298,086	\$ 301,661	\$ 305,436	
17P	Caltrain	Project Allocation	\$ 16,985,165	\$ -	\$ 61,650	\$ 291,262	\$ 18,303	\$ 1,127,490	\$ 350,219	\$ 1,707,630	\$ 1,701,801	\$ 1,638,024	\$ 1,601,045	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 799,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,795	\$ 74,502	\$ 126,797	\$ 144,324	\$ 126,313	\$ 106,855	\$ 85,590	\$ 62,584	
		Total	\$ 17,784,784	\$ -	\$ 61,650	\$ 291,262	\$ 18,303	\$ 1,127,490	\$ 350,219	\$ 1,707,630	\$ 1,725,596	\$ 1,712,526	\$ 1,727,842	\$ 144,324	\$ 126,313	\$ 106,855	\$ 85,590	\$ 62,584	
17U	Discretionary	Project Allocation	\$ 70,588,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,718,015	\$ 3,717,994	\$ 3,717,465	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 70,588,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,718,015	\$ 3,717,994	\$ 3,717,465	
	Transit vehicle replacement and renovation	Project Allocation	\$ 448,505,067	\$ -	\$ 43,354,914	\$ 5,772,255	\$ 1,601,498	\$ 3,086,226	\$ 624,529	\$ 2,343,309	\$ 14,783,875	\$ 14,535,511	\$ 1,888,451	\$ 656,424	\$ 26,533,864	\$ 36,102,491	\$ 4,019,656	\$ 8,515,866	
		Finance Costs	\$ 8,818,143	\$ -	\$ -	\$ 364,003	\$ 562,767	\$ 286,556	\$ -	\$ -	\$ -	\$ 23,795	\$ 74,502	\$ 126,797	\$ 144,324	\$ 126,313	\$ 106,855	\$ 85,590	\$ 62,584
		Total	\$ 457,323,210	\$ -	\$ 43,354,914	\$ 6,136,257	\$ 2,164,265	\$ 3,372,782	\$ 624,529	\$ 2,343,309	\$ 14,807,670	\$ 14,610,012	\$ 2,015,248	\$ 800,749	\$ 26,660,176	\$ 36,209,345	\$ 4,105,246	\$ 8,578,450	
18	Trolleybus wheelchair-lift incremental operations and maintenance	Project Allocation	\$ 2,357,870	\$ -	\$ 592,233	\$ 548,591	\$ 487,771	\$ 427,362	\$ 301,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 2,357,870	\$ -	\$ 592,233	\$ 548,591	\$ 487,771	\$ 427,362	\$ 301,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line historic streetcar incremental operations and	Project Allocation	\$ 4,769,144	\$ -	\$ 1,203,883	\$ 1,116,034	\$ 992,014	\$ 868,052	\$ 589,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 4,769,144	\$ -	\$ 1,203,883	\$ 1,116,034	\$ 992,014	\$ 868,052	\$ 589,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Vehicles		Project Allocation	\$ 455,632,081	\$ -	\$ 45,151,030	\$ 7,436,879	\$ 3,081,282	\$ 4,381,641	\$ 1,515,604	\$ 2,343,309	\$ 14,783,875	\$ 14,535,511	\$ 1,888,451	\$ 656,424	\$ 26,533,864	\$ 36,102,491	\$ 4,019,656	\$ 8,515,866	
		Finance Costs	\$ 8,818,143	\$ -	\$ -	\$ 364,003	\$ 562,767	\$ 286,556	\$ -	\$ -	\$ 23,795	\$ 74,502	\$ 126,797	\$ 144,324	\$ 126,313	\$ 106,855	\$ 85,590	\$ 62,584	
		Total	\$ 464,450,224	\$ -	\$ 45,151,030	\$ 7,800,882	\$ 3,644,049	\$ 4,668,196	\$ 1,515,604	\$ 2,343,309	\$ 14,807,670	\$ 14,610,012	\$ 2,015,248	\$ 800,749	\$ 26,660,176	\$ 36,209,345	\$ 4,105,246	\$ 8,578,450	

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item



2003\$

		Total Planned Allocations	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	
20M	b. Facilities																	
	MUNI	Project Allocation	\$ 42,954,416	\$ -	\$ 2,267,483	\$ 18,669,055	\$ 21,770,567	\$ -	\$ -	\$ -	\$ 247,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 21,528,726	\$ -	\$ -	\$ 54,759	\$ 576,330	\$ 1,193,885	\$ 1,354,271	\$ 1,193,147	\$ 1,156,939	\$ 1,128,812	\$ 1,078,371	\$ 857,808	\$ 752,666	\$ 817,918	\$ 847,235	\$ 811,244
		Total	\$ 64,483,142	\$ -	\$ 2,267,483	\$ 18,723,813	\$ 22,346,897	\$ 1,193,885	\$ 1,354,271	\$ 1,193,147	\$ 1,404,251	\$ 1,128,812	\$ 1,078,371	\$ 857,808	\$ 752,666	\$ 817,918	\$ 847,235	\$ 811,244
	BART	Project Allocation	\$ 913,706	\$ -	\$ 9,709	\$ 688,095	\$ 91,514	\$ 124,388	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 599,407	\$ -	\$ -	\$ 7,429	\$ 26,417	\$ 27,388	\$ 30,074	\$ 30,429	\$ 30,699	\$ 30,524	\$ 30,319	\$ 29,898	\$ 29,366	\$ 28,789	\$ 28,092	\$ 27,307
		Total	\$ 1,513,113	\$ -	\$ 9,709	\$ 695,524	\$ 117,931	\$ 151,776	\$ 30,074	\$ 30,429	\$ 30,699	\$ 30,524	\$ 30,319	\$ 29,898	\$ 29,366	\$ 28,789	\$ 28,092	\$ 27,307
	Caltrain	Project Allocation	\$ 3,673,415	\$ -	\$ 595,405	\$ 1,893,361	\$ -	\$ 1,184,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 2,441,081	\$ -	\$ 9,221	\$ 47,376	\$ 86,145	\$ 109,508	\$ 122,051	\$ 123,497	\$ 124,605	\$ 123,906	\$ 123,088	\$ 121,390	\$ 119,245	\$ 116,917	\$ 114,107	\$ 110,936
Total		\$ 6,114,497	\$ -	\$ 604,625	\$ 1,940,738	\$ 86,145	\$ 1,294,157	\$ 122,051	\$ 123,497	\$ 124,605	\$ 123,906	\$ 123,088	\$ 121,390	\$ 119,245	\$ 116,917	\$ 114,107	\$ 110,936	
Discretionary	Project Allocation	\$ 7,577,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401,189	\$ 401,080	\$ 400,637	
	Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total	\$ 7,577,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401,189	\$ 401,080	\$ 400,637	
Rehabilitation, upgrade and replacement of existing facilities	Project Allocation	\$ 55,119,277	\$ -	\$ 2,872,596	\$ 21,250,511	\$ 21,862,081	\$ 1,309,037	\$ -	\$ -	\$ 247,312	\$ -	\$ -	\$ -	\$ -	\$ 401,189	\$ 401,080	\$ 400,637	
	Finance Costs	\$ 24,569,214	\$ -	\$ 9,221	\$ 109,564	\$ 688,893	\$ 1,330,780	\$ 1,506,396	\$ 1,347,073	\$ 1,312,242	\$ 1,283,242	\$ 1,231,778	\$ 1,009,097	\$ 901,276	\$ 963,623	\$ 989,435	\$ 949,487	
	Total	\$ 79,688,491	\$ -	\$ 2,881,817	\$ 21,360,075	\$ 22,550,974	\$ 2,639,817	\$ 1,506,396	\$ 1,347,073	\$ 1,559,555	\$ 1,283,242	\$ 1,231,778	\$ 1,009,097	\$ 901,276	\$ 1,364,813	\$ 1,390,515	\$ 1,350,124	
MUNI Metro Extension incremental operations and maintenance	Project Allocation	\$ 15,479,219	\$ -	\$ 3,883,495	\$ 3,599,774	\$ 3,200,250	\$ 2,799,623	\$ 1,996,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total	\$ 15,479,219	\$ -	\$ 3,883,495	\$ 3,599,774	\$ 3,200,250	\$ 2,799,623	\$ 1,996,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Facilities	Project Allocation	\$ 70,598,496	\$ -	\$ 6,756,091	\$ 24,850,285	\$ 25,062,331	\$ 4,108,660	\$ 1,996,077	\$ -	\$ 247,312	\$ -	\$ -	\$ -	\$ -	\$ 401,189	\$ 401,080	\$ 400,637	
	Finance Costs	\$ 24,569,214	\$ -	\$ 9,221	\$ 109,564	\$ 688,893	\$ 1,330,780	\$ 1,506,396	\$ 1,347,073	\$ 1,312,242	\$ 1,283,242	\$ 1,231,778	\$ 1,009,097	\$ 901,276	\$ 963,623	\$ 989,435	\$ 949,487	
	Total	\$ 95,167,710	\$ -	\$ 6,765,312	\$ 24,959,849	\$ 25,751,224	\$ 5,439,440	\$ 3,502,473	\$ 1,347,073	\$ 1,559,555	\$ 1,283,242	\$ 1,231,778	\$ 1,009,097	\$ 901,276	\$ 1,364,813	\$ 1,390,515	\$ 1,350,124	
21	c. Guideways																	
	MUNI	Project Allocation	\$ 162,664,949	\$ -	\$ 7,125,564	\$ 8,897,615	\$ 5,433,698	\$ 66,396,069	\$ 3,920,557	\$ 4,832,284	\$ 4,472,003	\$ 3,947,046	\$ 3,832,084	\$ 3,720,470	\$ 3,612,106	\$ 3,506,899	\$ 3,404,757	\$ 3,305,589
		Finance Costs	\$ 21,840,166	\$ -	\$ -	\$ -	\$ -	\$ 233,433	\$ 1,115,734	\$ 1,486,306	\$ 1,726,461	\$ 1,683,863	\$ 1,601,966	\$ 1,264,228	\$ 1,095,668	\$ 1,169,940	\$ 1,183,387	\$ 1,098,054
		Total	\$ 184,505,114	\$ -	\$ 7,125,564	\$ 8,897,615	\$ 5,433,698	\$ 66,629,503	\$ 5,036,291	\$ 6,318,590	\$ 6,198,465	\$ 5,630,909	\$ 5,434,050	\$ 4,984,697	\$ 4,707,774	\$ 4,676,839	\$ 4,588,144	\$ 4,403,643
	BART	Project Allocation	\$ 5,541,288	\$ -	\$ 12,136	\$ -	\$ -	\$ -	\$ -	\$ 190,946	\$ 193,516	\$ 195,773	\$ 197,736	\$ 200,161	\$ 202,278	\$ 204,803	\$ 207,009	\$ 209,574
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 5,541,288	\$ -	\$ 12,136	\$ -	\$ -	\$ -	\$ -	\$ 190,946	\$ 193,516	\$ 195,773	\$ 197,736	\$ 200,161	\$ 202,278	\$ 204,803	\$ 207,009	\$ 209,574
	Caltrain	Project Allocation	\$ 21,590,215	\$ -	\$ 1,394,757	\$ 1,250,511	\$ 1,049,363	\$ 1,409,733	\$ 805,102	\$ -	\$ -	\$ -	\$ 619,265	\$ 627,271	\$ 635,731	\$ 643,867	\$ 652,351	\$ 661,118
		Finance Costs	\$ 467,623	\$ -	\$ -	\$ 15,699	\$ 46,042	\$ 65,944	\$ 88,622	\$ 83,716	\$ 60,482	\$ 33,867	\$ 18,885	\$ 16,355	\$ 13,651	\$ 10,802	\$ 7,769	\$ 4,572
Total		\$ 22,057,838	\$ -	\$ 1,394,757	\$ 1,266,210	\$ 1,095,405	\$ 1,475,677	\$ 893,724	\$ 83,716	\$ 60,482	\$ 33,867	\$ 638,150	\$ 643,626	\$ 649,382	\$ 654,669	\$ 660,120	\$ 665,690	
Discretionary	Project Allocation	\$ 30,612,548	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,613,174	\$ 1,613,174	\$ 1,613,127	
	Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total	\$ 30,612,548	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,613,174	\$ 1,613,174	\$ 1,613,127	
Guideways	Project Allocation	\$ 220,408,999	\$ -	\$ 8,532,457	\$ 10,148,126	\$ 6,483,060	\$ 67,805,802	\$ 4,725,659	\$ 5,023,231	\$ 4,665,519	\$ 4,142,820	\$ 4,649,084	\$ 4,547,902	\$ 4,450,115	\$ 5,968,743	\$ 5,877,291	\$ 5,789,409	
	Finance Costs	\$ 22,307,788	\$ -	\$ -	\$ 15,699	\$ 46,042	\$ 299,377	\$ 1,204,357	\$ 1,570,022	\$ 1,786,943	\$ 1,717,730	\$ 1,620,851	\$ 1,280,583	\$ 1,109,319	\$ 1,180,742	\$ 1,191,156	\$ 1,102,626	
	Total	\$ 242,716,788	\$ -	\$ 8,532,457	\$ 10,163,826	\$ 6,529,102	\$ 68,105,180	\$ 5,930,016	\$ 6,593,252	\$ 6,452,463	\$ 5,860,550	\$ 6,269,935	\$ 5,828,485	\$ 5,559,434	\$ 7,149,485	\$ 7,068,447	\$ 6,892,034	
Total System Maintenance and Renovation	Project Allocation	\$ 746,639,577	\$ -	\$ 60,439,579	\$ 42,435,290	\$ 34,626,674	\$ 76,296,103	\$ 8,237,339	\$ 7,366,540	\$ 19,696,707	\$ 18,678,330	\$ 6,537,535	\$ 5,204,326	\$ 30,983,979	\$ 42,472,423	\$ 10,298,027	\$ 14,705,912	
	Finance Costs	\$ 55,695,145	\$ -	\$ 9,221	\$ 489,266	\$ 1,297,702	\$ 1,916,713	\$ 2,710,752	\$ 2,917,095	\$ 3,122,981	\$ 3,075,474	\$ 2,979,426	\$ 2,434,004	\$ 2,136,908	\$ 2,251,220	\$ 2,266,180	\$ 2,114,696	
	Total	\$ 802,334,721	\$ -	\$ 60,448,799	\$ 42,924,556	\$ 35,924,376	\$ 78,212,816	\$ 10,948,092	\$ 10,283,635	\$ 22,819,688	\$ 21,753,804	\$ 9,516,961	\$ 7,638,330	\$ 33,120,887	\$ 44,723,643	\$ 12,564,207	\$ 16,820,608	
Total Transit	Project Allocation	\$ 1,221,665,071	\$ 1,260,000	\$ 174,991,126	\$ 89,542,682	\$ 76,354,015	\$ 101,996,479	\$ 60,928,072	\$ 65,955,038	\$ 47,017,395	\$ 67,061,222	\$ 8,422,920	\$ 7,577,242	\$ 38,547,007	\$ 44,225,872	\$ 12,839,338	\$ 17,144,775	
	Finance Costs	\$ 166,046,271	\$ -	\$ 571,551	\$ 1,628,395	\$ 3,793,199	\$ 4,475,039	\$ 5,984,358	\$ 7,432,918	\$ 8,040,267	\$ 8,373,488	\$ 8,515,329	\$ 8,164,646	\$ 8,190,429	\$ 8,281,612	\$ 8,166,160	\$ 7,848,332	
	Total	\$ 1,387,711,342	\$ 1,260,000	\$ 175,562,678	\$ 91,171,077	\$ 80,147,214	\$ 106,471,518	\$ 66,912,430	\$ 73,387,956	\$ 55,057,661	\$ 75,434,710	\$ 16,938,249	\$ 15,741,888	\$ 46,737,436	\$ 52,507,484	\$ 21,005,497	\$ 24,993,108	

2005 Prop K Strategic Plan

Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



		Total Planned Allocations	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		
PARATRANSIT																			
23	Paratransit	Project Allocation	\$ 139,341,651	\$ -	\$ 9,388,350	\$ 9,114,902	\$ 8,849,420	\$ 8,591,670	\$ 8,341,427	\$ 8,098,473	\$ 7,862,595	\$ 7,633,587	\$ 7,411,250	\$ 7,195,388	\$ 6,985,814	\$ 6,782,343	\$ 6,584,799	\$ 6,393,009	
		Finance Costs	\$ 43,212,041	\$ -	\$ 73,391	\$ 191,921	\$ 456,369	\$ 560,144	\$ 723,602	\$ 891,541	\$ 1,061,991	\$ 1,219,996	\$ 1,378,182	\$ 1,527,558	\$ 1,671,660	\$ 1,813,983	\$ 1,950,058	\$ 2,081,533	
		Total	\$ 182,553,692	\$ -	\$ 9,461,740	\$ 9,306,823	\$ 9,305,789	\$ 9,151,813	\$ 9,065,028	\$ 8,990,014	\$ 8,924,586	\$ 8,853,584	\$ 8,789,432	\$ 8,722,946	\$ 8,657,474	\$ 8,596,326	\$ 8,534,857	\$ 8,474,542	
STREETS AND TRAFFIC SAFETY																			
i. Major Capital Projects																			
a. Doyle Drive																			
24	Doyle Drive	Project Allocation	\$ 54,071,733	\$ 350,000	\$ 5,485,437	\$ 4,712,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,038,064	\$ 14,038,455	\$ 14,038,076	\$ 1,408,721	\$ -	\$ -	\$ -	
		Finance Costs	\$ 17,508,845	\$ -	\$ 86,606	\$ 103,990	\$ 171,297	\$ 77,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,867	\$ 699,080	\$ 1,148,939	\$ 1,327,118	\$ 1,311,513	\$ 1,273,760
		Total	\$ 71,580,579	\$ 350,000	\$ 5,572,043	\$ 4,816,969	\$ 171,297	\$ 77,811	\$ -	\$ -	\$ -	\$ -	\$ 14,038,064	\$ 14,204,322	\$ 14,737,156	\$ 2,557,660	\$ 1,327,118	\$ 1,311,513	\$ 1,273,760
b. New and Upgraded Street																			
25	Bernal Heights Street System Upgrading	Project Allocation	\$ 2,420,164	\$ -	\$ 1,800,000	\$ -	\$ -	\$ 620,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 2,420,164	\$ -	\$ 1,800,000	\$ -	\$ -	\$ 620,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	Project Allocation	\$ 1,265,589	\$ -	\$ -	\$ -	\$ -	\$ 177,697	\$ 258,783	\$ 829,109	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 558,253	\$ -	\$ -	\$ -	\$ 7,746	\$ -	\$ -	\$ -	\$ 26,819	\$ 36,464	\$ 36,191	\$ 35,656	\$ 34,986	\$ 34,259	\$ 33,388	\$ 32,408	
		Total	\$ 1,823,842	\$ -	\$ -	\$ -	\$ 177,697	\$ 258,783	\$ 836,855	\$ 26,819	\$ 36,464	\$ 36,191	\$ 35,656	\$ 34,986	\$ 34,259	\$ 33,388	\$ 32,408		
27	Visitacion Valley Watershed Area projects (San Francisco share)	Project Allocation	\$ 11,830,346	\$ -	\$ -	\$ 424,168	\$ 274,542	\$ 133,273	\$ 258,783	\$ 251,245	\$ 760,241	\$ 760,201	\$ 759,519	\$ 744,094	\$ 722,421	\$ 771,518	\$ 757,899	\$ 757,641	
		Finance Costs	\$ 1,683,508	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,866	\$ 18,420	\$ 34,508	\$ 51,078	
		Total	\$ 13,513,854	\$ -	\$ -	\$ 424,168	\$ 274,542	\$ 133,273	\$ 258,783	\$ 251,245	\$ 760,241	\$ 760,201	\$ 759,519	\$ 744,094	\$ 726,288	\$ 789,938	\$ 792,407	\$ 808,719	
28	Illinois Street Bridge	Project Allocation	\$ 1,941,748	\$ -	\$ 1,941,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 1,941,748	\$ -	\$ 1,941,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Traffic study to reduce impacts of SR 1 in Golden Gate Park	Project Allocation	\$ 147,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 147,429	
		Finance Costs	\$ 33,245	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,299
		Total	\$ 180,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,728
30	Upgrades to major arterials (including 19th Avenue)	Project Allocation	\$ 2,874,700	\$ -	\$ -	\$ -	\$ 99,750	\$ -	\$ 200,125	\$ 299,819	\$ 1,000,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 324,798	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,823	\$ 26,706	\$ 32,465	\$ 29,732	\$ 26,703	\$ 23,430	\$ 19,839	\$ 15,947	
		Total	\$ 3,199,498	\$ -	\$ -	\$ -	\$ 99,750	\$ -	\$ 200,125	\$ 299,819	\$ 1,008,925	\$ 26,706	\$ 32,465	\$ 29,732	\$ 26,703	\$ 23,430	\$ 19,839	\$ 15,947	
Total New and Upgraded Streets			Project Allocation	\$ 20,479,977	\$ -	\$ 3,741,748	\$ 424,168	\$ 374,293	\$ 931,134	\$ 717,691	\$ 1,380,174	\$ 1,760,343	\$ 760,201	\$ 759,519	\$ 744,094	\$ 722,421	\$ 771,518	\$ 757,899	\$ 905,070
Finance Costs			\$ 2,599,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,746	\$ 35,641	\$ 63,170	\$ 68,655	\$ 65,387	\$ 65,555	\$ 76,109	\$ 87,736	\$ 102,732	
Total			\$ 23,079,780	\$ -	\$ 3,741,748	\$ 424,168	\$ 374,293	\$ 931,134	\$ 717,691	\$ 1,387,920	\$ 1,795,984	\$ 823,371	\$ 828,174	\$ 809,481	\$ 787,976	\$ 847,627	\$ 845,634	\$ 1,007,802	
Total Major Capital Projects			Project Allocation	\$ 74,551,710	\$ 350,000	\$ 9,227,184	\$ 5,137,148	\$ 374,293	\$ 931,134	\$ 717,691	\$ 1,380,174	\$ 1,760,343	\$ 14,798,266	\$ 14,797,974	\$ 14,782,170	\$ 2,131,143	\$ 771,518	\$ 757,899	\$ 905,070
Finance Costs			\$ 20,108,649	\$ -	\$ 86,606	\$ 103,990	\$ 171,297	\$ 77,811	\$ -	\$ 7,746	\$ 35,641	\$ 63,170	\$ 234,523	\$ 764,468	\$ 1,214,493	\$ 1,403,228	\$ 1,399,249	\$ 1,376,492	
Total			\$ 94,660,359	\$ 350,000	\$ 9,313,791	\$ 5,241,137	\$ 545,590	\$ 1,008,946	\$ 717,691	\$ 1,387,920	\$ 1,795,984	\$ 14,861,435	\$ 15,032,497	\$ 15,546,637	\$ 3,345,636	\$ 2,174,746	\$ 2,157,148	\$ 2,281,562	
ii. System Operations, Efficiency and Safety																			
a. New Signals and Signs																			
31	New Signals and Signs	Project Allocation	\$ 32,360,483	\$ -	\$ 813,981	\$ 1,425,676	\$ 1,384,152	\$ 1,343,837	\$ 1,304,696	\$ 1,004,981	\$ 983,841	\$ 1,051,493	\$ 1,050,757	\$ 1,050,661	\$ 1,050,401	\$ 1,049,966	\$ 1,049,346	\$ 1,049,194	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 32,360,483	\$ -	\$ 813,981	\$ 1,425,676	\$ 1,384,152	\$ 1,343,837	\$ 1,304,696	\$ 1,004,981	\$ 983,841	\$ 1,051,493	\$ 1,050,757	\$ 1,050,661	\$ 1,050,401	\$ 1,049,966	\$ 1,049,346	\$ 1,049,194	
b. Advanced Technology and Information Systems (SFgo)																			
32	Advanced Technology and Information Systems (SFgo)	Project Allocation	\$ 15,480,845	\$ -	\$ 35,922	\$ 1,857,857	\$ 183,028	\$ 266,546	\$ 345,044	\$ 418,742	\$ 443,135	\$ 448,384	\$ 453,719	\$ 459,850	\$ 465,962	\$ 472,029	\$ 478,028	\$ 483,938	
		Finance Costs	\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ 8,631	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 15,492,125	\$ -	\$ 35,922	\$ 1,857,857	\$ 183,028	\$ 275,177	\$ 347,693	\$ 418,742	\$ 443,135	\$ 448,384	\$ 453,719	\$ 459,850	\$ 465,962	\$ 472,029	\$ 478,028	\$ 483,938	
Total System Operations, Efficiency and Safety			Project Allocation	\$ 47,841,328	\$ -	\$ 849,903	\$ 3,283,533	\$ 1,567,180	\$ 1,610,383	\$ 1,649,739	\$ 1,423,723	\$ 1,426,976	\$ 1,499,878	\$ 1,504,476	\$ 1,510,511	\$ 1,516,362	\$ 1,521,994	\$ 1,527,374	\$ 1,533,132
Finance Costs			\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ 8,631	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total			\$ 47,852,608	\$ -	\$ 849,903	\$ 3,283,533	\$ 1,567,180	\$ 1,619,013	\$ 1,652,389	\$ 1,423,723	\$ 1,426,976	\$ 1,499,878	\$ 1,504,476	\$ 1,510,511	\$ 1,516,362	\$ 1,521,994	\$ 1,527,374	\$ 1,533,132	

2005 Prop K Strategic Plan

Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



		Total Planned Allocations	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		
iii. System Maintenance and Renovation																			
a. Signals and Signs																			
33	Signals and Signs	Project Allocation	\$ 68,386,404	\$ -	\$ 6,827,476	\$ 6,200,396	\$ 7,295,509	\$ 4,620,133	\$ 1,569,948	\$ 418,742	\$ 1,731,885	\$ 1,731,174	\$ 1,730,569	\$ 1,730,018	\$ 1,729,477	\$ 1,728,901	\$ 1,728,255	\$ 1,728,162	
		Finance Costs	\$ 10,873,683	\$ -	\$ 14,947	\$ 101,108	\$ 399,876	\$ 517,860	\$ 584,578	\$ 569,237	\$ 553,494	\$ 555,553	\$ 556,694	\$ 553,412	\$ 547,569	\$ 540,324	\$ 530,232	\$ 517,799	
		Total	\$ 79,260,087	\$ -	\$ 6,842,422	\$ 6,301,504	\$ 7,695,385	\$ 5,137,992	\$ 2,154,526	\$ 987,979	\$ 2,285,379	\$ 2,286,728	\$ 2,287,263	\$ 2,283,431	\$ 2,277,046	\$ 2,269,226	\$ 2,258,486	\$ 2,245,961	
b. Street Resurfacing, Rehabilitation, and Maintenance																			
34	Street Resurfacing and Reconstruction	Project Allocation	\$ 77,511,324	\$ -	\$ 10,646,602	\$ 13,318,880	\$ 11,777,873	\$ 2,487,764	\$ 2,484,313	\$ 2,487,328	\$ 2,439,275	\$ 2,447,169	\$ 2,452,534	\$ 2,455,510	\$ 2,456,232	\$ 2,454,830	\$ 2,451,425	\$ 2,446,136	
		Finance Costs	\$ 28,955,766	\$ -	\$ 38,056	\$ 297,057	\$ 871,806	\$ 974,962	\$ 1,018,445	\$ 1,064,180	\$ 1,108,887	\$ 1,139,166	\$ 1,170,854	\$ 1,196,627	\$ 1,220,273	\$ 1,244,452	\$ 1,266,012	\$ 1,286,170	
		Total	\$ 106,467,091	\$ -	\$ 10,684,658	\$ 13,615,937	\$ 12,649,679	\$ 3,462,725	\$ 3,502,758	\$ 3,551,508	\$ 3,548,162	\$ 3,586,335	\$ 3,623,387	\$ 3,652,137	\$ 3,676,506	\$ 3,699,281	\$ 3,717,437	\$ 3,732,306	
35	Street Repair and Cleaning Equipment	Project Allocation	\$ 20,496,122	\$ -	\$ 1,031,068	\$ 556,132	\$ 562,812	\$ 570,409	\$ 577,948	\$ 585,401	\$ 592,744	\$ 600,740	\$ 608,535	\$ 616,110	\$ 624,172	\$ 632,645	\$ 640,775	\$ 649,218	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 20,496,122	\$ -	\$ 1,031,068	\$ 556,132	\$ 562,812	\$ 570,409	\$ 577,948	\$ 585,401	\$ 592,744	\$ 600,740	\$ 608,535	\$ 616,110	\$ 624,172	\$ 632,645	\$ 640,775	\$ 649,218	
36	Embarcadero Roadway incremental operations and	Project Allocation	\$ 1,980,000	\$ -	\$ 485,437	\$ 449,618	\$ 399,917	\$ 350,064	\$ 294,964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 1,980,000	\$ -	\$ 485,437	\$ 449,618	\$ 399,917	\$ 350,064	\$ 294,964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Street Resurfacing, Rehabilitation, and Maintenance	Project Allocation	\$ 99,987,446	\$ -	\$ 12,163,107	\$ 14,324,630	\$ 12,740,602	\$ 3,408,236	\$ 3,357,225	\$ 3,072,730	\$ 3,032,018	\$ 3,047,909	\$ 3,061,068	\$ 3,071,620	\$ 3,080,404	\$ 3,087,474	\$ 3,092,200	\$ 3,095,354	
		Finance Costs	\$ 28,955,766	\$ -	\$ 38,056	\$ 297,057	\$ 871,806	\$ 974,962	\$ 1,018,445	\$ 1,064,180	\$ 1,108,887	\$ 1,139,166	\$ 1,170,854	\$ 1,196,627	\$ 1,220,273	\$ 1,244,452	\$ 1,266,012	\$ 1,286,170	
		Total	\$ 128,943,213	\$ -	\$ 12,201,163	\$ 14,621,687	\$ 13,612,409	\$ 4,383,198	\$ 4,375,670	\$ 4,136,910	\$ 4,140,906	\$ 4,187,075	\$ 4,231,922	\$ 4,268,247	\$ 4,300,677	\$ 4,331,926	\$ 4,358,212	\$ 4,381,523	
c. Pedestrian and Bicycle Facility Maintenance																			
37	Pedestrian and Bicycle Facility Maintenance	Project Allocation	\$ 15,114,737	\$ -	\$ 674,951	\$ 508,059	\$ 506,988	\$ 506,438	\$ 505,489	\$ 505,003	\$ 504,117	\$ 503,643	\$ 502,769	\$ 502,263	\$ 501,360	\$ 500,785	\$ 499,818	\$ 499,144	
		Finance Costs	\$ 576,979	\$ -	\$ 2,528	\$ 4,376	\$ 9,095	\$ 10,423	\$ 12,871	\$ 15,343	\$ 17,774	\$ 19,924	\$ 21,977	\$ 23,795	\$ 25,405	\$ 26,861	\$ 28,063	\$ 29,032	
		Total	\$ 15,691,716	\$ -	\$ 677,479	\$ 512,435	\$ 516,084	\$ 516,861	\$ 518,360	\$ 520,346	\$ 521,890	\$ 523,567	\$ 524,747	\$ 526,059	\$ 526,766	\$ 527,647	\$ 527,881	\$ 528,176	
	Total System Maintenance and	Project Allocation	\$ 183,488,588	\$ -	\$ 19,665,534	\$ 21,033,085	\$ 20,543,100	\$ 8,534,807	\$ 5,432,662	\$ 3,996,475	\$ 5,268,020	\$ 5,282,727	\$ 5,294,407	\$ 5,303,901	\$ 5,311,241	\$ 5,317,161	\$ 5,320,273	\$ 5,322,659	
		Finance Costs	\$ 40,406,428	\$ -	\$ 55,530	\$ 402,541	\$ 1,280,778	\$ 1,503,245	\$ 1,615,894	\$ 1,648,759	\$ 1,680,155	\$ 1,714,643	\$ 1,749,525	\$ 1,773,835	\$ 1,793,248	\$ 1,811,637	\$ 1,824,307	\$ 1,833,000	
		Total	\$ 223,895,016	\$ -	\$ 19,721,064	\$ 21,435,626	\$ 21,823,878	\$ 10,038,051	\$ 7,048,556	\$ 5,645,234	\$ 6,948,175	\$ 6,997,370	\$ 7,043,932	\$ 7,077,736	\$ 7,104,489	\$ 7,128,798	\$ 7,144,580	\$ 7,155,660	
iv. Bicycle and Pedestrian Improvements																			
a. Traffic Calming																			
38	Traffic Calming	Project Allocation	\$ 54,638,285	\$ -	\$ 1,107,573	\$ 1,522,292	\$ 1,542,929	\$ 1,563,737	\$ 1,584,612	\$ 1,605,457	\$ 1,626,996	\$ 1,649,076	\$ 1,670,788	\$ 1,692,814	\$ 1,715,751	\$ 1,738,721	\$ 1,762,302	\$ 1,785,679	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 54,638,285	\$ -	\$ 1,107,573	\$ 1,522,292	\$ 1,542,929	\$ 1,563,737	\$ 1,584,612	\$ 1,605,457	\$ 1,626,996	\$ 1,649,076	\$ 1,670,788	\$ 1,692,814	\$ 1,715,751	\$ 1,738,721	\$ 1,762,302	\$ 1,785,679	
b. Bicycle Circulation/Safety																			
39	Bicycle Circulation/Safety	Project Allocation	\$ 24,760,774	\$ -	\$ 735,534	\$ 685,267	\$ 693,677	\$ 702,793	\$ 711,652	\$ 721,074	\$ 730,156	\$ 739,676	\$ 749,556	\$ 759,720	\$ 769,379	\$ 779,233	\$ 789,223	\$ 799,291	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 24,760,774	\$ -	\$ 735,534	\$ 685,267	\$ 693,677	\$ 702,793	\$ 711,652	\$ 721,074	\$ 730,156	\$ 739,676	\$ 749,556	\$ 759,720	\$ 769,379	\$ 779,233	\$ 789,223	\$ 799,291	
c. Pedestrian Circulation/Safety																			
40	Pedestrian Circulation/Safety	Project Allocation	\$ 21,393,167	\$ -	\$ 365,049	\$ 791,781	\$ 768,719	\$ 746,329	\$ 724,591	\$ 724,424	\$ 723,651	\$ 723,099	\$ 722,731	\$ 722,515	\$ 722,421	\$ 722,421	\$ 721,808	\$ 721,280	
		Finance Costs	\$ 20,491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287	\$ 1,550	\$ 2,533	\$ 3,195
		Total	\$ 21,413,658	\$ -	\$ 365,049	\$ 791,781	\$ 768,719	\$ 746,329	\$ 724,591	\$ 724,424	\$ 723,651	\$ 723,099	\$ 722,731	\$ 722,515	\$ 722,708	\$ 723,971	\$ 724,341	\$ 724,475	
d. Curb Ramps																			
41	Curb Ramps	Project Allocation	\$ 21,220,052	\$ -	\$ 846,990	\$ 581,582	\$ 589,351	\$ 597,063	\$ 604,689	\$ 612,201	\$ 620,389	\$ 628,370	\$ 636,892	\$ 645,129	\$ 653,791	\$ 662,103	\$ 670,737	\$ 679,629	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 21,220,052	\$ -	\$ 846,990	\$ 581,582	\$ 589,351	\$ 597,063	\$ 604,689	\$ 612,201	\$ 620,389	\$ 628,370	\$ 636,892	\$ 645,129	\$ 653,791	\$ 662,103	\$ 670,737	\$ 679,629	
e. Tree Planting and Maintenance																			
42	Tree Planting and Maintenance	Project Allocation	\$ 29,489,280	\$ -	\$ 1,195,534	\$ 807,805	\$ 818,137	\$ 828,958	\$ 840,181	\$ 850,884	\$ 861,877	\$ 873,087	\$ 884,445	\$ 895,889	\$ 907,361	\$ 919,509	\$ 931,541	\$ 944,076	
		Finance Costs	\$ 4,771	\$ -	\$ 2,591	\$ 1,547	\$ 633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 29,494,051	\$ -	\$ 1,198,125	\$ 809,351	\$ 818,770	\$ 828,958	\$ 840,181	\$ 850,884	\$ 861,877	\$ 873,087	\$ 884,445	\$ 895,889	\$ 907,361	\$ 919,509	\$ 931,541	\$ 944,076	
	Total Bicycle and Pedestrian	Project Allocation	\$ 151,501,557	\$ -	\$ 4,250,680	\$ 4,388,727	\$ 4,412,813	\$ 4,438,881	\$ 4,465,726	\$ 4,514,040	\$ 4,563,070	\$ 4,613,308	\$ 4,664,412	\$ 4,716,067	\$ 4,768,703	\$ 4,821,987	\$ 4,875,612	\$ 4,929,955	
		Finance Costs	\$ 25,262	\$ -	\$ 2,591	\$ 1,547	\$ 633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287	\$ 1,550	\$ 2,533	\$ 3,195		
		Total	\$ 151,526,820	\$ -	\$ 4,253,271	\$ 4,390,274	\$ 4,419,446	\$ 4,438,881	\$ 4,465,726	\$ 4,514,040	\$ 4,563,070	\$ 4,613,308	\$ 4,664,412	\$ 4,716,067	\$ 4,768,703	\$ 4,821,987	\$ 4,875,612	\$ 4,929,955	
TOTAL STREETS AND TRAFFIC SAFETY																			
	Project Allocation	\$ 457,383,183	\$ 350,000	\$ 33,993,301	\$ 33,842,492	\$ 26,897,386	\$ 15,515,205	\$ 12,265,817	\$ 11,314,412	\$ 13,018,408	\$ 26,194,177	\$ 26,261,269	\$ 26,312,649	\$ 13,727,449	\$ 12,432,660	\$ 12,481,157	\$ 12,690,817		
	Finance Costs	\$ 60,551,619	\$ -	\$ 144,727	\$ 508,077	\$ 1,452,708	\$ 1,589,687	\$ 1,618,544	\$ 1,656,505	\$ 1,715,796	\$ 1,777,813	\$ 1,984,047	\$ 2,538,302	\$ 3,008,027	\$ 3,216,415	\$ 3,226,088	\$ 3,212,687		
	Total	\$ 517,934,802	\$ 350,000	\$ 34,138,028	\$ 34,350,569	\$ 28,350,094	\$ 17,104,892	\$ 13,884,362	\$ 12,970,917	\$ 14,734,204	\$ 27,971,990	\$ 28,245,317	\$ 28,850,951	\$ 16,735,476	\$ 15,649,075	\$ 15,707,245	\$ 15,903,505		

2005 Prop K Strategic Plan

Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



		Total Planned Allocations	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	
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																		
i.	Transportation Demand Management/Parking Management																	
	Transportation Demand Management/Parking Management	Project Allocation	\$ 10,079,616	\$ -	\$ 430,097	\$ 296,918	\$ 346,839	\$ 354,506	\$ 357,120	\$ 360,118	\$ 334,181	\$ 333,920	\$ 333,391	\$ 333,354	\$ 333,036	\$ 332,454	\$ 332,304	\$ 331,881
		Finance Costs	\$ 359,802	\$ -	\$ 1,123	\$ 1,095	\$ 3,621	\$ 5,321	\$ 7,662	\$ 10,240	\$ 11,778	\$ 13,125	\$ 14,402	\$ 15,531	\$ 16,530	\$ 17,411	\$ 18,140	\$ 18,712
43		Total	\$ 10,439,418	\$ -	\$ 431,220	\$ 298,013	\$ 350,460	\$ 359,827	\$ 364,782	\$ 370,358	\$ 345,959	\$ 347,045	\$ 347,794	\$ 348,885	\$ 349,566	\$ 349,865	\$ 350,445	\$ 350,594
ii.	Transportation/Land Use Coordination																	
	Transportation/Land Use Coordination	Project Allocation	\$ 15,838,358	\$ -	\$ 42,718	\$ 546,706	\$ 546,340	\$ 545,531	\$ 545,169	\$ 544,365	\$ 468,341	\$ 473,646	\$ 479,777	\$ 485,893	\$ 491,969	\$ 497,980	\$ 504,585	\$ 511,044
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44		Total	\$ 15,838,358	\$ -	\$ 42,718	\$ 546,706	\$ 546,340	\$ 545,531	\$ 545,169	\$ 544,365	\$ 468,341	\$ 473,646	\$ 479,777	\$ 485,893	\$ 491,969	\$ 497,980	\$ 504,585	\$ 511,044
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC		Project Allocation	\$ 25,917,974	\$ -	\$ 472,816	\$ 843,623	\$ 893,178	\$ 900,037	\$ 902,289	\$ 904,483	\$ 802,521	\$ 807,566	\$ 813,168	\$ 819,247	\$ 825,005	\$ 830,434	\$ 836,889	\$ 842,925
		Finance Costs	\$ 359,802	\$ -	\$ 1,123	\$ 1,095	\$ 3,621	\$ 5,321	\$ 7,662	\$ 10,240	\$ 11,778	\$ 13,125	\$ 14,402	\$ 15,531	\$ 16,530	\$ 17,411	\$ 18,140	\$ 18,712
		Total	\$ 26,277,776	\$ -	\$ 473,938	\$ 844,719	\$ 896,799	\$ 905,358	\$ 909,951	\$ 914,723	\$ 814,299	\$ 820,690	\$ 827,570	\$ 834,779	\$ 841,535	\$ 847,844	\$ 855,030	\$ 861,638
TOTAL STRATEGIC PLAN		Project Allocation	\$ 1,844,307,879	\$ 1,610,000	\$ 218,845,592	\$ 133,343,700	\$ 112,993,999	\$ 127,003,391	\$ 82,437,605	\$ 86,272,406	\$ 68,700,919	\$ 101,696,552	\$ 42,908,607	\$ 41,904,526	\$ 60,085,275	\$ 64,271,309	\$ 32,742,183	\$ 37,071,527
		Finance Costs	\$ 270,169,733	\$ -	\$ 790,792	\$ 2,329,487	\$ 5,705,897	\$ 6,630,190	\$ 8,334,166	\$ 9,991,204	\$ 10,829,832	\$ 11,384,421	\$ 11,891,961	\$ 12,246,038	\$ 12,886,647	\$ 13,329,420	\$ 13,360,446	\$ 13,161,265
		Total	\$ 2,114,477,612	\$ 1,610,000	\$ 219,636,384	\$ 135,673,187	\$ 118,699,895	\$ 133,633,582	\$ 90,771,771	\$ 96,263,610	\$ 79,530,751	\$ 113,080,974	\$ 54,800,568	\$ 54,150,564	\$ 72,971,922	\$ 77,600,729	\$ 46,102,629	\$ 50,232,792

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



			Total Planned Allocations	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
A TRANSIT																				
i Major Capital Projects																				
a. MUNI																				
1	Rapid Bus Network including Real Time Transit Information	Project Allocation	\$ 67,682,679	\$ 160,465	\$ 467,375	\$ 151,254	\$ 146,849	\$ 142,572	\$ 55,368	\$ 53,755	\$ 52,189	\$ 50,669	\$ 49,193	\$ 47,761	\$ 46,369	\$ 45,019	\$ 43,708	\$ 42,435	\$ 41,199	
		Finance Costs	\$ 21,853,364	\$ 1,468,684	\$ 1,424,961	\$ 1,374,584	\$ 1,309,681	\$ 1,238,067	\$ 1,157,128	\$ 1,067,582	\$ 971,771	\$ 866,722	\$ 752,195	\$ 627,636	\$ 493,623	\$ 338,666	\$ 186,431	\$ -	\$ -	\$ -
		Total	\$ 89,536,043	\$ 1,629,149	\$ 1,892,337	\$ 1,525,839	\$ 1,456,529	\$ 1,380,639	\$ 1,212,496	\$ 1,121,336	\$ 1,023,960	\$ 917,392	\$ 801,389	\$ 675,396	\$ 539,992	\$ 383,685	\$ 230,138	\$ 42,435	\$ 41,199	
2	3rd Street Light Rail (Phase 1)	Project Allocation	\$ 88,279,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 88,279,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (3rd St. LRT Phase 2)	Project Allocation	\$ 105,902,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 105,902,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary LRT	Project Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total MUNI	Project Allocation	\$ 261,864,983	\$ 160,465	\$ 467,375	\$ 151,254	\$ 146,849	\$ 142,572	\$ 55,368	\$ 53,755	\$ 52,189	\$ 50,669	\$ 49,193	\$ 47,761	\$ 46,369	\$ 45,019	\$ 43,708	\$ 42,435	\$ 41,199	
	Finance Costs	\$ 21,853,364	\$ 1,468,684	\$ 1,424,961	\$ 1,374,584	\$ 1,309,681	\$ 1,238,067	\$ 1,157,128	\$ 1,067,582	\$ 971,771	\$ 866,722	\$ 752,195	\$ 627,636	\$ 493,623	\$ 338,666	\$ 186,431	\$ -	\$ -		
	Total	\$ 283,718,347	\$ 1,629,149	\$ 1,892,337	\$ 1,525,839	\$ 1,456,529	\$ 1,380,639	\$ 1,212,496	\$ 1,121,336	\$ 1,023,960	\$ 917,392	\$ 801,389	\$ 675,396	\$ 539,992	\$ 383,685	\$ 230,138	\$ 42,435	\$ 41,199		
b. Caltrain																				
5	Downtown Extension to a Rebuilt Transbay Terminal	Project Allocation	\$ 135,065,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 79,025,764	\$ 3,724,058	\$ 3,594,923	\$ 3,449,035	\$ 3,284,971	\$ 3,104,713	\$ 2,906,980	\$ 2,693,682	\$ 2,465,855	\$ 2,216,084	\$ 1,943,841	\$ 1,647,806	\$ 1,329,708	\$ 957,751	\$ 598,115	\$ -	\$ -	
		Total	\$ 214,091,110	\$ 3,724,058	\$ 3,594,923	\$ 3,449,035	\$ 3,284,971	\$ 3,104,713	\$ 2,906,980	\$ 2,693,682	\$ 2,465,855	\$ 2,216,084	\$ 1,943,841	\$ 1,647,806	\$ 1,329,708	\$ 957,751	\$ 598,115	\$ -	\$ -	
6	Electrification	Project Allocation	\$ 16,756,200	\$ 478,829	\$ 478,592	\$ 478,568	\$ 478,139	\$ 477,900	\$ 477,822	\$ 477,344	\$ 477,010	\$ 476,797	\$ 476,684	\$ 476,650	\$ 476,214	\$ 475,850	\$ 475,540	\$ 475,268	\$ 475,021	
		Finance Costs	\$ 1,750,845	\$ 86,539	\$ 84,930	\$ 82,787	\$ 80,038	\$ 76,722	\$ 72,798	\$ 68,280	\$ 63,185	\$ 57,312	\$ 50,633	\$ 43,098	\$ 34,710	\$ 24,627	\$ 14,541	\$ -	\$ -	
		Total	\$ 18,507,045	\$ 565,368	\$ 563,522	\$ 561,355	\$ 558,177	\$ 554,621	\$ 550,621	\$ 545,624	\$ 540,195	\$ 534,109	\$ 527,317	\$ 519,748	\$ 510,924	\$ 500,477	\$ 490,080	\$ 475,268	\$ 475,021	
7	Capital Improvement Program	Project Allocation	\$ 14,096,797	\$ 290,763	\$ 290,396	\$ 289,803	\$ 289,586	\$ 289,135	\$ 289,019	\$ 288,664	\$ 288,607	\$ 288,308	\$ 288,273	\$ 287,996	\$ 287,954	\$ 287,671	\$ 287,597	\$ 287,282	\$ 287,155	
		Finance Costs	\$ 3,893,042	\$ 173,752	\$ 168,978	\$ 163,339	\$ 156,773	\$ 149,353	\$ 141,026	\$ 131,866	\$ 121,934	\$ 110,849	\$ 98,590	\$ 85,069	\$ 70,387	\$ 52,794	\$ 35,904	\$ -	\$ -	
		Total	\$ 17,989,839	\$ 464,515	\$ 459,374	\$ 453,142	\$ 446,358	\$ 438,488	\$ 430,045	\$ 420,530	\$ 410,541	\$ 399,157	\$ 386,863	\$ 373,066	\$ 358,341	\$ 340,464	\$ 323,501	\$ 287,282	\$ 287,155	
	Total Caltrain	Project Allocation	\$ 165,918,342	\$ 769,592	\$ 768,988	\$ 768,371	\$ 767,725	\$ 767,035	\$ 766,841	\$ 766,008	\$ 765,616	\$ 765,105	\$ 764,957	\$ 764,647	\$ 764,169	\$ 763,521	\$ 763,136	\$ 762,550	\$ 762,176	
	Finance Costs	\$ 84,669,651	\$ 3,984,349	\$ 3,848,832	\$ 3,695,161	\$ 3,521,781	\$ 3,330,788	\$ 3,120,805	\$ 2,893,828	\$ 2,650,974	\$ 2,384,245	\$ 2,093,064	\$ 1,775,973	\$ 1,434,804	\$ 1,035,171	\$ 648,560	\$ -	\$ -		
	Total	\$ 250,587,993	\$ 4,753,942	\$ 4,617,820	\$ 4,463,532	\$ 4,289,506	\$ 4,097,823	\$ 3,887,646	\$ 3,659,836	\$ 3,416,590	\$ 3,149,350	\$ 2,858,021	\$ 2,540,620	\$ 2,198,973	\$ 1,798,692	\$ 1,411,696	\$ 762,550	\$ 762,176		
8	BART Station Access, Safety and Capacity	Project Allocation	\$ 6,926,509	\$ -	\$ -	\$ -	\$ 223,210	\$ 225,833	\$ 228,668	\$ 231,684	\$ 234,330	\$ 237,132	\$ 240,064	\$ 243,101	\$ 246,222	\$ 249,405	\$ 252,630	\$ 255,881	\$ 259,140	
		Finance Costs	\$ 1,384,703	\$ 47,706	\$ 37,021	\$ 25,416	\$ 23,936	\$ 22,328	\$ 20,591	\$ 18,747	\$ 16,782	\$ 14,649	\$ 12,350	\$ 9,880	\$ 7,248	\$ 4,303	\$ 1,359	\$ -	\$ -	
		Total	\$ 8,311,212	\$ 47,706	\$ 37,021	\$ 25,416	\$ 247,146	\$ 248,161	\$ 249,259	\$ 250,431	\$ 251,112	\$ 251,781	\$ 252,414	\$ 252,981	\$ 253,470	\$ 253,708	\$ 253,989	\$ 255,881	\$ 259,140	
9	Ferry	Project Allocation	\$ 3,245,051	\$ -	\$ -	\$ 1,119,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 695,207	\$ 21,097	\$ 15,886	\$ 37,798	\$ 60,240	\$ 56,870	\$ 53,176	\$ 49,191	\$ 44,933	\$ 40,267	\$ 35,182	\$ 29,655	\$ 23,714	\$ 16,799	\$ 10,074	\$ -	\$ -	
		Total	\$ 3,940,258	\$ 21,097	\$ 15,886	\$ 1,157,078	\$ 60,240	\$ 56,870	\$ 53,176	\$ 49,191	\$ 44,933	\$ 40,267	\$ 35,182	\$ 29,655	\$ 23,714	\$ 16,799	\$ 10,074	\$ -	\$ -	
	Total Major Capital Projects	Project Allocation	\$ 437,954,885	\$ 930,058	\$ 1,236,363	\$ 2,038,905	\$ 1,137,783	\$ 1,135,439	\$ 1,050,877	\$ 1,051,446	\$ 1,052,135	\$ 1,052,905	\$ 1,054,214	\$ 1,055,508	\$ 1,056,760	\$ 1,057,944	\$ 1,059,474	\$ 1,060,866	\$ 1,062,514	
	Finance Costs	\$ 108,602,926	\$ 5,521,836	\$ 5,326,700	\$ 5,132,959	\$ 4,915,637	\$ 4,648,053	\$ 4,351,699	\$ 4,029,347	\$ 3,684,460	\$ 3,305,884	\$ 2,892,793	\$ 2,443,144	\$ 1,959,389	\$ 1,394,940	\$ 846,423	\$ -	\$ -		
	Total	\$ 546,557,811	\$ 6,451,894	\$ 6,563,063	\$ 7,171,864	\$ 6,053,420	\$ 5,783,493	\$ 5,402,576	\$ 5,080,793	\$ 4,736,595	\$ 4,358,789	\$ 3,947,007	\$ 3,498,652	\$ 3,016,150	\$ 2,452,884	\$ 1,905,897	\$ 1,060,866	\$ 1,062,514		

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



		Total Planned Allocations	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34		
ii. Transit Enhancements																				
10	Extension of trolleybus lines/electrification of motorcoach	Project Allocation	\$ 3,907,618	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		Finance Costs	\$ 438,465	\$ 6,488	\$ 5,530	\$ 4,661	\$ 3,863	\$ 3,132	\$ 2,459	\$ 1,839	\$ 1,268	\$ 734	\$ 235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 4,346,082	\$ 6,488	\$ 5,530	\$ 4,661	\$ 3,863	\$ 3,132	\$ 2,459	\$ 1,839	\$ 1,268	\$ 734	\$ 235	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
11	Extension of streetcar service (Fisherman's Wharf to Fort Mason)	Project Allocation	\$ 471,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 75,684	\$ 817	\$ 696	\$ 587	\$ 486	\$ 394	\$ 310	\$ 231	\$ 160	\$ 92	\$ 30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 546,982	\$ 817	\$ 696	\$ 587	\$ 486	\$ 394	\$ 310	\$ 231	\$ 160	\$ 92	\$ 30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
12	Purchase/rehab of historic lrvs for new/expanded serviceroutes	Project Allocation	\$ 723,053	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 14,580	\$ 1,101	\$ 939	\$ 791	\$ 656	\$ 532	\$ 417	\$ 312	\$ 215	\$ 125	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 737,633	\$ 1,101	\$ 939	\$ 791	\$ 656	\$ 532	\$ 417	\$ 312	\$ 215	\$ 125	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
13	Balboa Park BART/MUNI station access improvements	Project Allocation	\$ 1,943,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 266,052	\$ 3,286	\$ 2,801	\$ 2,361	\$ 1,957	\$ 1,586	\$ 1,246	\$ 931	\$ 642	\$ 372	\$ 119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 2,209,689	\$ 3,286	\$ 2,801	\$ 2,361	\$ 1,957	\$ 1,586	\$ 1,246	\$ 931	\$ 642	\$ 372	\$ 119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
14	Relocation of Caltrain Paul Avenue station to Oakdale Avenue	Project Allocation	\$ 413,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 57,478	\$ 695	\$ 592	\$ 499	\$ 414	\$ 335	\$ 263	\$ 197	\$ 136	\$ 79	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 470,665	\$ 695	\$ 592	\$ 499	\$ 414	\$ 335	\$ 263	\$ 197	\$ 136	\$ 79	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
15	Purchase of additional light rail	Project Allocation	\$ 723,053	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 14,580	\$ 1,101	\$ 939	\$ 791	\$ 656	\$ 532	\$ 417	\$ 312	\$ 215	\$ 125	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 737,633	\$ 1,101	\$ 939	\$ 791	\$ 656	\$ 532	\$ 417	\$ 312	\$ 215	\$ 125	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
16	Other transit enhancements	Project Allocation	\$ 28,888,764	\$ 1,188,728	\$ 1,204,582	\$ 1,220,923	\$ 1,237,053	\$ 1,253,489	\$ 1,270,132	\$ 1,286,893	\$ 1,304,209	\$ 1,321,452	\$ 1,339,044	\$ 1,356,877	\$ 1,375,319	\$ 1,393,785	\$ 1,412,632	\$ 1,431,745	\$ 1,451,017	
		Finance Costs	\$ 881,362	\$ 14,695	\$ 14,067	\$ 13,170	\$ 12,019	\$ 10,650	\$ 9,082	\$ 7,336	\$ 5,438	\$ 3,371	\$ 1,152	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 29,770,126	\$ 1,203,423	\$ 1,218,649	\$ 1,234,093	\$ 1,249,072	\$ 1,264,139	\$ 1,279,214	\$ 1,294,229	\$ 1,309,647	\$ 1,324,823	\$ 1,340,196	\$ 1,356,877	\$ 1,375,319	\$ 1,393,785	\$ 1,412,632	\$ 1,431,745	\$ 1,451,017	
Total Transit Enhancements		Project Allocation	\$ 37,070,609	\$ 1,188,728	\$ 1,204,582	\$ 1,220,923	\$ 1,237,053	\$ 1,253,489	\$ 1,270,132	\$ 1,286,893	\$ 1,304,209	\$ 1,321,452	\$ 1,339,044	\$ 1,356,877	\$ 1,375,319	\$ 1,393,785	\$ 1,412,632	\$ 1,431,745	\$ 1,451,017	
		Finance Costs	\$ 1,748,201	\$ 28,183	\$ 25,564	\$ 22,859	\$ 20,049	\$ 17,161	\$ 14,194	\$ 11,158	\$ 8,073	\$ 4,897	\$ 1,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 38,818,810	\$ 1,216,911	\$ 1,230,145	\$ 1,243,782	\$ 1,257,102	\$ 1,270,650	\$ 1,284,326	\$ 1,298,051	\$ 1,312,282	\$ 1,326,349	\$ 1,340,684	\$ 1,356,877	\$ 1,375,319	\$ 1,393,785	\$ 1,412,632	\$ 1,431,745	\$ 1,451,017	
iii. System Maintenance and Renovation																				
a. Vehicles																				
17M	MUNI	Project Allocation	\$ 352,082,151	\$ 26,762,274	\$ 33,072,330	\$ -	\$ 379,920	\$ 19,974,419	\$ 28,278,342	\$ 22,055,419	\$ 16,501,607	\$ 25,721,330	\$ 23,265,989	\$ 15,283,378	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 8,018,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 446,283	\$ 905,957	\$ 1,359,083	\$ 1,602,482	\$ 1,446,887	\$ 920,137	\$ 124,369	\$ -	\$ -	
		Total	\$ 360,100,675	\$ 26,762,274	\$ 33,072,330	\$ -	\$ 379,920	\$ 19,974,419	\$ 28,278,342	\$ 22,055,419	\$ 16,947,899	\$ 26,627,287	\$ 24,625,072	\$ 16,885,860	\$ 1,446,887	\$ 920,137	\$ 124,369	\$ -	\$ -	
17B	BART	Project Allocation	\$ 8,849,288	\$ 309,377	\$ 313,453	\$ 317,634	\$ 321,892	\$ 326,204	\$ 330,544	\$ 334,893	\$ 339,230	\$ 343,537	\$ 347,797	\$ 352,473	\$ 357,045	\$ 361,502	\$ 366,270	\$ 370,879	\$ 375,732	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 8,849,288	\$ 309,377	\$ 313,453	\$ 317,634	\$ 321,892	\$ 326,204	\$ 330,544	\$ 334,893	\$ 339,230	\$ 343,537	\$ 347,797	\$ 352,473	\$ 357,045	\$ 361,502	\$ 366,270	\$ 370,879	\$ 375,732	
17P	Caltrain	Project Allocation	\$ 16,985,165	\$ -	\$ -	\$ 556,010	\$ 563,311	\$ 570,856	\$ 578,591	\$ 585,929	\$ 593,392	\$ 601,443	\$ 609,506	\$ 617,544	\$ 625,524	\$ 633,866	\$ 642,066	\$ 650,523	\$ 659,179	
		Finance Costs	\$ 799,619	\$ 37,803	\$ 11,056	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 17,784,784	\$ 37,803	\$ 11,056	\$ 556,010	\$ 563,311	\$ 570,856	\$ 578,591	\$ 585,929	\$ 593,392	\$ 601,443	\$ 609,506	\$ 617,544	\$ 625,524	\$ 633,866	\$ 642,066	\$ 650,523	\$ 659,179	
17U	Discretionary	Project Allocation	\$ 70,588,463	\$ 3,717,023	\$ 3,716,568	\$ 3,716,011	\$ 3,715,858	\$ 3,715,413	\$ 3,715,164	\$ 3,715,003	\$ 3,714,831	\$ 3,714,557	\$ 3,714,100	\$ 3,713,861	\$ 3,713,731	\$ 3,713,610	\$ 3,713,404	\$ 3,713,031	\$ 3,712,825	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 70,588,463	\$ 3,717,023	\$ 3,716,568	\$ 3,716,011	\$ 3,715,858	\$ 3,715,413	\$ 3,715,164	\$ 3,715,003	\$ 3,714,831	\$ 3,714,557	\$ 3,714,100	\$ 3,713,861	\$ 3,713,731	\$ 3,713,610	\$ 3,713,404	\$ 3,713,031	\$ 3,712,825	
18	Transit vehicle replacement and renovation	Project Allocation	\$ 448,505,067	\$ 30,788,674	\$ 37,102,351	\$ 4,589,655	\$ 4,980,982	\$ 24,586,892	\$ 32,902,642	\$ 26,691,244	\$ 21,149,059	\$ 30,380,867	\$ 27,937,392	\$ 19,967,256	\$ 4,696,300	\$ 4,708,978	\$ 4,721,740	\$ 4,734,432	\$ 4,747,735	
		Finance Costs	\$ 8,818,143	\$ 37,803	\$ 11,056	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 446,283	\$ 905,957	\$ 1,359,083	\$ 1,602,482	\$ 1,446,887	\$ 920,137	\$ 124,369	\$ -	\$ -	
		Total	\$ 457,323,210	\$ 30,826,477	\$ 37,113,407	\$ 4,589,655	\$ 4,980,982	\$ 24,586,892	\$ 32,902,642	\$ 26,691,244	\$ 21,595,342	\$ 31,286,825	\$ 29,296,475	\$ 21,569,738	\$ 6,143,187	\$ 5,629,115	\$ 4,846,109	\$ 4,734,432	\$ 4,747,735	
19	Trolleybus wheelchair-lift incremental operations and maintenance	Project Allocation	\$ 2,357,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 2,357,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line historic streetcar incremental operations and	Project Allocation	\$ 4,769,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 4,769,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Vehicles		Project Allocation	\$ 455,632,081	\$ 30,788,674	\$ 37,102,351	\$ 4,589,655	\$ 4,980,982	\$ 24,586,892	\$ 32,902,642	\$ 26,691,244	\$ 21,149,059	\$ 30,380,867	\$ 27,937,392	\$ 19,967,256	\$ 4,696,300	\$ 4,708,978	\$ 4,721,740	\$ 4,734,432	\$ 4,747,735	
		Finance Costs	\$ 8,818,143	\$ 37,803	\$ 11,056	\$ -	\$ -	\$ -	\$ -	\$ 446,283	\$ 905,957	\$ 1,359,083	\$ 1,602,482	\$ 1,446,887	\$ 920,137	\$ 124,369	\$ -	\$ -	\$ -	
		Total	\$ 464,450,224	\$ 30,826,477	\$ 37,113,407	\$ 4,589,655	\$ 4,980,982	\$ 24,586,892	\$ 32,902,642	\$ 26,691,244	\$ 21,595,342	\$ 31,286,825	\$ 29,296,475	\$ 21,569,738	\$ 6,143,187	\$ 5,629,115	\$ 4,846,109	\$ 4,734,432	\$ 4,747,735	

2005 Prop K Strategic Plan

Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



		Total Planned Allocations	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
b. Facilities																			
20M	MUNI	Project Allocation	\$ 42,954,416	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 21,528,726	\$ 846,886	\$ 993,348	\$ 1,022,493	\$ 921,355	\$ 795,783	\$ 718,519	\$ 787,802	\$ 835,791	\$ 772,533	\$ 703,330	\$ 603,904	\$ 426,795	\$ 242,478	\$ 34,326	\$ -	\$ -
		Total	\$ 64,483,142	\$ 846,886	\$ 993,348	\$ 1,022,493	\$ 921,355	\$ 795,783	\$ 718,519	\$ 787,802	\$ 835,791	\$ 772,533	\$ 703,330	\$ 603,904	\$ 426,795	\$ 242,478	\$ 34,326	\$ -	\$ -
20B	BART	Project Allocation	\$ 913,706	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 599,407	\$ 26,463	\$ 25,559	\$ 24,537	\$ 23,386	\$ 22,122	\$ 20,735	\$ 19,238	\$ 17,640	\$ 15,887	\$ 13,976	\$ 11,898	\$ 9,666	\$ 7,046	\$ 4,524	\$ -	\$ -
		Total	\$ 1,513,113	\$ 26,463	\$ 25,559	\$ 24,537	\$ 23,386	\$ 22,122	\$ 20,735	\$ 19,238	\$ 17,640	\$ 15,887	\$ 13,976	\$ 11,898	\$ 9,666	\$ 7,046	\$ 4,524	\$ -	\$ -
20P	Caltrain	Project Allocation	\$ 3,673,415	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 2,441,081	\$ 107,530	\$ 103,880	\$ 99,752	\$ 95,105	\$ 89,998	\$ 84,393	\$ 78,347	\$ 71,890	\$ 64,809	\$ 57,088	\$ 48,690	\$ 39,668	\$ 29,064	\$ 18,880	\$ -	\$ -
		Total	\$ 6,114,497	\$ 107,530	\$ 103,880	\$ 99,752	\$ 95,105	\$ 89,998	\$ 84,393	\$ 78,347	\$ 71,890	\$ 64,809	\$ 57,088	\$ 48,690	\$ 39,668	\$ 29,064	\$ 18,880	\$ -	\$ -
20U	Discretionary	Project Allocation	\$ 7,577,740	\$ 400,522	\$ 400,073	\$ 399,916	\$ 399,428	\$ 399,200	\$ 399,200	\$ 398,862	\$ 398,726	\$ 398,260	\$ 397,974	\$ 397,845	\$ 397,386	\$ 397,067	\$ 396,866	\$ 396,764	\$ 396,743
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 7,577,740	\$ 400,522	\$ 400,073	\$ 399,916	\$ 399,428	\$ 399,200	\$ 399,200	\$ 398,862	\$ 398,726	\$ 398,260	\$ 397,974	\$ 397,845	\$ 397,386	\$ 397,067	\$ 396,866	\$ 396,764	\$ 396,743
	Rehabilitation, upgrade and replacement of existing facilities	Project Allocation	\$ 55,119,277	\$ 400,522	\$ 400,073	\$ 399,916	\$ 399,428	\$ 399,200	\$ 399,200	\$ 398,862	\$ 398,726	\$ 398,260	\$ 397,974	\$ 397,845	\$ 397,386	\$ 397,067	\$ 396,866	\$ 396,764	\$ 396,743
		Finance Costs	\$ 24,569,214	\$ 980,879	\$ 1,122,786	\$ 1,146,781	\$ 1,039,846	\$ 907,902	\$ 823,646	\$ 885,387	\$ 925,321	\$ 853,228	\$ 774,394	\$ 664,491	\$ 476,128	\$ 278,588	\$ 57,729	\$ -	\$ -
		Total	\$ 79,688,491	\$ 1,381,401	\$ 1,522,859	\$ 1,546,697	\$ 1,439,275	\$ 1,307,103	\$ 1,222,847	\$ 1,284,249	\$ 1,324,047	\$ 1,251,488	\$ 1,172,368	\$ 1,062,337	\$ 873,514	\$ 675,654	\$ 454,595	\$ 396,764	\$ 396,743
21	MUNI Metro Extension incremental operations and maintenance	Project Allocation	\$ 15,479,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 15,479,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Facilities	Project Allocation	\$ 70,598,496	\$ 400,522	\$ 400,073	\$ 399,916	\$ 399,428	\$ 399,200	\$ 399,200	\$ 398,862	\$ 398,726	\$ 398,260	\$ 397,974	\$ 397,845	\$ 397,386	\$ 397,067	\$ 396,866	\$ 396,764	\$ 396,743
		Finance Costs	\$ 24,569,214	\$ 980,879	\$ 1,122,786	\$ 1,146,781	\$ 1,039,846	\$ 907,902	\$ 823,646	\$ 885,387	\$ 925,321	\$ 853,228	\$ 774,394	\$ 664,491	\$ 476,128	\$ 278,588	\$ 57,729	\$ -	\$ -
		Total	\$ 95,167,710	\$ 1,381,401	\$ 1,522,859	\$ 1,546,697	\$ 1,439,275	\$ 1,307,103	\$ 1,222,847	\$ 1,284,249	\$ 1,324,047	\$ 1,251,488	\$ 1,172,368	\$ 1,062,337	\$ 873,514	\$ 675,654	\$ 454,595	\$ 396,764	\$ 396,743
c. Guideways																			
22M	MUNI	Project Allocation	\$ 162,664,949	\$ 3,209,310	\$ 4,050,585	\$ 3,932,607	\$ 3,818,065	\$ 3,706,859	\$ 3,598,892	\$ 3,494,070	\$ 7,154,322	\$ 3,293,496	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 21,840,166	\$ 1,100,097	\$ 1,234,572	\$ 1,219,180	\$ 1,045,952	\$ 844,218	\$ 693,017	\$ 661,345	\$ 604,562	\$ 494,767	\$ 283,416	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 184,505,114	\$ 4,309,407	\$ 5,285,157	\$ 5,151,786	\$ 4,864,017	\$ 4,551,077	\$ 4,291,910	\$ 4,155,415	\$ 7,758,884	\$ 3,788,263	\$ 283,416	\$ -	\$ -	\$ -	\$ -	\$ -	
22B	BART	Project Allocation	\$ 5,541,288	\$ 211,814	\$ 214,369	\$ 217,201	\$ 219,686	\$ 222,412	\$ 225,346	\$ 227,921	\$ 230,676	\$ 233,585	\$ 236,620	\$ 239,758	\$ 242,976	\$ 246,253	\$ 249,571	\$ 252,910	\$ 256,256
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 5,541,288	\$ 211,814	\$ 214,369	\$ 217,201	\$ 219,686	\$ 222,412	\$ 225,346	\$ 227,921	\$ 230,676	\$ 233,585	\$ 236,620	\$ 239,758	\$ 242,976	\$ 246,253	\$ 249,571	\$ 252,910	\$ 256,256
22P	Caltrain	Project Allocation	\$ 21,590,215	\$ 670,104	\$ 678,629	\$ 687,299	\$ 696,063	\$ 705,444	\$ 714,795	\$ 724,079	\$ 733,781	\$ 743,317	\$ 753,151	\$ 763,214	\$ 773,443	\$ 783,779	\$ 794,168	\$ 804,561	\$ 815,322
		Finance Costs	\$ 467,623	\$ 1,216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 22,057,838	\$ 671,320	\$ 678,629	\$ 687,299	\$ 696,063	\$ 705,444	\$ 714,795	\$ 724,079	\$ 733,781	\$ 743,317	\$ 753,151	\$ 763,214	\$ 773,443	\$ 783,779	\$ 794,168	\$ 804,561	\$ 815,322
22U	Discretionary	Project Allocation	\$ 30,612,548	\$ 1,612,999	\$ 1,612,756	\$ 1,612,369	\$ 1,611,811	\$ 1,611,628	\$ 1,611,196	\$ 1,611,035	\$ 1,610,560	\$ 1,610,266	\$ 1,610,099	\$ 1,610,008	\$ 1,609,948	\$ 1,609,876	\$ 1,609,754	\$ 1,609,546	\$ 1,609,220
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 30,612,548	\$ 1,612,999	\$ 1,612,756	\$ 1,612,369	\$ 1,611,811	\$ 1,611,628	\$ 1,611,196	\$ 1,611,035	\$ 1,610,560	\$ 1,610,266	\$ 1,610,099	\$ 1,610,008	\$ 1,609,948	\$ 1,609,876	\$ 1,609,754	\$ 1,609,546	\$ 1,609,220
	Guideways	Project Allocation	\$ 220,408,999	\$ 5,704,227	\$ 6,556,339	\$ 6,449,475	\$ 6,345,624	\$ 6,246,343	\$ 6,150,230	\$ 6,057,105	\$ 9,729,340	\$ 5,880,664	\$ 2,599,870	\$ 2,612,980	\$ 2,626,367	\$ 2,639,909	\$ 2,653,493	\$ 2,667,017	\$ 2,680,798
		Finance Costs	\$ 22,307,788	\$ 1,101,313	\$ 1,234,572	\$ 1,219,180	\$ 1,045,952	\$ 844,218	\$ 693,017	\$ 661,345	\$ 604,562	\$ 494,767	\$ 283,416	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 242,716,788	\$ 6,805,540	\$ 7,790,911	\$ 7,668,655	\$ 7,391,576	\$ 7,090,561	\$ 6,843,247	\$ 6,718,450	\$ 10,333,902	\$ 6,375,432	\$ 2,883,286	\$ 2,612,980	\$ 2,626,367	\$ 2,639,909	\$ 2,653,493	\$ 2,667,017	\$ 2,680,798
	Total System Maintenance and Renovation	Project Allocation	\$ 746,639,577	\$ 36,893,423	\$ 44,058,763	\$ 11,439,046	\$ 11,726,035	\$ 31,232,435	\$ 39,452,072	\$ 33,147,211	\$ 31,277,125	\$ 36,659,791	\$ 30,935,236	\$ 22,978,082	\$ 7,720,054	\$ 7,745,953	\$ 7,772,099	\$ 7,798,213	\$ 7,825,277
		Finance Costs	\$ 55,695,145	\$ 2,119,994	\$ 2,368,414	\$ 2,365,961	\$ 2,085,799	\$ 1,752,120	\$ 1,516,664	\$ 1,546,732	\$ 1,976,166	\$ 2,253,952	\$ 2,416,893	\$ 2,266,974	\$ 1,923,015	\$ 1,198,725	\$ 182,098	\$ -	\$ -
		Total	\$ 802,334,721	\$ 39,013,417	\$ 46,427,177	\$ 13,805,007	\$ 13,811,833	\$ 32,984,555	\$ 40,968,736	\$ 34,693,942	\$ 33,253,291	\$ 38,913,744	\$ 33,352,129	\$ 25,245,055	\$ 9,643,069	\$ 8,944,678	\$ 7,954,197	\$ 7,998,213	\$ 8,825,277
	Total Transit	Project Allocation	\$ 1,221,665,071	\$ 39,012,209	\$ 46,499,708	\$ 14,698,875	\$ 14,100,871	\$ 33,621,363	\$ 41,773,081	\$ 35,485,550	\$ 33,633,470	\$ 39,034,149	\$ 33,328,494	\$ 25,390,467	\$ 10,152,132	\$ 10,197,682	\$ 10,244,205	\$ 10,290,824	\$ 10,338,808
		Finance Costs	\$ 166,046,271	\$ 7,670,013	\$ 7,720,678	\$ 7,521,779	\$ 7,021,485	\$ 6,417,334	\$ 5,882,557	\$ 5,587,237	\$ 5,668,698	\$ 5,564,733	\$ 5,311,326	\$ 4,710,117	\$ 3,882,405	\$ 2,593,664	\$ 1,028,522	\$ -	\$ -
		Total	\$ 1,387,711,342	\$ 46,682,222	\$ 54,220,386	\$ 22,220,653	\$ 21,122,356	\$ 40,038,698	\$ 47,655,638	\$ 41,072,787	\$ 39,302,168	\$ 44,598,882	\$ 38,639,820	\$ 30,100,585	\$ 14,034,537	\$ 12,791,347	\$ 11,272,727	\$ 10,290,824	\$ 10,338,808

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item



2003\$

		Total Planned Allocations	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
PARATRANSIT																		
23	Paratransit	Project Allocation	\$ 139,341,651	\$ 6,206,805	\$ 6,026,024	\$ 5,850,509	\$ 5,680,106	\$ 5,514,666	\$ 830,514	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 43,212,041	\$ 2,211,074	\$ 2,339,423	\$ 2,462,044	\$ 2,577,821	\$ 2,688,334	\$ 2,565,137	\$ 2,389,541	\$ 2,202,132	\$ 1,996,415	\$ 1,771,985	\$ 1,527,735	\$ 1,265,463	\$ 954,101	\$ 658,907	\$ -
		Total	\$ 182,553,692	\$ 8,417,879	\$ 8,365,447	\$ 8,312,553	\$ 8,257,927	\$ 8,203,000	\$ 3,395,650	\$ 2,389,541	\$ 2,202,132	\$ 1,996,415	\$ 1,771,985	\$ 1,527,735	\$ 1,265,463	\$ 954,101	\$ 658,907	\$ -
STREETS AND TRAFFIC SAFETY																		
i. Major Capital Projects																		
a. Doyle Drive																		
24	Doyle Drive	Project Allocation	\$ 54,071,733	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 17,508,845	\$ 1,233,204	\$ 1,189,727	\$ 1,140,647	\$ 1,085,490	\$ 1,024,911	\$ 958,481	\$ 886,824	\$ 810,271	\$ 726,371	\$ 634,945	\$ 535,550	\$ 428,728	\$ 304,313	\$ 183,403	\$ -
		Total	\$ 71,580,579	\$ 1,233,204	\$ 1,189,727	\$ 1,140,647	\$ 1,085,490	\$ 1,024,911	\$ 958,481	\$ 886,824	\$ 810,271	\$ 726,371	\$ 634,945	\$ 535,550	\$ 428,728	\$ 304,313	\$ 183,403	\$ -
b. New and Upgraded Street																		
25	Bernal Heights Street System Upgrading	Project Allocation	\$ 2,420,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 2,420,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	Project Allocation	\$ 1,265,589	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 558,253	\$ 31,355	\$ 30,225	\$ 28,952	\$ 27,521	\$ 25,951	\$ 24,231	\$ 22,374	\$ 20,391	\$ 18,218	\$ 15,850	\$ 13,278	\$ 10,512	\$ 7,307	\$ 4,172	\$ -
		Total	\$ 1,823,842	\$ 31,355	\$ 30,225	\$ 28,952	\$ 27,521	\$ 25,951	\$ 24,231	\$ 22,374	\$ 20,391	\$ 18,218	\$ 15,850	\$ 13,278	\$ 10,512	\$ 7,307	\$ 4,172	\$ -
27	Visitacion Valley Watershed Area projects (San Francisco share)	Project Allocation	\$ 11,830,346	\$ 757,397	\$ 757,148	\$ 753,245	\$ 740,117	\$ 727,115	\$ 719,778	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 1,683,508	\$ 68,536	\$ 87,001	\$ 106,292	\$ 126,065	\$ 146,178	\$ 166,753	\$ 170,048	\$ 155,675	\$ 139,917	\$ 122,742	\$ 104,065	\$ 83,997	\$ 60,527	\$ 37,839	\$ -
		Total	\$ 13,513,854	\$ 825,933	\$ 844,149	\$ 859,538	\$ 866,182	\$ 873,293	\$ 886,531	\$ 170,048	\$ 155,675	\$ 139,917	\$ 122,742	\$ 104,065	\$ 83,997	\$ 60,527	\$ 37,839	\$ -
28	Illinois Street Bridge	Project Allocation	\$ 1,941,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 1,941,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Traffic study to reduce impacts of SR 1 in Golden Gate Park	Project Allocation	\$ 147,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 33,245	\$ 3,201	\$ 3,097	\$ 2,978	\$ 2,844	\$ 2,697	\$ 2,536	\$ 2,362	\$ 2,176	\$ 1,971	\$ 1,749	\$ 1,506	\$ 1,246	\$ 938	\$ 645	\$ -
		Total	\$ 180,674	\$ 3,201	\$ 3,097	\$ 2,978	\$ 2,844	\$ 2,697	\$ 2,536	\$ 2,362	\$ 2,176	\$ 1,971	\$ 1,749	\$ 1,506	\$ 1,246	\$ 938	\$ 645	\$ -
30	Upgrades to major arterials (including 19th Avenue)	Project Allocation	\$ 2,874,700	\$ -	\$ -	\$ -	\$ -	\$ 54,177	\$ 108,520	\$ 198,893	\$ 913,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Finance Costs	\$ 324,798	\$ 11,756	\$ 7,234	\$ 2,337	\$ -	\$ -	\$ -	\$ 6,233	\$ 23,544	\$ 27,853	\$ 23,353	\$ 18,515	\$ 12,906	\$ 7,424	\$ -	\$ -
		Total	\$ 3,199,498	\$ 11,756	\$ 7,234	\$ 2,337	\$ -	\$ 54,177	\$ 108,520	\$ 198,893	\$ 919,545	\$ 23,544	\$ 27,853	\$ 23,353	\$ 18,515	\$ 12,906	\$ 7,424	\$ -
Total New and Upgraded Streets			Project Allocation	\$ 20,479,977	\$ 757,397	\$ 757,148	\$ 753,245	\$ 740,117	\$ 781,292	\$ 828,299	\$ 198,893	\$ 913,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Finance Costs	\$ 2,599,803	\$ 114,848	\$ 127,557	\$ 140,559	\$ 156,431	\$ 174,827	\$ 193,519	\$ 194,784	\$ 184,475	\$ 183,651	\$ 168,194	\$ 142,202	\$ 114,270	\$ 81,678	\$ 50,079
			Total	\$ 23,079,780	\$ 872,245	\$ 884,704	\$ 893,804	\$ 896,548	\$ 956,119	\$ 1,021,818	\$ 393,677	\$ 1,097,786	\$ 183,651	\$ 168,194	\$ 142,202	\$ 114,270	\$ 81,678	\$ 50,079
Total Major Capital Projects			Project Allocation	\$ 74,551,710	\$ 757,397	\$ 757,148	\$ 753,245	\$ 740,117	\$ 781,292	\$ 828,299	\$ 198,893	\$ 913,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Finance Costs	\$ 20,108,649	\$ 1,348,052	\$ 1,317,284	\$ 1,281,205	\$ 1,241,922	\$ 1,199,738	\$ 1,152,000	\$ 1,081,608	\$ 994,745	\$ 910,022	\$ 803,138	\$ 677,751	\$ 542,998	\$ 385,991	\$ 233,482
			Total	\$ 94,660,359	\$ 2,105,449	\$ 2,074,432	\$ 2,034,451	\$ 1,982,039	\$ 1,981,030	\$ 1,980,299	\$ 1,280,501	\$ 1,908,057	\$ 910,022	\$ 803,138	\$ 677,751	\$ 542,998	\$ 385,991	\$ 233,482
ii. System Operations, Efficiency and Safety																		
a. New Signals and Signs																		
31	New Signals and Signs	Project Allocation	\$ 32,360,483	\$ 1,048,802	\$ 1,048,790	\$ 1,048,494	\$ 1,047,912	\$ 1,047,615	\$ 1,047,555	\$ 1,047,146	\$ 1,046,916	\$ 1,046,825	\$ 1,046,343	\$ 1,045,956	\$ 1,045,632	\$ 1,045,339	\$ 1,045,051	\$ 1,044,741
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 32,360,483	\$ 1,048,802	\$ 1,048,790	\$ 1,048,494	\$ 1,047,912	\$ 1,047,615	\$ 1,047,555	\$ 1,047,146	\$ 1,046,916	\$ 1,046,825	\$ 1,046,343	\$ 1,045,956	\$ 1,045,632	\$ 1,045,339	\$ 1,045,051	\$ 1,044,741
b. Advanced Technology and Information Systems (SFgo)																		
32	Advanced Technology and Information Systems (SFgo)	Project Allocation	\$ 15,480,845	\$ 490,383	\$ 496,664	\$ 503,374	\$ 509,859	\$ 516,679	\$ 523,224	\$ 530,024	\$ 537,027	\$ 544,187	\$ 551,458	\$ 558,799	\$ 566,171	\$ 573,541	\$ 581,312	\$ 588,993
		Finance Costs	\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Total	\$ 15,492,125	\$ 490,383	\$ 496,664	\$ 503,374	\$ 509,859	\$ 516,679	\$ 523,224	\$ 530,024	\$ 537,027	\$ 544,187	\$ 551,458	\$ 558,799	\$ 566,171	\$ 573,541	\$ 581,312	\$ 588,993
Total System Operations, Efficiency and Safety			Project Allocation	\$ 47,841,328	\$ 1,539,185	\$ 1,545,454	\$ 1,551,867	\$ 1,557,770	\$ 1,564,295	\$ 1,570,778	\$ 1,577,170	\$ 1,583,944	\$ 1,591,012	\$ 1,597,801	\$ 1,604,755	\$ 1,611,803	\$ 1,618,880	\$ 1,626,363
			Finance Costs	\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Total	\$ 47,852,608	\$ 1,539,185	\$ 1,545,454	\$ 1,551,867	\$ 1,557,770	\$ 1,564,295	\$ 1,570,778	\$ 1,577,170	\$ 1,583,944	\$ 1,591,012	\$ 1,597,801	\$ 1,604,755	\$ 1,611,803	\$ 1,618,880	\$ 1,626,363

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item



2003\$

		Total Planned Allocations	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34		
iii. System Maintenance and Renovation																				
a. Signals and Signs																				
33	Signals and Signs	Project Allocation	\$ 68,386,404	\$ 1,727,892	\$ 1,727,419	\$ 1,727,322	\$ 1,726,940	\$ 1,726,826	\$ 1,726,361	\$ 1,726,071	\$ 1,725,899	\$ 1,725,792	\$ 1,725,704	\$ 1,725,589	\$ 1,725,408	\$ 1,725,124	\$ 1,724,705	\$ 1,724,544	\$ 1,724,165	
		Finance Costs	\$ 10,873,683	\$ 503,561	\$ 487,408	\$ 468,179	\$ 445,611	\$ 419,897	\$ 390,786	\$ 358,446	\$ 322,915	\$ 283,107	\$ 238,847	\$ 189,854	\$ 136,151	\$ 74,843	\$ 11,395	\$ -	\$ -	\$ -
		Total	\$ 79,260,087	\$ 2,231,454	\$ 2,214,826	\$ 2,195,501	\$ 2,172,551	\$ 2,146,723	\$ 2,117,147	\$ 2,084,517	\$ 2,048,814	\$ 2,008,899	\$ 1,964,551	\$ 1,915,443	\$ 1,861,559	\$ 1,799,967	\$ 1,736,100	\$ 1,724,544	\$ 1,724,165	
b. Street Resurfacing, Rehabilitation, and Maintenance																				
34	Street Resurfacing and Reconstruction	Project Allocation	\$ 77,511,324	\$ 2,439,075	\$ 2,430,351	\$ 2,480,567	\$ 2,467,057	\$ 2,452,230	\$ 2,436,173	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ 28,955,766	\$ 1,306,465	\$ 1,327,068	\$ 1,346,714	\$ 1,364,831	\$ 1,380,835	\$ 1,394,310	\$ 1,345,101	\$ 1,231,984	\$ 1,107,962	\$ 972,772	\$ 825,757	\$ 667,795	\$ 482,879	\$ 304,348	\$ -	\$ -	\$ -
		Total	\$ 106,467,091	\$ 3,745,541	\$ 3,757,419	\$ 3,827,281	\$ 3,831,888	\$ 3,833,065	\$ 3,830,483	\$ 1,345,101	\$ 1,231,984	\$ 1,107,962	\$ 972,772	\$ 825,757	\$ 667,795	\$ 482,879	\$ 304,348	\$ -	\$ -	
35	Street Repair and Cleaning Equipment	Project Allocation	\$ 20,496,122	\$ 657,908	\$ 666,789	\$ 675,803	\$ 684,902	\$ 694,038	\$ 703,168	\$ 712,253	\$ 721,777	\$ 731,156	\$ 740,852	\$ 750,796	\$ 760,923	\$ 771,174	\$ 781,493	\$ 791,830	\$ 802,550	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 20,496,122	\$ 657,908	\$ 666,789	\$ 675,803	\$ 684,902	\$ 694,038	\$ 703,168	\$ 712,253	\$ 721,777	\$ 731,156	\$ 740,852	\$ 750,796	\$ 760,923	\$ 771,174	\$ 781,493	\$ 791,830	\$ 802,550	
36	Embarcadero Roadway incremental operations and	Project Allocation	\$ 1,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 1,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	Street Resurfacing, Rehabilitation, and Maintenance	Project Allocation	\$ 99,987,446	\$ 3,096,984	\$ 3,097,140	\$ 3,156,371	\$ 3,151,959	\$ 3,146,268	\$ 3,139,342	\$ 712,253	\$ 721,777	\$ 731,156	\$ 740,852	\$ 750,796	\$ 760,923	\$ 771,174	\$ 781,493	\$ 791,830	\$ 802,550	
		Finance Costs	\$ 28,955,766	\$ 1,306,465	\$ 1,327,068	\$ 1,346,714	\$ 1,364,831	\$ 1,380,835	\$ 1,394,310	\$ 1,345,101	\$ 1,231,984	\$ 1,107,962	\$ 972,772	\$ 825,757	\$ 667,795	\$ 482,879	\$ 304,348	\$ -	\$ -	
		Total	\$ 128,943,213	\$ 4,403,449	\$ 4,424,208	\$ 4,503,085	\$ 4,516,790	\$ 4,527,103	\$ 4,533,652	\$ 2,057,354	\$ 1,953,762	\$ 1,839,118	\$ 1,713,624	\$ 1,576,553	\$ 1,428,718	\$ 1,254,053	\$ 1,085,841	\$ 791,830	\$ 802,550	
c. Pedestrian and Bicycle Facility Maintenance																				
37	Pedestrian and Bicycle Facility Maintenance	Project Allocation	\$ 15,114,737	\$ 498,727	\$ 497,910	\$ 497,324	\$ 496,348	\$ 495,579	\$ 494,986	\$ 494,008	\$ 493,188	\$ 492,504	\$ 491,934	\$ 491,456	\$ 490,589	\$ 490,256	\$ 489,963	\$ 489,696	\$ 489,440	
		Finance Costs	\$ 576,979	\$ 29,800	\$ 30,337	\$ 30,570	\$ 30,449	\$ 29,980	\$ 29,142	\$ 27,918	\$ 26,307	\$ 24,220	\$ 21,635	\$ 18,518	\$ 14,847	\$ 10,278	\$ 5,510	\$ -	\$ -	
		Total	\$ 15,691,716	\$ 528,527	\$ 528,247	\$ 527,894	\$ 526,797	\$ 525,559	\$ 524,129	\$ 521,925	\$ 519,495	\$ 516,725	\$ 513,568	\$ 509,975	\$ 505,436	\$ 500,534	\$ 495,473	\$ 489,696	\$ 489,440	
37	Total System Maintenance and	Project Allocation	\$ 183,488,588	\$ 5,323,603	\$ 5,322,469	\$ 5,381,016	\$ 5,375,248	\$ 5,368,673	\$ 5,360,689	\$ 2,932,331	\$ 2,940,864	\$ 2,949,453	\$ 2,958,489	\$ 2,967,841	\$ 2,976,920	\$ 2,986,554	\$ 2,996,161	\$ 3,006,070	\$ 3,016,155	
		Finance Costs	\$ 40,406,428	\$ 1,839,827	\$ 1,844,813	\$ 1,845,463	\$ 1,840,890	\$ 1,830,712	\$ 1,814,239	\$ 1,731,465	\$ 1,581,207	\$ 1,415,288	\$ 1,233,254	\$ 1,034,130	\$ 818,792	\$ 568,000	\$ 321,252	\$ -	\$ -	
		Total	\$ 223,895,016	\$ 7,163,430	\$ 7,167,281	\$ 7,226,479	\$ 7,216,138	\$ 7,199,385	\$ 7,174,928	\$ 4,663,796	\$ 4,522,071	\$ 4,364,741	\$ 4,191,743	\$ 4,001,971	\$ 3,795,713	\$ 3,554,554	\$ 3,317,413	\$ 3,006,070	\$ 3,016,155	
iv. Bicycle and Pedestrian Improvements																				
a. Traffic Calming																				
38	Traffic Calming	Project Allocation	\$ 54,638,285	\$ 1,809,409	\$ 1,833,980	\$ 1,858,611	\$ 1,883,775	\$ 1,909,318	\$ 1,935,097	\$ 1,960,980	\$ 1,987,367	\$ 2,014,100	\$ 2,041,033	\$ 2,068,510	\$ 2,096,364	\$ 2,124,442	\$ 2,153,040	\$ 2,181,989	\$ 2,211,545	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 54,638,285	\$ 1,809,409	\$ 1,833,980	\$ 1,858,611	\$ 1,883,775	\$ 1,909,318	\$ 1,935,097	\$ 1,960,980	\$ 1,987,367	\$ 2,014,100	\$ 2,041,033	\$ 2,068,510	\$ 2,096,364	\$ 2,124,442	\$ 2,153,040	\$ 2,181,989	\$ 2,211,545	
b. Bicycle Circulation/Safety																				
39	Bicycle Circulation/Safety	Project Allocation	\$ 24,760,774	\$ 810,030	\$ 820,711	\$ 831,293	\$ 842,324	\$ 853,718	\$ 864,842	\$ 876,205	\$ 887,739	\$ 899,378	\$ 911,553	\$ 923,689	\$ 936,200	\$ 948,548	\$ 961,132	\$ 973,214	\$ 985,967	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 24,760,774	\$ 810,030	\$ 820,711	\$ 831,293	\$ 842,324	\$ 853,718	\$ 864,842	\$ 876,205	\$ 887,739	\$ 899,378	\$ 911,553	\$ 923,689	\$ 936,200	\$ 948,548	\$ 961,132	\$ 973,214	\$ 985,967	
c. Pedestrian Circulation/Safety																				
40	Pedestrian Circulation/Safety	Project Allocation	\$ 21,393,167	\$ 720,811	\$ 720,381	\$ 719,970	\$ 719,558	\$ 719,131	\$ 718,671	\$ 718,166	\$ 717,671	\$ 717,124	\$ 716,577	\$ 716,029	\$ 715,481	\$ 714,932	\$ 714,384	\$ 713,835	\$ 713,287	
		Finance Costs	\$ 20,491	\$ 3,517	\$ 3,473	\$ 3,024	\$ 2,136	\$ 777	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 21,413,658	\$ 724,328	\$ 723,854	\$ 722,993	\$ 721,694	\$ 719,907	\$ 718,671	\$ 718,166	\$ 717,671	\$ 717,124	\$ 716,577	\$ 716,029	\$ 715,481	\$ 714,932	\$ 714,384	\$ 713,835	\$ 713,287	
d. Curb Ramps																				
41	Curb Ramps	Project Allocation	\$ 21,220,052	\$ 688,718	\$ 697,947	\$ 707,264	\$ 716,621	\$ 725,974	\$ 735,835	\$ 745,581	\$ 755,700	\$ 765,611	\$ 775,780	\$ 786,139	\$ 796,628	\$ 807,189	\$ 817,771	\$ 828,448	\$ 839,629	
		Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 21,220,052	\$ 688,718	\$ 697,947	\$ 707,264	\$ 716,621	\$ 725,974	\$ 735,835	\$ 745,581	\$ 755,700	\$ 765,611	\$ 775,780	\$ 786,139	\$ 796,628	\$ 807,189	\$ 817,771	\$ 828,448	\$ 839,629	
e. Tree Planting and Maintenance																				
42	Tree Planting and Maintenance	Project Allocation	\$ 29,489,280	\$ 956,374	\$ 969,025	\$ 981,942	\$ 995,046	\$ 1,008,266	\$ 1,021,532	\$ 1,035,320	\$ 1,049,004	\$ 1,063,039	\$ 1,077,335	\$ 1,091,806	\$ 1,106,376	\$ 1,120,971	\$ 1,135,962	\$ 1,151,252	\$ 1,166,747	
		Finance Costs	\$ 4,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 29,494,051	\$ 956,374	\$ 969,025	\$ 981,942	\$ 995,046	\$ 1,008,266	\$ 1,021,532	\$ 1,035,320	\$ 1,049,004	\$ 1,063,039	\$ 1,077,335	\$ 1,091,806	\$ 1,106,376	\$ 1,120,971	\$ 1,135,962	\$ 1,151,252	\$ 1,166,747	
37	Total Bicycle and Pedestrian	Project Allocation	\$ 151,501,557	\$ 4,985,342	\$ 5,042,044	\$ 5,099,079	\$ 5,157,325	\$ 5,216,406	\$ 5,275,976	\$ 5,336,252	\$ 5,397,934	\$ 5,460,110	\$ 5,523,432	\$ 5,587,508	\$ 5,652,902	\$ 5,718,301	\$ 5,784,711	\$ 5,851,924	\$ 5,919,832	
		Finance Costs	\$ 25,262	\$ 3,517	\$ 3,473	\$ 3,024	\$ 2,136	\$ 777	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Total	\$ 151,526,820	\$ 4,988,859	\$ 5,045,517	\$ 5,102,103	\$ 5,159,461	\$ 5,217,183	\$ 5,273,183	\$ 5,336,252	\$ 5,397,934	\$ 5,460,110	\$ 5,523,432	\$ 5,587,508	\$ 5,652,902	\$ 5,718,301	\$ 5,784,711	\$ 5,851,924	\$ 5,919,832	
TOTAL STREETS AND TRAFFIC SAFETY	Project Allocation	\$ 457,383,183	\$ 12,605,527	\$ 12,667,114	\$ 12,785,208	\$ 12,830,460	\$ 12,930,665	\$ 13,035,742	\$ 13,136,514	\$ 13,243,404	\$ 13,356,920	\$ 13,477,522	\$ 13,604,804	\$ 13,738,376	\$ 13,878,824	\$ 14,025,856	\$ 14,180,080	\$ 14,342,104	\$ 14,512,628	
	Finance Costs	\$ 60,551,619	\$ 3,191,396	\$ 3,165,569	\$ 3,129,692	\$ 3,084,947	\$ 3,031,227	\$ 2,966,239	\$ 2,813,073	\$ 2,575,952	\$ 2,325,310	\$ 2,036,392	\$ 1,711,881	\$ 1,361,791	\$ 953,991	\$ 554,734	\$ -	\$ -	\$ -	
	Total	\$ 517,934,802	\$ 15,796,923	\$ 15,832,684	\$ 15,914,900	\$ 15,915,408	\$ 15,961,893	\$ 16,001,981	\$ 16,049,487	\$ 15,959,456	\$ 15,819,354	\$ 15,602,812	\$ 15,346,673	\$ 15,050,097	\$ 14,714,615	\$ 14,329,547	\$ 13,905,856	\$ 13,449,832	\$ 12,969,832	

2005 Prop K Strategic Plan
Appendix D. Planned Allocations and Financing Costs by EP Line Item

2003\$



		Total Planned Allocations	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC																		
i.	Transportation Demand Management/Parking Management																	
	Project Allocation	\$ 10,079,616	\$ 331,843	\$ 331,525	\$ 330,944	\$ 330,703	\$ 330,196	\$ 329,991	\$ 329,518	\$ 329,314	\$ 328,843	\$ 328,612	\$ 328,593	\$ 328,296	\$ 328,188	\$ 327,808	\$ 327,595	\$ 327,529
	Finance Costs	\$ 359,802	\$ 19,157	\$ 19,452	\$ 19,533	\$ 19,394	\$ 19,020	\$ 18,406	\$ 17,539	\$ 16,427	\$ 14,996	\$ 13,238	\$ 11,140	\$ 8,683	\$ 5,666	\$ 2,462	\$ -	\$ -
43	Management/Parking Management	Total	\$ 10,439,418	\$ 350,999	\$ 350,977	\$ 350,477	\$ 350,097	\$ 349,215	\$ 348,397	\$ 347,057	\$ 345,742	\$ 343,839	\$ 341,849	\$ 339,732	\$ 336,979	\$ 333,854	\$ 330,270	\$ 327,529
ii.	Transportation/Land Use Coordination																	
	Project Allocation	\$ 15,838,358	\$ 517,983	\$ 524,707	\$ 531,809	\$ 538,641	\$ 545,764	\$ 553,122	\$ 560,126	\$ 567,297	\$ 574,588	\$ 581,958	\$ 589,843	\$ 597,703	\$ 605,504	\$ 613,656	\$ 621,667	\$ 629,928
	Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44	Coordination	Total	\$ 15,838,358	\$ 517,983	\$ 524,707	\$ 531,809	\$ 538,641	\$ 545,764	\$ 553,122	\$ 560,126	\$ 567,297	\$ 574,588	\$ 581,958	\$ 589,843	\$ 597,703	\$ 605,504	\$ 613,656	\$ 621,667
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC		Project Allocation	\$ 25,917,974	\$ 849,825	\$ 856,231	\$ 862,753	\$ 869,344	\$ 875,959	\$ 883,113	\$ 889,644	\$ 896,611	\$ 903,431	\$ 910,569	\$ 918,436	\$ 925,998	\$ 933,692	\$ 941,463	\$ 949,263
		Finance Costs	\$ 359,802	\$ 19,157	\$ 19,452	\$ 19,533	\$ 19,394	\$ 19,020	\$ 18,406	\$ 17,539	\$ 16,427	\$ 14,996	\$ 13,238	\$ 11,140	\$ 8,683	\$ 5,666	\$ 2,462	\$ -
		Total	\$ 26,277,776	\$ 868,982	\$ 875,683	\$ 882,286	\$ 888,738	\$ 894,979	\$ 901,519	\$ 907,183	\$ 913,039	\$ 918,427	\$ 923,807	\$ 929,575	\$ 934,681	\$ 939,358	\$ 943,925	\$ 949,263
TOTAL STRATEGIC PLAN		Project Allocation	\$ 1,844,307,879	\$ 58,674,366	\$ 66,049,078	\$ 34,197,345	\$ 33,480,781	\$ 52,942,654	\$ 56,522,449	\$ 46,419,840	\$ 45,366,135	\$ 49,938,155	\$ 44,318,786	\$ 36,469,006	\$ 21,319,756	\$ 21,455,110	\$ 21,592,903	\$ 21,755,814
		Finance Costs	\$ 270,169,733	\$ 13,091,640	\$ 13,245,122	\$ 13,133,047	\$ 12,703,647	\$ 12,155,916	\$ 11,432,338	\$ 10,807,389	\$ 10,463,210	\$ 9,901,454	\$ 9,132,941	\$ 7,960,874	\$ 6,518,341	\$ 4,507,422	\$ 2,244,625	\$ -
		Total	\$ 2,114,477,612	\$ 71,766,006	\$ 79,294,200	\$ 47,330,392	\$ 46,184,429	\$ 65,098,569	\$ 67,954,788	\$ 57,227,229	\$ 55,829,345	\$ 59,839,610	\$ 53,451,727	\$ 44,429,880	\$ 27,838,097	\$ 25,962,533	\$ 23,837,528	\$ 21,755,814

				Changes in the 2005 Prop K Strategic Plan										
				FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	FY 09/10	FY 10/11	FY 11/12	TOTAL	Reason	
Projects Already Programmed in the Strategic Plan													May 4th, 2005	
EP 17 Vehicles Muni 30' MC Replacement	Original SP	Muni	Construction Phase	\$19,294,524	\$0	\$0	\$0	\$0				\$19,294,524		
	Change			-\$3,794,228	\$0	\$0	\$0	\$0				-\$3,794,228	Reduced procurement from 40 to 30 vehicles - fleet reduction.	
	New Amount			\$15,500,296	\$0	\$0	\$0	\$0				\$15,500,296		
EP 22 Guideways Muni Rail Replacement	Original SP	Muni	Construction Phase	\$2,173,000	\$1,875,000	\$875,000	\$875,000	\$875,000				\$6,673,000		
	Change			\$0	\$293,250	\$218,675	\$1,375,000	\$1,375,000				\$3,261,925	Add'l match needed to match add'l Federal available in FY04/05, FY05/06, FY06/07 and FY07/08	
	New Amount			\$2,173,000	\$2,168,250	\$1,093,675	\$2,250,000	\$2,250,000				\$9,934,925		
EP 20 Facilities Muni Green Roof	Original SP	Muni	Enviro, Design, and Constr Phases	\$263,000	\$0	\$710,322	\$0	\$0				\$973,322		
	Change			\$60,000	\$0	-\$63,654	\$0	\$0				\$0	Original programming did not include Environmental +Design Phase funding needed.	
	New Amount			\$323,000	\$0	\$646,668	\$0	\$0				\$973,322		
EP 22 Guideways Muni Overhead Rehab	Original SP	Muni	Construction Phase	\$3,176,000	\$3,175,000	\$875,000	\$875,000	\$875,000				\$8,976,000		
	Change			\$0	\$345,000	\$1,375,000	\$1,375,000	\$1,375,000				\$4,470,000	Add'l match needed to match add'l Federal available in FY04/05, FY05/06, FY06/07 and FY07/08.	
	New Amount			\$3,176,000	\$3,520,000	\$2,250,000	\$2,250,000	\$2,250,000				\$13,446,000		
EP 16 Other Transit Enhancements - Mission Bay Loop	Original SP	Muni	Enviro, Design, and Constr Phases	\$0	\$0	\$1,755,430	\$0	\$0				\$1,755,430		
	Change			\$0	\$570,000	-\$271,825	\$0	\$0				\$298,175	Advancing \$570k from FY06/07 to FY05/06 for design. Also revised total cost of \$2,053,605 due to escalation at 4% annually (\$1.7m estimate was in 2003 - needs to be escalated).	
	New Amount			\$0	\$570,000	\$1,483,605	\$0	\$0				\$2,053,605		
EP 20 Facilities Muni Flynn Ventilation	Original SP	Muni	Construction Phase	\$0	\$0	\$5,357,400	\$0	\$0				\$5,357,400		
	Change			\$0	\$0	\$0	-\$1,000,000	\$0				-\$1,000,000	MTC allowing 10% Flex programming of FTA funds coming to Muni- Muni to use federal funds thereby reducing need for Prop K	
	New Amount			\$0	\$0	\$0	-\$1,000,000	\$0				-\$1,000,000		
EP 1 BRT/TPS	Original SP	SFCTA/Muni	Construction Phase						\$16,000,000			\$16,000,000		
	Change							\$1,500,000	-\$1,545,000			\$0	Implementation of improvements to begin one year earlier	
	New Amount							\$1,500,000	-\$1,545,000			\$16,000,000		
EP 7 Capital Improvement Program	Original SP	Caltrain	Construction Phase	\$802,200	\$1,900,000							\$2,702,200		
	Change			-\$802,200	-\$633,680							-\$1,435,880	Refinement of amount needed for local match to FTA Federal funds	
	New Amount			\$0	\$1,266,320							\$1,266,320		
EP 20 Facilities BART Platform Edge Tiles	Original SP	BART	Construction Phase		\$230,000							\$230,000		
	Change				\$30,000							\$30,000	Increase in match to FTA Federal funds	
	New Amount				\$260,000							\$260,000		
EP 24 Doyle Drive Replacement	Original SP	SFCTA	Right of Way Phase								\$17,783,000	\$17,783,000	Opportunity for project to receive scarce STIP funds necessitates	
	Change								\$5,949,000			-\$6,500,000	advancing previously programmed Construction Phase funds to an earlier	
	New Amount								\$5,949,000			\$11,283,000	year for use in Right of Way Phase- Match to STIP funds.	
EP 30 Upgrades to Major Arterials	Original SP	SFCTA	Enviro+ Design Phases			\$109,000						\$109,000	Evaluation and design of corridor needs to be done earlier to allow	
	Change				\$105,825	-\$109,000						\$0	incorporation of multi-modal improvements into Caltrans Phase 2 Signal	
	New Amount				\$105,825	-\$109,000						\$109,000	Upgrade Project in FY 2006/07	
EP 33 Signals and Signs	Original SP	DPT	Enviro, Design, and Constr Phases	\$6,578,000	\$7,972,000	\$5,200,000	\$1,820,000					\$21,570,000		
	Change			-\$873,000	-\$3,087,000	-\$2,940,000	-\$1,585,000					-\$8,485,000	Revisiting of program needs resulted in reduction of need for early year	
	New Amount			\$5,705,000	\$4,885,000	\$2,260,000	\$235,000					\$13,085,000	funding, thereby reducing borrowing need; includes funding for 19th Avenue Phase 2.	
EP 44 Transportation/ Land Use Coordination/ Bayview Connections Project	Original SP	Muni	Construction Phase		\$215,000	\$215,000						\$215,000		
	Change				-\$215,000	\$0						\$0	Federal funds now available in FY 2005-06 with local sales tax needed as	
	New Amount				\$215,000	\$0						\$215,000	match; project delivery on schedule.	
Subtotal	Change										Subtotal	-\$6,655,008		
Projects to be added to Strategic Plan (included in 5YPP submittal)														
EP 17 Vehicles Muni Purchase AC Transit Buses	Original SP	Muni	Construction Phase											
	Change				\$3,735,000								\$3,735,000	Muni has prioritized this purchase as a mechanism for retiring additional
	New Amount				\$3,735,000								\$3,735,000	older buses, meeting the goals of Prop I and Muni's Clean Air Plan
EP 20 Facilities Muni Woods Lifts	Original SP			\$0	\$0	\$0	\$0		\$0			\$0		
	Change				\$1,592,236							\$1,592,236	Assumes MTC programs 10% flex funds in TCP.	
	New Amount				\$1,592,236							\$1,592,236		
EP 20 Facilities Muni Facility Safety Mods	Original SP			\$0	\$0	\$0	\$0		\$0			\$0		
	Change				\$1,049,065							\$1,049,065	Assumes MTC programs 10% flex funds in TCP.	
	New Amount				\$1,049,065							\$1,049,065		
Subtotal	Change										Subtotal	\$6,376,301		
Grand Total Change												Grand Total	(\$278,707)	There is an overall small decrease in early year Prop K funding needs

2005 Prop K Strategic Plan

Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Amount			FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14		
Act	Name	Sponsor	FYD	1	2	3	4	5	6	7	8	9	10	11	
001	Rapid Bus Network including Real Time Transit Information	DPT	101.8 05-03 TPS Staffing			\$ 79,000									
			DPT Total			\$ 79,000									
		MUNI	101.81 05-03 TPS Staffing				\$ 62,000								
			101.90 05-22 5 Year Program - BRT/TPS				\$ 84,000								
			101.10 05-28 Inner Geary TPS Improvements				\$ 263,000								
		MUNI Total				\$ 409,000									
		SFCTA	101.01 04-61 Geary BRT MIS		\$ 600,000										
			101.91 05-22 5 Year Program				\$ 8,000								
		SFCTA Total		\$ 600,000		\$ 8,000									
		Undesignated	Geary BRT Potrero BRT Van Ness BRT Spot/Small Corridor Project BusPOP demo TPS/BRT System Projects: Mgt. (DSM), TPS Master Plan, PR/Marketing Geary BRT: Design				\$ 1,250,000							\$ 30,000,000	
					\$ 1,000,000							\$ 500,000	\$ 750,000		
	\$ 750,000				\$ 3,000,000			\$ 16,000,000							
	\$ 250,000				\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 500,000	\$ 500,000		
	\$ 563,000			\$ 1,650,000	\$ 1,500,000	\$ 1,750,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 500,000	\$ 500,000			
	\$ 300,000			\$ 300,000	\$ 300,000	\$ 200,000					\$ 150,000				
Undesignated Total				\$ 2,163,000	\$ 4,350,000	\$ 4,750,000	\$ 2,000,000	\$ 21,250,000	\$ 1,900,000	\$ 30,750,000	\$ 1,050,000	\$ 1,750,000			
001 Rapid Bus Network including Real Time Transit Information Total			\$ 600,000	\$ 496,000	\$ 2,163,000	\$ 4,350,000	\$ 4,750,000	\$ 2,000,000	\$ 21,250,000	\$ 1,900,000	\$ 30,750,000	\$ 1,050,000	\$ 1,750,000		
002	3rd Street Light Rail (Phase 1)	DPW	145.02 04-71 CityBuild - Pedestrian Monitor Transition Program			\$ 40,000									
			DPW Total			\$ 40,000									
		MUNI	102.01 05-10 3rd Street MME Construction				\$ 28,544,000								
			102.10 05-16 IOS Construction				\$ 14,024,750								
			MME CM				\$ 3,086,642	\$ 6,692,495							
			Segment S						\$ 5,919,731						
			199 05-12 COWCAP FY04-05				\$ 900,000								
			102.20 05-30 CM				\$ 13,170,561								
102.21 05-30 OCIP				\$ 4,621,400											
102.10 05-31 IOS Construction				\$ 14,037,447											
Segment S - CE				\$ 498,636											
MUNI Total				\$ 75,796,794	\$ 3,086,642	\$ 6,692,495		\$ 5,919,731							
SFCTA	145.01 04-71 CityBuild - Pilot Program Implementation		\$ 660,000												
SFCTA Total		\$ 660,000													
002 3rd Street Light Rail (Phase 1) Total			\$ 660,000	\$ 75,836,794	\$ 3,086,642	\$ 6,692,495		\$ 5,919,731							
003	Central Subway (3rd St. LRT Phase 2)	MUNI	103.01 04-51 NCS- Conceptual Engineering			\$ 11,861,000			\$ 28,982,000	\$ 29,851,000	\$ 30,747,000	\$ 24,559,000			
			MUNI Total		\$ 11,861,000			\$ 28,982,000	\$ 29,851,000	\$ 30,747,000	\$ 24,559,000				
		003 Central Subway (3rd St. LRT Phase 2) Total			\$ 11,861,000				\$ 28,982,000	\$ 29,851,000	\$ 30,747,000	\$ 24,559,000			
005	Downtown Extension to a Rebuilt Transbay Terminal	SFCTA	105.01 05-14 TBT-80 Natoma Study			\$ 500,000									
			SFCTA Total		\$ 500,000										
		TJPA	Construction											\$ 5,000,000	
			Preliminary Engineering			\$ 23,375,000									
Right of Way			\$ 8,000,000	\$ 11,125,000	\$ 7,650,000			\$ 10,800,000							
Design					\$ 18,630,000	\$ 18,630,000	\$ 24,840,000								
105.10 05-18 TBT PE				\$ 3,725,000											
105.80 05-15 TBT 80 Natoma Acquisition				\$ 16,125,000											
TJPA Total				\$ 27,850,000	\$ 34,500,000	\$ 26,280,000	\$ 18,630,000	\$ 24,840,000	\$ 10,800,000			\$ 5,000,000			
005 Downtown Extension to a Rebuilt Transbay Terminal Total			\$ 28,350,000	\$ 34,500,000	\$ 26,280,000	\$ 18,630,000	\$ 24,840,000	\$ 10,800,000				\$ 5,000,000			
006	Electrification	PCJPB	Electrification			\$ 500,000	\$ 2,232,000	\$ 2,026,000	\$ 560,000	\$ 576,000	\$ 593,000	\$ 610,000	\$ 628,000	\$ 646,000	
			PCJPB Total		\$ 500,000	\$ 2,232,000	\$ 2,026,000	\$ 560,000	\$ 576,000	\$ 593,000	\$ 610,000	\$ 628,000	\$ 646,000		
006 Electrification Total			\$ 500,000	\$ 2,232,000	\$ 2,026,000	\$ 560,000	\$ 576,000	\$ 593,000	\$ 610,000	\$ 628,000	\$ 646,000				
007	Capital Improvement Program	PCJPB	Caltrain CIP			\$ 753,000	\$ 1,900,000	\$ 2,546,667	\$ 1,860,000	\$ 341,000	\$ 351,000	\$ 361,000	\$ 371,000	\$ 382,000	\$ 393,000
			107.10 04-70 JPB Local Match			\$ 49,200									
		107.9 05-22 5 Year Program Plan - Caltrain CIP			\$ 802,200	\$ 1,900,000	\$ 2,546,667	\$ 1,860,000	\$ 341,000	\$ 351,000	\$ 361,000	\$ 371,000	\$ 382,000	\$ 393,000	
007 Capital Improvement Program Total			\$ 802,200	\$ 1,900,000	\$ 2,546,667	\$ 1,860,000	\$ 341,000	\$ 351,000	\$ 361,000	\$ 371,000	\$ 382,000	\$ 393,000			
008	BART Station Access, Safety and Capacity	BART	16th St. NE Plaza Redesign			\$ 2,142,000									
			24th Street Station plaza remodel							\$ 100,000					
			108.1 05-04 16th and Mission Street BART Station			\$ 534,000									
			108.9 05-22 5 Year Prg Plan - BART Sta Access, Safety and Cap			\$ 50,000									
			Real Time/Transit Vehicle Arrival			\$ 25,000									
			Station Security, 8 stations platform level			\$ 50,000	\$ 250,000								
			Embarcadero station cross-platform			\$ 50,000	\$ 50,000								
		Civic Center station cross-platform			\$ 100,000	\$ 100,000	\$ 110,000	\$ 110,000							
		Subway station talking signs			\$ 100,000	\$ 100,000	\$ 110,000	\$ 110,000							
BART-Muni joint Station Maintenance Support			\$ 100,000	\$ 100,000	\$ 110,000	\$ 110,000									
Undesignated															
008 BART Station Access, Safety and Capacity Total			\$ 584,000	\$ 2,367,000	\$ 400,000	\$ 410,000	\$ 410,000	\$ 110,000	\$ 210,000						
009	Ferry	PORTSF	Downtown Ferry Terminal			\$ 300,000	\$ 300,000			\$ 1,000,000					
			109.9 05-22 5 Year Program Plan - Ferry			\$ 8,800									
		PORTSF Total			\$ 8,800	\$ 300,000	\$ 300,000			\$ 1,000,000					
009 Ferry Total			\$ 8,800	\$ 300,000	\$ 300,000			\$ 1,000,000							
010	Extension of trolleybus lines/Motor Coach Conversion Total	MUNI	Route Electrification - Mission Bay - MUNI					\$ 1,000,000	\$ 3,500,000						
			MUNI Total					\$ 1,000,000	\$ 3,500,000						
010 Extension of trolleybus lines/Motor Coach Conversion Total							\$ 1,000,000	\$ 3,500,000							
011	F-Line Extension to Fort Mason	MUNI	F-Line Extension to Fort Mason			\$ 500,000									
			MUNI Total		\$ 500,000										
011 F-Line Extension to Fort Mason Total			\$ 500,000												
012	Purchase/Rehab Historic Street Cars	MUNI	Purchase/Rehab Historic Street Cars									\$ 200,000	\$ 200,000		
			MUNI Total									\$ 200,000	\$ 200,000		
012 Purchase/Rehab Historic Street Cars Total										\$ 200,000	\$ 200,000				
013	Balboa Park BART/MUNI Station Access	BART	Balboa Stn intermodal implementation-BART					\$ 250,000	\$ 750,000						
			BART Total				\$ 250,000	\$ 750,000							
		MUNI	Balboa Station ADA Ramps-MUNI			\$ 540,000									
Balboa Station CER			\$ 600,000												
MUNI Total			\$ 1,140,000												
013 Balboa Park BART/MUNI Station Access Total			\$ 1,140,000			\$ 250,000	\$ 750,000								
014	Relocation of Paul St to Oakdale-Caltrain	SFCTA	Oakdale Station			\$ 50,000	\$ 400,000								
			SFCTA Total		\$ 50,000	\$ 400,000									
014 Relocation of Paul St to Oakdale-Caltrain Total			\$ 50,000	\$ 400,000											
015	Purchase Additional LRVs	MUNI	Purchase Additional LRVs									\$ 200,000	\$ 200,000		
			MUNI Total									\$ 200,000	\$ 200,000		
015 Purchase Additional LRVs Total										\$ 200,000	\$ 200,000				
016	Other transit Enhancements	BART	Civic Center station cross-platform - BART			\$ 30,000	\$ 120,000								
			Embarcadero station cross-platform - BART			\$ 130,000	\$ 520,000								
		05-22 116.91 5 Year Program Plan - Transit Enhancements (BART)			\$ 8,800										
		BART Total			\$ 8,800	\$ 160,000	\$ 640,000								
		MUNI	Mission Bay Loop								\$ 1,755,430				
			05-22 116.9 5 Year Program Plan - Transit Enhancements			\$ 35,200					\$ 3,059,590				
			Ticket Vending Machine - 3rd Street Portion - MUNI			\$ 35,200	\$ 3,059,590	\$ 1,755,430							
MUNI Total			\$ 35,200	\$ 3,059,590	\$ 1,755,430										
PCJPB	PCJPB Station Study - PCJPB					\$ 250,000									
	05-22 116.92 5 Year Program Plan - Transit Enhancements (PCJPB)			\$ 5,300											
PCJPB Total			\$ 5,300	\$ 250,000											
Undesignated	Undesignated - All TE Categories														
Undesignated Total															
016 Other transit Enhancements Total			\$ 49,300	\$ 3,469,590	\$ 2,395,430										
17M	New and Renovated Vehicles - MUNI	MUNI	Fareboxes-Replacement Program										\$ 7,422,153		
			Historic Vehicle Program			\$ 2,546,947									

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Amount			FY2003/04 FYID	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14
17P New and Renovated Vehicles - PCJPB	PCJPB	Caltrain Vehicles		\$ 56,000	\$ 309,000	\$ 20,000	\$ 1,269,000	\$ 406,000	\$ 2,039,000	\$ 2,093,000	\$ 2,075,000	\$ 2,089,000	
		04-70 117.8 FY 2004-05 JPB Local Match - Vehicles		\$ 7,500									
		05-22 117.92 5 Year Program Plan - Vehicles (PCJPB)											
		Undesignated											
		PCJPB Total		\$ 63,500	\$ 309,000	\$ 20,000	\$ 1,269,000	\$ 406,000	\$ 2,039,000	\$ 2,093,000	\$ 2,075,000	\$ 2,089,000	
		17P New and Renovated Vehicles - PCJPB Total		\$ 63,500	\$ 309,000	\$ 20,000	\$ 1,269,000	\$ 406,000	\$ 2,039,000	\$ 2,093,000	\$ 2,075,000	\$ 2,089,000	
17U New and Renovated		Undesignated											
		Total											
		17U New and Renovated Vehicles - Discretionary Total											
018 Trolleybus wheelchair-lift O&M	MUNI	Trolleybus wheelchair-lift O&M		\$ 610,000	\$ 582,000	\$ 533,000	\$ 481,000	\$ 350,000					
		04-70 118.1 Trolley Coach Wheelchair Lift Incremental O&M		\$ 610,000	\$ 582,000	\$ 533,000	\$ 481,000	\$ 350,000					
		MUNI Total		\$ 610,000	\$ 582,000	\$ 533,000	\$ 481,000	\$ 350,000					
		018 Trolleybus wheelchair-lift O&M Total		\$ 610,000	\$ 582,000	\$ 533,000	\$ 481,000	\$ 350,000					
019 F-Line O&M	MUNI	F-Line O&M		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000					
		04-70 119.1 F-Line Incremental O&M		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000					
		MUNI Total		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000					
		019 F-Line O&M Total		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000					
20M Rehab/Upgrades Existing facilities - MUNI	MUNI	Central Control - Facility		\$ 172,507									
		Flynn Ventilation System & Roof				\$ 5,357,400							
		Green Roof/HVAC Rehabilitation		\$ 263,000		\$ 710,322							
		Green Spray Cabinet and Oven								\$ 304,163			
		Islais Creek Facility				\$ 17,721,564							
		Burke Ave Warehouse (Improvements)			\$ 3,506,000								
		Facility Lifecycle Plan			\$ 300,000								
		04-70 120.09 Capital Staffing Positions		\$ 360,000									
		05-22 120.9 5 Year Program Plan - Facilities		\$ 15,000									
		05-42 120.10 Burke Ave Warehouse		\$ 1,525,000									
		05-XX 120.11 Islais Creek Facility			\$ 16,000,000								
		MUNI Total		\$ 2,335,507	\$ 19,806,000	\$ 23,789,286					\$ 304,163		
		20M Rehab/Upgrades Existing facilities - MUNI Total		\$ 2,335,507	\$ 19,806,000	\$ 23,789,286					\$ 304,163		
20B Rehab/Upgrades Existing facilities - BART	BART	AFC & Air Compressor Replacement			\$ 500,000		\$ 100,000	\$ 140,000					
		Canopies											
		Platform Edge Tiles			\$ 230,000								
		05-22 120.91 5 Year Program Plan - Facilities (BART)		\$ 10,000									
		BART Total		\$ 10,000	\$ 730,000	\$ 100,000	\$ 140,000						
		20B Rehab/Upgrades Existing facilities - BART Total		\$ 10,000	\$ 730,000	\$ 100,000	\$ 140,000						
20P Rehab/Upgrades Existing facilities - PCJPB	PCJPB	Caltrain Maintenance Facility			\$ 1,247,000								
		Station Access Facilities Signage			\$ 666,667		\$ 1,333,333						
		Operational Facilities and Equipment		\$ 166,667	\$ 95,000								
		04-70 120.8 FY 2004-05 JPB Local Match - Facilities		\$ 440,000									
		05-22 120.92 5 Year Program Plan - Facilities (PCJPB)		\$ 6,600									
		PCJPB Total		\$ 613,267	\$ 2,008,667	\$ 1,333,333							
		20P Rehab/Upgrades Existing facilities - PCJPB Total		\$ 613,267	\$ 2,008,667	\$ 1,333,333							
20U Rehab/Upgrad		Undesignated											
		Total											
		20U Rehab/Upgrades Existing facilities - Discretionary Total											
021 Muni MMX O&M	MUNI	Muni MMX O&M		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000					
		04-70 121.1 MUNI Metro Extension (MMX) Incremental O&M		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000					
		MUNI Total		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000					
		021 Muni MMX O&M Total		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000					
22M Guideways - MUNI	MUNI	Cable Car Infra. Rehab FY10-19							\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
		Cable Car Infra. Rehab FY20-29		\$ 1,553,331	\$ 1,875,000	\$ 1,875,000	\$ 1,875,000	\$ 1,875,000					
		Cable Car Infra. Rehab FY98-09			\$ 3,175,000	\$ 875,000	\$ 875,000	\$ 875,000					
		Overhead Rehab 1998-2009							\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
		Overhead Rehab 2010-2019											
		Overhead Rehab 2020-2029											
		Radio Comm System & CAD Replace		\$ 1,572,432		\$ 70,194,361							
		Rail Replacement 1998-2009			\$ 1,875,000	\$ 875,000	\$ 875,000	\$ 875,000					
		Rail Replacement 2010-2019							\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
		Rail Replacement 2020-2029											
		Wayside Fare Collection Equip		\$ 62,048									
		Wayside/Central Train Control				\$ 1,422,548							
		Capital Grants Staffing		\$ 380,000	\$ 390,000	\$ 410,000	\$ 420,000	\$ 270,000					
		Escalator Rehabilitation & Upgrade		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000			
		05-03 122.1 Cable Car Infrastructure Program		\$ 260,000									
		05-03 122.11 Rail Replacement Program		\$ 2,173,000									
		05-03 122.12 Overhead Rehabilitation Program		\$ 3,176,000									
		05-22 122.9 5 Year Program Plan - Guideways		\$ 177,000									
		MUNI Total		\$ 7,339,331	\$ 9,439,480	\$ 5,937,548	\$ 74,729,361	\$ 4,545,000	\$ 5,770,000	\$ 5,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
		22M Guideways - MUNI Total		\$ 7,339,331	\$ 9,439,480	\$ 5,937,548	\$ 74,729,361	\$ 4,545,000	\$ 5,770,000	\$ 5,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
22B Guideways - BART	BART	05-22 122.91 5 Year Program Plan - Guideways (BART)		\$ 12,500									
		Undesignated							\$ 228,000	\$ 238,000	\$ 248,000	\$ 258,000	\$ 269,000
		BART Total		\$ 12,500					\$ 228,000	\$ 238,000	\$ 248,000	\$ 258,000	\$ 269,000
		22B Guideways - BART Total		\$ 12,500					\$ 228,000	\$ 238,000	\$ 248,000	\$ 258,000	\$ 269,000
22P Guideways - PCJPB	PCJPB	Bridge Rehabilitation			\$ 600,000	\$ 573,333	\$ 853,333						
		Signal System Rehab/Replacement			\$ 180,000								
		Track Rehabilitation		\$ 500,000	\$ 506,667	\$ 506,667	\$ 666,667	\$ 666,667					
		Tunnel Rehabilitation			\$ 40,000	\$ 66,667	\$ 66,667	\$ 266,667					
		04-70 122.8 FY 2004-05 JPB Local Match - Guideways		\$ 930,000									
		05-22 122.92 5 Year Program Plan - Guideways (PCJPB)		\$ 6,600									
		Undesignated										\$ 808,000	\$ 843,000
		PCJPB Total		\$ 1,436,600	\$ 1,326,667	\$ 1,146,667	\$ 1,586,667	\$ 933,334				\$ 808,000	\$ 843,000
		22P Guideways - PCJPB Total		\$ 1,436,600	\$ 1,326,667	\$ 1,146,667	\$ 1,586,667	\$ 933,334				\$ 808,000	\$ 843,000
22U Guideways -		Undesignated											
		Total											
		22U Guideways - Discretionary Total											
023 PARATRANSIT	MUNI	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	\$ 9,670,000	\$ 9,670,000
		04-70 123.1 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	\$ 9,670,000	\$ 9,670,000
		MUNI Total		\$ 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	\$ 9,670,000
		023 PARATRANSIT Total		\$ 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	\$ 9,670,000
024 Doyle Drive	SFCTA	04-56 124.1 Doyle Drive - Project Management		\$ 350,000									
		04-53 124.2 Doyle Drive - PA&ED		\$ 2,600,000									
		05-44 124.2 Doyle Drive PA&ED		\$ 3,050,000									
		PS&ED			\$ 5,000,000							\$ 17,783,000	\$ 18,866,000
		CONST										\$ 18,317,000	\$ 18,866,000
		SFCTA Total		\$ 350,000	\$ 5,650,000	\$ 5,000,000						\$ 17,783,000	\$ 18,866,000
		024 Doyle Drive Total		\$ 350,000	\$ 5,650,000	\$ 5,000,000						\$ 17,783,000	\$ 18,866,000
025 Bernal Heights	DPW	Banks/Chapman Area		\$ 1,854,000			\$ 698,000						
		Bradford/Jarboe Area					\$ 698,000						

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Amount			FY2003/04 FYID	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	
034 Street Resurfacing, Rehabilitation, and Maintenance	DPW	05-03 134.1 Street Resurfacing	\$ 8,960,000											
		05-22 134.9 5 Year Program Plan - Street Resurfacing	\$ 6,000		\$ 14,130,000	\$ 12,870,000	\$ 2,800,000	\$ 2,880,000	\$ 2,970,000	\$ 3,000,000	\$ 3,100,000	\$ 3,200,000	\$ 3,300,000	
		Street Resurfacing												
		05-46 134.1 Street Resurfacing	\$ 2,000,000											
DPW Total			\$ 10,966,000	\$ 14,130,000	\$ 12,870,000	\$ 2,800,000	\$ 2,880,000	\$ 2,970,000	\$ 3,000,000	\$ 3,100,000	\$ 3,200,000	\$ 3,300,000		
034 Street Resurfacing, Rehabilitation, and Maintenance Total			\$ 10,966,000	\$ 14,130,000	\$ 12,870,000	\$ 2,800,000	\$ 2,880,000	\$ 2,970,000	\$ 3,000,000	\$ 3,100,000	\$ 3,200,000	\$ 3,300,000		
035 Street Repair and Cleaning Equipment	DPW	Street Repair and Cleaning Equipment	\$ 1,060,000	\$ 590,000	\$ 615,000	\$ 642,000	\$ 670,000	\$ 699,000	\$ 729,000	\$ 761,000	\$ 794,000	\$ 828,000		
		04-70 135.1 Street Repair and Cleaning Equipment	\$ 2,000											
		05-22 135.9 5 Year Program Plan - Rehab and Maint Equip												
		DPW Total	\$ 1,062,000	\$ 590,000	\$ 615,000	\$ 642,000	\$ 670,000	\$ 699,000	\$ 729,000	\$ 761,000	\$ 794,000	\$ 828,000		
035 Street Repair and Cleaning Equipment Total			\$ 1,062,000	\$ 590,000	\$ 615,000	\$ 642,000	\$ 670,000	\$ 699,000	\$ 729,000	\$ 761,000	\$ 794,000	\$ 828,000		
036 Embarcadero Roadway	DPW	Embarcadero O&M	\$ 500,000	\$ 477,000	\$ 437,000	\$ 394,000	\$ 341,944							
		04-70 136.1 Embarcadero Roadway Incremental O&M	\$ 500,000											
		DPW Total	\$ 500,000	\$ 477,000	\$ 437,000	\$ 394,000	\$ 341,944							
036 Embarcadero Roadway incremental operations and maintenance Total			\$ 500,000	\$ 477,000	\$ 437,000	\$ 394,000	\$ 341,944							
037 Pedestrian and Bicycle Facility Maintenance	DPT	05-03 137.5 Maintain Bicycle Facilities	\$ 50,000											
		DPT Total	\$ 50,000											
	DPW	04-70 137.1 Public Sidewalk Repair	\$ 636,700											
		05-22 137.9 5 Year Program Plan - Ped & Bicycle Facility Maint	\$ 8,500											
	DPW Total			\$ 645,200										
	Undesig nated	Pedestrian and Bicycle Facility Maintenance		\$ 539,000	\$ 554,000	\$ 570,000	\$ 586,000	\$ 603,000	\$ 620,000	\$ 638,000	\$ 656,000	\$ 675,000		
		Undesignated Total		\$ 539,000	\$ 554,000	\$ 570,000	\$ 586,000	\$ 603,000	\$ 620,000	\$ 638,000	\$ 656,000	\$ 675,000		
037 Pedestrian and Bicycle Facility Maintenance Total			\$ 695,200	\$ 539,000	\$ 554,000	\$ 570,000	\$ 586,000	\$ 603,000	\$ 620,000	\$ 638,000	\$ 656,000	\$ 675,000		
038 Traffic Calming	DPT	Traffic Calming	\$ 47,000	\$ 1,615,000	\$ 1,686,000	\$ 1,760,000	\$ 1,837,000	\$ 1,917,000	\$ 2,001,000	\$ 2,089,000	\$ 2,180,000	\$ 2,275,000		
		04-70 138.1 Traffic Calming - Fell/Oak/Valencia Local Match	\$ 803,000											
		04-70 138.11 Traffic Calming Implementation	\$ 194,000											
		05-03 138.12 Traffic Calming Program - School Area Safety	\$ 96,800											
		05-22 138.9 5 Year Program Plan - Traffic Calming												
DPT Total			\$ 1,140,800	\$ 1,615,000	\$ 1,686,000	\$ 1,760,000	\$ 1,837,000	\$ 1,917,000	\$ 2,001,000	\$ 2,089,000	\$ 2,180,000	\$ 2,275,000		
038 Traffic Calming Total			\$ 1,140,800	\$ 1,615,000	\$ 1,686,000	\$ 1,760,000	\$ 1,837,000	\$ 1,917,000	\$ 2,001,000	\$ 2,089,000	\$ 2,180,000	\$ 2,275,000		
039 Bicycle Circulation/Saf ety	BART	05-22 139.91 5 Year Program Plan - Bicycle Circ/Safety (BART)	\$ 2,000											
		BART Total	\$ 2,000											
	DPT	05-03 139.1 Bicycle Projects and Programs - Various Locations	\$ 721,000											
		05-22 139.9 5 Year Program Plan - Bicycle Circulation/Safety	\$ 14,600											
	Market Street Improvements			\$ 20,000										
	DPT Total			\$ 755,600										
Undesig nated	Bicycle Circulation/Safety		\$ 727,000	\$ 758,000	\$ 791,000	\$ 825,000	\$ 861,000	\$ 898,000	\$ 937,000	\$ 978,000	\$ 1,021,000			
	Undesignated Total		\$ 727,000	\$ 758,000	\$ 791,000	\$ 825,000	\$ 861,000	\$ 898,000	\$ 937,000	\$ 978,000	\$ 1,021,000			
039 Bicycle Circulation/Safety Total			\$ 757,600	\$ 727,000	\$ 758,000	\$ 791,000	\$ 825,000	\$ 861,000	\$ 898,000	\$ 937,000	\$ 978,000	\$ 1,021,000		
040 Pedestrian Circulation/Saf ety	BART	05-22 140.91 5 Year Program Plan - Ped Circ/Safety (BART)	\$ 8,000											
		BART Total	\$ 8,000											
	DPT	04-70 140.1 Pedestrian Projects - Pedestrian Safe Curb Bulbs	\$ 53,000											
		04-70 140.11 Pedestrian Islands and Crosswalks	\$ 223,000											
	05-22 140.9 5 Year Program Plan - Ped Circulation/Safety			\$ 92,000										
	DPT Total			\$ 368,000										
Undesig nated	Pedestrian Circulation/Safety		\$ 840,000	\$ 840,000	\$ 840,000	\$ 840,000	\$ 865,000	\$ 890,000	\$ 916,000	\$ 943,000	\$ 971,000			
	Undesignated Total		\$ 840,000	\$ 840,000	\$ 840,000	\$ 840,000	\$ 865,000	\$ 890,000	\$ 916,000	\$ 943,000	\$ 971,000			
040 Pedestrian Circulation/Safety Total			\$ 376,000	\$ 840,000	\$ 840,000	\$ 840,000	\$ 840,000	\$ 865,000	\$ 890,000	\$ 916,000	\$ 943,000	\$ 971,000		
041 Curb Ramps	DPW	Curb Ramps	\$ 865,000	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 731,000	\$ 763,000	\$ 796,000	\$ 831,000	\$ 867,000		
		04-70 141.1 Curb Ramps	\$ 7,400											
		05-22 141.9 5 Year Program Plan - Curb Ramps												
		DPW Total	\$ 872,400	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 731,000	\$ 763,000	\$ 796,000	\$ 831,000	\$ 867,000		
041 Curb Ramps Total			\$ 872,400	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 731,000	\$ 763,000	\$ 796,000	\$ 831,000	\$ 867,000		
042 Tree Planting and Maintenance	DPW	Tree Planting and Maintenance	\$ 1,223,300	\$ 857,000	\$ 894,000	\$ 933,000	\$ 974,000	\$ 1,016,000	\$ 1,060,000	\$ 1,106,000	\$ 1,154,000	\$ 1,204,000		
		04-70 142.1 Tree Planting and Maintenance	\$ 8,100											
		05-22 142.9 5 Year Program Plan - Tree Planting & Maintenance												
		DPW Total	\$ 1,231,400	\$ 857,000	\$ 894,000	\$ 933,000	\$ 974,000	\$ 1,016,000	\$ 1,060,000	\$ 1,106,000	\$ 1,154,000	\$ 1,204,000		
042 Tree Planting and Maintenance Total			\$ 1,231,400	\$ 857,000	\$ 894,000	\$ 933,000	\$ 974,000	\$ 1,016,000	\$ 1,060,000	\$ 1,106,000	\$ 1,154,000	\$ 1,204,000		
043 Transportation Demand Management/P arking Management	DCP	05-03 143.9 City Carshare Subsidy	\$ 100,000											
		DCP Total	\$ 100,000											
	DOE	04-70 143.1 SF Environment - (CECAP) Clean Air Program	\$ 311,000											
		DOE Total	\$ 311,000											
	DPT	05-03 143.11 Bicycle Plan Update Policy Framework Env Review	\$ 24,000											
		DPT Total	\$ 24,000											
	SFCTA	05-22 143.95 5 Year Program Plan - TDM/Parking Management	\$ 8,000											
		SFCTA Total	\$ 8,000											
Undesig nated	Transportation Demand Management/Parking Management		\$ 315,000	\$ 379,000	\$ 399,000	\$ 414,000	\$ 430,000	\$ 411,000	\$ 423,000	\$ 435,000	\$ 448,000			
	Undesignated Total		\$ 315,000	\$ 379,000	\$ 399,000	\$ 414,000	\$ 430,000	\$ 411,000	\$ 423,000	\$ 435,000	\$ 448,000			
043 Transportation Demand Management/Parking Management Total			\$ 443,000	\$ 315,000	\$ 379,000	\$ 399,000	\$ 414,000	\$ 430,000	\$ 411,000	\$ 423,000	\$ 435,000	\$ 448,000		
044 Transportation /Land Use Coordination	DPW	05-43 144.10 Broadway Streetscape Improvements Project - Phase II	\$ 29,000											
		05-43 144.11 San Jose/Guerrero Livable Streets Plan	\$ 15,000											
		DPW Total	\$ 44,000											
	Undesig nated	Transportation/Land Use Coordination		\$ 580,000	\$ 597,000	\$ 614,000	\$ 632,000	\$ 650,000	\$ 576,000	\$ 600,000	\$ 626,000	\$ 653,000		
Undesignated Total			\$ 580,000	\$ 597,000	\$ 614,000	\$ 632,000	\$ 650,000	\$ 576,000	\$ 600,000	\$ 626,000	\$ 653,000			

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure S)



Amount	EP Line Item	Sponsor	Project Name	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25			
				12	13	14	15	16	17	18	19	20	21	22			
001	Rapid Bus Network including Real Time Transit Information	DPT	101.8 05-03 TPS Staffing														
			DPT Total														
		MUNI	101.81 05-03 TPS Staffing														
			101.90 05-22 5 Year Program - BRT/TPS 101.10 05-28 Inner Geary TPS Improvements														
			MUNI Total														
		SFCTA	101.01 04-61 Geary BRT MIS														
			101.91 05-22 5 Year Program														
			SFCTA Total														
	Undesignated		Geary BRT Potrero BRT Van Ness BRT Spot/Small Corridor Project BusPOP demo TPS/BRT System Projects: Mgt. (DSM), TPS Master Plan, PR/Marketing Geary BRT: Design	\$ 7,500,000													
	Undesignated Total			\$ 7,500,000													
001 Rapid Bus Network including Real Time Transit Information Total				\$ 8,000,000	\$ 1,000,000	\$ 500,000	\$ 750,000	\$ 250,000	\$ 750,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 100,000	\$ 100,000			
002	3rd Street Light Rail (Phase 1)	DPW	145.02 04-71 CityBuild - Pedestrian Monitor Transition Program														
			DPW Total														
		MUNI	102.01 05-10 3rd Street MME Construction														
			102.10 05-16 IOS Construction MME CM Segment S														
			199 05-12 COWCAP FY04-05 102.20 05-30 CM 102.21 05-30 OCIP 102.10 05-31 IOS Construction Segment S - CE														
			MUNI Total														
		SFCTA	145.01 04-71 CityBuild - Pilot Program Implementation														
SFCTA Total																	
002 3rd Street Light Rail (Phase 1) Total																	
003	Central Subway (3rd St. LRT Phase 2)	MUNI	Construction 103.01 04-51 NCS- Conceptual Engineering														
003 Central Subway (3rd St. LRT Phase 2) Total																	
005	Downtown Extension to a Rebuilt Transbay Terminal	SFCTA	105.01 05-14 TBT-80 Natoma Study														
		TJPA	Construction Preliminary Engineering Right of Way Design														
			105.10 05-18 TBT PE 105.80 05-15 TBT 80 Natoma Acquisition														
			TJPA Total														
005 Downtown Extension to a Rebuilt Transbay Terminal Total																	
006	Electrification	PCJPB	Electrification	\$ 665,000	\$ 684,000	\$ 704,000	\$ 725,000	\$ 746,000	\$ 768,000	\$ 791,000	\$ 814,000	\$ 838,000	\$ 863,000	\$ 888,000			
	PCJPB Total			\$ 665,000	\$ 684,000	\$ 704,000	\$ 725,000	\$ 746,000	\$ 768,000	\$ 791,000	\$ 814,000	\$ 838,000	\$ 863,000	\$ 888,000			
006 Electrification Total				\$ 665,000	\$ 684,000	\$ 704,000	\$ 725,000	\$ 746,000	\$ 768,000	\$ 791,000	\$ 814,000	\$ 838,000	\$ 863,000	\$ 888,000			
007	Capital Improvement Program	PCJPB	Caltrain CIP	\$ 404,000	\$ 416,000	\$ 428,000	\$ 440,000	\$ 453,000	\$ 466,000	\$ 479,000	\$ 493,000	\$ 507,000	\$ 522,000	\$ 537,000			
			107.10 04-70 JPB Local Match 107.9 05-22 5 Year Program Plan - Caltrain CIP														
			PCJPB Total	\$ 404,000	\$ 416,000	\$ 428,000	\$ 440,000	\$ 453,000	\$ 466,000	\$ 479,000	\$ 493,000	\$ 507,000	\$ 522,000	\$ 537,000			
007 Capital Improvement Program Total				\$ 404,000	\$ 416,000	\$ 428,000	\$ 440,000	\$ 453,000	\$ 466,000	\$ 479,000	\$ 493,000	\$ 507,000	\$ 522,000	\$ 537,000			
008	BART Station Access, Safety and Capacity	BART	16th St. NE Plaza Redesign 24th Street Station plaza remodel 108.1 05-04 16th and Mission Street BART Station 108.9 05-22 5 Year Prg Plan - BART Sta Access, Safety and Cap Real Time/Transit Vehicle Arrival Station Security, 8 stations platform level Embarcadero station cross-platform Civic Center station cross-platform Subway station talking signs BART-Muni joint Station Maintenance Support														
			Undesignated									\$ 380,000	\$ 396,000	\$ 413,000	\$ 431,000		
008 BART Station Access, Safety and Capacity Total											\$ 380,000	\$ 396,000	\$ 413,000	\$ 431,000			
009	Ferry	PORTSF	Downtown Ferry Terminal	\$ 1,000,000						\$ 1,850,000							
			109.9 05-22 5 Year Program Plan - Ferry														
			PORTSF Total	\$ 1,000,000								\$ 1,850,000					
009 Ferry Total				\$ 1,000,000						\$ 1,850,000							
010	Extension of trolleybus lines/Motor Coach Conversion	MUNI	Route Electrification - Mission Bay - MUNI														
010 Extension of trolleybus lines/Motor Coach Conversion Total																	
011	F-Line Extension to Fort Mason	MUNI	F-Line Extension to Fort Mason														
011 F-Line Extension to Fort Mason Total																	
012	Purchase/Rehab Historic Street Cars	MUNI	Purchase/Rehab Historic Street Cars	\$ 200,000	\$ 200,000	\$ 200,000											
			MUNI Total	\$ 200,000	\$ 200,000	\$ 200,000											
			012 Purchase/Rehab Historic Street Cars Total	\$ 200,000	\$ 200,000	\$ 200,000											
013	Balboa Park BART/MUNI Station Access	BART	Balboa Stn intermodal implementation-BART														
			BART Total														
		MUNI	Balboa Station ADA Ramps-MUNI Balboa Station CER														
013 Balboa Park BART/MUNI Station Access Total																	
014	Relocation of Paul St to Oakdale-Caltrain	SFCTA	Oakdale Station														
			SFCTA Total														
014 Relocation of Paul St to Oakdale-Caltrain Total																	
015	Purchase Additional LRVs	MUNI	Purchase Additional LRVs	\$ 200,000	\$ 200,000	\$ 200,000											
			MUNI Total	\$ 200,000	\$ 200,000	\$ 200,000											
			015 Purchase Additional LRVs Total	\$ 200,000	\$ 200,000	\$ 200,000											
016	Other transit Enhancements	BART	Civic Center station cross-platform - BART Embarcadero station cross-platform - BART 05-22 116.91 5 Year Program Plan - Transit Enhancements (BART)														
			BART Total														
		MUNI	Mission Bay Loop 05-22 116.9 5 Year Program Plan - Transit Enhancements Ticket Vending Machine - 3rd Street Portion - MUNI														
			MUNI Total														
		PCJPB	PCJPB Station Study - PCJPB 05-22 116.92 5 Year Program Plan - Transit Enhancements (PCJPB)														
		Undesig	Undesignated - All TE Categories			\$ 1,700,000	\$ 1,774,000	\$ 1,852,000	\$ 1,933,000	\$ 2,018,000	\$ 2,106,000	\$ 2,198,000	\$ 2,294,000	\$ 2,394,000			
	Undesignated Total			\$ 1,700,000	\$ 1,774,000	\$ 1,852,000	\$ 1,933,000	\$ 2,018,000	\$ 2,106,000	\$ 2,198,000	\$ 2,294,000	\$ 2,394,000					
016 Other transit Enhancements Total				\$ 1,700,000	\$ 1,774,000	\$ 1,852,000	\$ 1,933,000	\$ 2,018,000	\$ 2,106,000	\$ 2,198,000	\$ 2,294,000	\$ 2,394,000					
017	New and Renovated Vehicles - MUNI	MUNI	Fareboxes-Replacement Program Historic Vehicle Program Historic Vehicle Rehabilitation LRV - Replace 151 Breda Cars Motor Coach Replace-375 Diesel Motor Coach Replace-40 Alt Fuel Paratransit Accessible Vans Trolley Coach Rebuild 60 Artics Trolley Coach Replace-Future									\$ 35,025,264	\$ 39,631,166	\$ 38,810,818			
			Historic Vehicle Rehabilitation-PCC Historic Vehicle Rehabilitation-Milan (9) Historic Vehicle Rehabilitation-Milan (1) Historic Vehicle Rehabilitation-Seg 3 Historic Vehicle Rehabilitation-NJPCC Historic Vehicle Rehabilitation-Seg 4 LRV - Breda Procurement		\$ 526,163	\$ 563,639	\$ 603,785	\$ 646,789	\$ 692,857								
			Motor Coach Replace-Future-2012 Artic Motor Coach Replace-Future-2013 Stnd Motor Coach Replace-Future-2016 Stnd Motor Coach Replace-Future-2016 Artic Motor Coach Replace-Future-2017 Stnd Motor Coach Replace-Future-2017 Artic Motor Coach Replace-Future-2020 Sm Motor Coach Replace-Future-2020 Stnd Motor Coach Replace-Future-2025 Artic Motor Coach Replace-Future-2027 Stnd AB664 Applied to Vehicle Procuments	\$ 29,842,412 \$ 6,478,661	\$ 14,119,225 \$ 31,102,131	\$ 16,845,592 \$ 48,590,525	\$ 3,877,071										
			117.9 05-22 5 Year Program Plan - Vehicles 117.XX 05-XX Motor Coach Replace-56 Hybrids								\$ 5,933,793 \$ 18,915,366	\$ 13,492,737					
			MUNI Total	\$ 36,321,073	\$ 45,747,519	\$ 6,796,011	\$ 41,694,751	\$ 53,071,381	\$ 646,789	\$ 35,025,264	\$ 51,073,831	\$ 41,029,576					
			017 New and Renovated Vehicles - MUNI Total	\$ 36,321,073	\$ 45,747,519	\$ 6,796,011	\$ 41,694,751	\$ 53,071,381	\$ 646,789	\$ 35,025,264	\$ 51,073,831	\$ 41,029,576					
			017B	New and Renovated Vehicles - BART	BART	Car interiors modifications (SF share) 05-22 117.91 5 Year Program Plan - Vehicles (BART)											
						Undesignated	\$ 408,000	\$ 425,000	\$ 443,000	\$ 462,000	\$ 482,000	\$ 503,000	\$ 525,000	\$ 548,000	\$ 572,000	\$ 597,000	\$ 623,000
						BART Total	\$ 408,000	\$ 425,000	\$ 443,000	\$ 462,000	\$ 482,000	\$ 503,000	\$ 525,000	\$ 548,000	\$ 572,000	\$ 597,000	\$ 623,000
			017B New and Renovated Vehicles - BART Total				\$ 408,000	\$ 425,000	\$ 443,000	\$ 462,000	\$ 482,000	\$ 503,000	\$ 525,000	\$ 548,000	\$ 572,000	\$ 597,000	\$ 623,000

**2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)**



Amount			FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25		
17P New and Renovated Vehicles - PCJPB	PCJPB	Caltrain Vehicles								\$ 919,000	\$ 959,000	\$ 1,001,000	\$ 1,045,000	\$ 1,090,000	
		04-70 117.8 FY 2004-05 JPB Local Match - Vehicles									\$ 919,000	\$ 959,000	\$ 1,001,000	\$ 1,045,000	\$ 1,090,000
		05-22 117.92 5 Year Program Plan - Vehicles (PCJPB)									\$ 919,000	\$ 959,000	\$ 1,001,000	\$ 1,045,000	\$ 1,090,000
17P New and Renovated Vehicles - PCJPB Total										\$ 919,000	\$ 959,000	\$ 1,001,000	\$ 1,045,000	\$ 1,090,000	
17U New and Renovated		Undesignated		\$ 5,301,000	\$ 5,460,000	\$ 5,623,000	\$ 5,791,000	\$ 5,964,000	\$ 6,142,000	\$ 6,326,000	\$ 6,515,000	\$ 6,710,000	\$ 6,911,000		
		Total		\$ 5,301,000	\$ 5,460,000	\$ 5,623,000	\$ 5,791,000	\$ 5,964,000	\$ 6,142,000	\$ 6,326,000	\$ 6,515,000	\$ 6,710,000	\$ 6,911,000		
		17U New and Renovated Vehicles - Discretionary Total		\$ 5,301,000	\$ 5,460,000	\$ 5,623,000	\$ 5,791,000	\$ 5,964,000	\$ 6,142,000	\$ 6,326,000	\$ 6,515,000	\$ 6,710,000	\$ 6,911,000		
018 Trolleybus wheelchair-lift O&M	MUNI	Trolleybus wheelchair-lift O&M													
		04-70 118.1 Trolley Coach Wheelchair Lift Incremental O&M													
		018 Trolleybus wheelchair-lift O&M Total													
019 F-Line O&M	MUNI	F-Line O&M													
		04-70 119.1 F-Line Incremental O&M													
		019 F-Line O&M Total													
20M Rehab/Upgrades Existing facilities - MUNI	MUNI	Central Control - Facility													
		Flynn Ventilation System & Roof													
		20M Rehab/Upgrades Existing facilities - MUNI Total													
20B Rehab/Upgrades Existing facilities - BART	BART	AFC & Air Compressor Replacement													
		Canopies													
		20B Rehab/Upgrades Existing facilities - BART Total													
20P Rehab/Upgrades Existing facilities - PCJPB	PCJPB	Caltrain Maintenance Facility													
		Station Access Facilities Signage													
		20P Rehab/Upgrades Existing facilities - PCJPB Total													
20U Rehab/Upgrades Existing facilities - Discretionary Total		Undesignated		\$ 572,000	\$ 589,000	\$ 606,000	\$ 624,000	\$ 642,000	\$ 661,000	\$ 680,000	\$ 700,000	\$ 721,000	\$ 742,000		
		Total		\$ 572,000	\$ 589,000	\$ 606,000	\$ 624,000	\$ 642,000	\$ 661,000	\$ 680,000	\$ 700,000	\$ 721,000	\$ 742,000		
		20U Rehab/Upgrades Existing facilities - Discretionary Total		\$ 572,000	\$ 589,000	\$ 606,000	\$ 624,000	\$ 642,000	\$ 661,000	\$ 680,000	\$ 700,000	\$ 721,000	\$ 742,000		
021 Muni MMX O&M	MUNI	Muni MMX O&M													
		04-70 121.1 Muni Metro Extension (MMX) Incremental O&M													
		021 Muni MMX O&M Total													
22M Guideways - MUNI	MUNI	Cable Car Infra. Rehab FY10-19	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000								
		Cable Car Infra. Rehab FY20-29						\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000		
		22M Guideways - MUNI Total	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 6,500,000	\$ 6,500,000	\$ 6,500,000	\$ 6,500,000	\$ 6,500,000	\$ 6,500,000		
22B Guideways - BART	BART	05-22 122.91 5 Year Program Plan - Guideways (BART)													
		Undesignated	\$ 280,000	\$ 292,000	\$ 304,000	\$ 317,000	\$ 330,000	\$ 344,000	\$ 359,000	\$ 374,000	\$ 390,000	\$ 407,000	\$ 424,000		
		22B Guideways - BART Total	\$ 280,000	\$ 292,000	\$ 304,000	\$ 317,000	\$ 330,000	\$ 344,000	\$ 359,000	\$ 374,000	\$ 390,000	\$ 407,000	\$ 424,000		
22P Guideways - PCJPB	PCJPB	Bridge Rehabilitation													
		Signal System Rehab/Replacement													
		22P Guideways - PCJPB Total	\$ 880,000	\$ 918,000	\$ 958,000	\$ 1,000,000	\$ 1,044,000	\$ 1,089,000	\$ 1,136,000	\$ 1,185,000	\$ 1,237,000	\$ 1,291,000	\$ 1,347,000		
22U Guideways - Discretionary Total		Undesignated	\$ 2,300,000	\$ 2,369,000	\$ 2,440,000	\$ 2,513,000	\$ 2,588,000	\$ 2,665,000	\$ 2,744,000	\$ 2,826,000	\$ 2,910,000	\$ 2,997,000			
		Total	\$ 2,300,000	\$ 2,369,000	\$ 2,440,000	\$ 2,513,000	\$ 2,588,000	\$ 2,665,000	\$ 2,744,000	\$ 2,826,000	\$ 2,910,000	\$ 2,997,000			
		22U Guideways - Discretionary Total	\$ 2,300,000	\$ 2,369,000	\$ 2,440,000	\$ 2,513,000	\$ 2,588,000	\$ 2,665,000	\$ 2,744,000	\$ 2,826,000	\$ 2,910,000	\$ 2,997,000			
023 PARATRANSIT	MUNI	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	\$ 9,670,000	\$ 9,670,000	\$ 1,500,000		
		04-70 123.1 Paratransit													
		023 PARATRANSIT Total	\$ 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	\$ 9,670,000	\$ 9,670,000	\$ 1,500,000	
024 Doyle Drive	SFCTA	04-56 124.1 Doyle Drive - Project Management													
		04-53 124.2 Doyle Drive - PA&E													
		024 Doyle Drive Total	\$ 1,950,000												
025 Bernal Heights	DPW	Banks/Chapman Area													
		Bradford/Jarboe Area													
		025 Bernal Heights Total													
026 Great Highway	DPW	Great Highway Erosion Repair													
		DPW Total													
		026 Great Highway Erosion Repair Total													
027 Visitation Valley Watershed	Undesignated	BiCounty & Vis Valley Planning													
		BiCounty & Vis Valley Design													
		027 Visitation Valley Watershed Total	\$ 1,000,000	\$ 1,100,000	\$ 1,113,000	\$ 1,146,000	\$ 1,180,000	\$ 1,215,000	\$ 1,245,000	\$ 1,260,000	\$ 1,275,000	\$ 1,300,000			
028 Illinois Street Bridge	PORTSF	Illinois Street Bridge													
		PORTSF Total													
		028 Illinois Street Bridge Total													
029 Golden Gate	SFCTA	GGP Study				\$ 223,000									
		SFCTA Total				\$ 223,000									
		029 Golden Gate Park/SR1Traffic Study Total				\$ 223,000									
030 Other Upgrades to Major Arterials	SFCTA	19th Avenue										\$ 95,000	\$ 196,000	\$ 370,000	
		Other Arterial											\$ 95,000	\$ 196,000	\$ 370,000
		030 Other Upgrades to Major Arterials Total											\$ 95,000	\$ 196,000	\$ 370,000
031 New Signals and Signs	DPT	04-70 131.1 New Traffic Signal Contract 57													
		04-70 131.11 New Street Signs FY04/05													
		031 New Signals and Signs Total	\$ 1,454,000	\$ 1,497,000	\$ 1,541,000	\$ 1,587,000	\$ 1,634,000	\$ 1,683,000	\$ 1,733,000	\$ 1,784,000	\$ 1,837,000	\$ 1,892,000	\$ 1,948,000		
032 Advanced Technology and Information Systems (Sfgo)	DPT	05-22 132.9 5 Year Program Plan - Sfgo		\$ 645,000	\$ 673,000	\$ 702,000	\$ 732,000	\$ 764,000	\$ 797,000	\$ 832,000	\$ 868,000	\$ 906,000	\$ 945,000	\$ 986,000	
		Sfgo													
		032 Advanced Technology and Information Systems (Sfgo) Total	\$ 645,000	\$ 673,000	\$ 702,000	\$ 732,000	\$ 764,000	\$ 797,000	\$ 832,000	\$ 868,000	\$ 906,000	\$ 945,000	\$ 986,000		
033 Signals and Signs	DPT	04-70 133.1 Signal Upgrades FY04/05													
		05-22 133.9 5 Year Program Plan - Signals and Signs Upgrade													
		033 Signals and Signs Total	\$ 2,394,000	\$ 2,465,000	\$ 2,538,000	\$ 2,614,000	\$ 2,692,000	\$ 2,772,000	\$ 2,855,000	\$ 2,940,000	\$ 3,028,000	\$ 3,118,000	\$ 3,211,000		

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Amount			FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25												
034 Street Resurfacing, Rehabilitation, and Maintenance	DPW	05-03 134.1 Street Resurfacing																							
		05-22 134.9 5 Year Program Plan - Street Resurfacing																							
		05-46 134.1 Street Resurfacing	\$	3,400,000	\$	3,500,000	\$	3,600,000	\$	3,700,000	\$	3,800,000	\$	3,900,000	\$	4,100,000	\$	4,200,000	\$	4,300,000	\$	4,400,000			
	DPW Total	\$	3,400,000	\$	3,500,000	\$	3,600,000	\$	3,700,000	\$	3,800,000	\$	3,900,000	\$	4,100,000	\$	4,200,000	\$	4,300,000	\$	4,400,000				
034 Street Resurfacing, Rehabilitation, and Maintenance Total			\$	3,400,000	\$	3,500,000	\$	3,600,000	\$	3,700,000	\$	3,800,000	\$	3,900,000	\$	4,100,000	\$	4,200,000	\$	4,300,000	\$	4,400,000			
035 Street Repair and Cleaning Equipment	DPW	Street Repair and Cleaning Equipment	\$	864,000	\$	902,000	\$	941,000	\$	982,000	\$	1,025,000	\$	1,070,000	\$	1,117,000	\$	1,166,000	\$	1,217,000	\$	1,270,000	\$	1,325,000	
		04-70 135.1 Street Repair and Cleaning Equipment																							
	05-22 135.9 5 Year Program Plan - Rehab and Maint Equip	DPW Total	\$	864,000	\$	902,000	\$	941,000	\$	982,000	\$	1,025,000	\$	1,070,000	\$	1,117,000	\$	1,166,000	\$	1,217,000	\$	1,270,000	\$	1,325,000	
035 Street Repair and Cleaning Equipment Total			\$	864,000	\$	902,000	\$	941,000	\$	982,000	\$	1,025,000	\$	1,070,000	\$	1,117,000	\$	1,166,000	\$	1,217,000	\$	1,270,000	\$	1,325,000	
036 Embarcadero Roadway	DPW	Embarcadero O&M																							
		04-70 136.1 Embarcadero Roadway Incremental O&M	DPW Total																						
036 Embarcadero Roadway incremental operations and maintenance Total			\$	864,000	\$	902,000	\$	941,000	\$	982,000	\$	1,025,000	\$	1,070,000	\$	1,117,000	\$	1,166,000	\$	1,217,000	\$	1,270,000	\$	1,325,000	
037 Pedestrian and Bicycle Facility Maintenance	DPT	05-03 137.5 Maintain Bicycle Facilities																							
	DPT Total																								
	DPW	04-70 137.1 Public Sidewalk Repair																							
		05-22 137.9 5 Year Program Plan - Ped & Bicycle Facility Maint	DPW Total																						
	Undesignated	Pedestrian and Bicycle Facility Maintenance	\$	694,000	\$	714,000	\$	734,000	\$	755,000	\$	777,000	\$	799,000	\$	822,000	\$	845,000	\$	869,000	\$	894,000	\$	919,000	
		Undesignated Total	\$	694,000	\$	714,000	\$	734,000	\$	755,000	\$	777,000	\$	799,000	\$	822,000	\$	845,000	\$	869,000	\$	894,000	\$	919,000	
037 Pedestrian and Bicycle Facility Maintenance Total			\$	694,000	\$	714,000	\$	734,000	\$	755,000	\$	777,000	\$	799,000	\$	822,000	\$	845,000	\$	869,000	\$	894,000	\$	919,000	
038 Traffic Calming	DPT	Traffic Calming	\$	2,375,000	\$	2,479,000	\$	2,588,000	\$	2,701,000	\$	2,819,000	\$	2,943,000	\$	3,072,000	\$	3,207,000	\$	3,348,000	\$	3,495,000	\$	3,648,000	
		04-70 138.1 Traffic Calming - Fell/Oak/Valencia Local Match																							
	05-03 138.12 Traffic Calming Implementation	05-03 138.12 Traffic Calming Program - School Area Safety	05-22 138.9 5 Year Program Plan - Traffic Calming	DPT Total	\$	2,375,000	\$	2,479,000	\$	2,588,000	\$	2,701,000	\$	2,819,000	\$	2,943,000	\$	3,072,000	\$	3,207,000	\$	3,348,000	\$	3,495,000	\$
038 Traffic Calming Total			\$	2,375,000	\$	2,479,000	\$	2,588,000	\$	2,701,000	\$	2,819,000	\$	2,943,000	\$	3,072,000	\$	3,207,000	\$	3,348,000	\$	3,495,000	\$	3,648,000	
039 Bicycle Circulation/Safety	BART	05-22 139.91 5 Year Program Plan - Bicycle Circ/Safety (BART)																							
	BART Total																								
	DPT	05-03 139.1 Bicycle Projects and Programs - Various Locations																							
		05-22 139.9 5 Year Program Plan - Bicycle Circulation/Safety Market Street Improvements	DPT Total																						
Undesignated	Bicycle Circulation/Safety	\$	1,065,000	\$	1,111,000	\$	1,159,000	\$	1,209,000	\$	1,262,000	\$	1,317,000	\$	1,374,000	\$	1,434,000	\$	1,497,000	\$	1,562,000	\$	1,630,000		
	Undesignated Total	\$	1,065,000	\$	1,111,000	\$	1,159,000	\$	1,209,000	\$	1,262,000	\$	1,317,000	\$	1,374,000	\$	1,434,000	\$	1,497,000	\$	1,562,000	\$	1,630,000		
039 Bicycle Circulation/Safety Total			\$	1,065,000	\$	1,111,000	\$	1,159,000	\$	1,209,000	\$	1,262,000	\$	1,317,000	\$	1,374,000	\$	1,434,000	\$	1,497,000	\$	1,562,000	\$	1,630,000	
040 Pedestrian Circulation/Safety	BART	05-22 140.91 5 Year Program Plan - Ped Circ/Safety (BART)																							
	BART Total																								
	DPT	04-70 140.1 Pedestrian Projects - Pedestrian Safe Curb Bulbs																							
		04-70 140.11 Pedestrian Islands and Crosswalks	05-22 140.9 5 Year Program Plan - Ped Circulation/Safety	DPT Total																					
Undesignated	Pedestrian Circulation/Safety	\$	1,000,000	\$	1,030,000	\$	1,060,000	\$	1,091,000	\$	1,123,000	\$	1,156,000	\$	1,190,000	\$	1,225,000	\$	1,261,000	\$	1,298,000	\$	1,336,000		
	Undesignated Total	\$	1,000,000	\$	1,030,000	\$	1,060,000	\$	1,091,000	\$	1,123,000	\$	1,156,000	\$	1,190,000	\$	1,225,000	\$	1,261,000	\$	1,298,000	\$	1,336,000		
040 Pedestrian Circulation/Safety Total			\$	1,000,000	\$	1,030,000	\$	1,060,000	\$	1,091,000	\$	1,123,000	\$	1,156,000	\$	1,190,000	\$	1,225,000	\$	1,261,000	\$	1,298,000	\$	1,336,000	
041 Curb Ramps	DPW	Curb Ramps	\$	905,000	\$	944,000	\$	985,000	\$	1,028,000	\$	1,073,000	\$	1,120,000	\$	1,169,000	\$	1,220,000	\$	1,273,000	\$	1,329,000	\$	1,387,000	
		04-70 141.1 Curb Ramps	05-22 141.9 5 Year Program Plan - Curb Ramps	DPW Total	\$	905,000	\$	944,000	\$	985,000	\$	1,028,000	\$	1,073,000	\$	1,120,000	\$	1,169,000	\$	1,220,000	\$	1,273,000	\$	1,329,000	\$
041 Curb Ramps Total			\$	905,000	\$	944,000	\$	985,000	\$	1,028,000	\$	1,073,000	\$	1,120,000	\$	1,169,000	\$	1,220,000	\$	1,273,000	\$	1,329,000	\$	1,387,000	
042 Tree Planting and Maintenance	DPW	Tree Planting and Maintenance	\$	1,256,000	\$	1,311,000	\$	1,368,000	\$	1,428,000	\$	1,490,000	\$	1,555,000	\$	1,623,000	\$	1,694,000	\$	1,768,000	\$	1,845,000	\$	1,926,000	
		04-70 142.1 Tree Planting and Maintenance	05-22 142.9 5 Year Program Plan - Tree Planting & Maintenance	DPW Total	\$	1,256,000	\$	1,311,000	\$	1,368,000	\$	1,428,000	\$	1,490,000	\$	1,555,000	\$	1,623,000	\$	1,694,000	\$	1,768,000	\$	1,845,000	\$
	042 Tree Planting and Maintenance Total			\$	1,256,000	\$	1,311,000	\$	1,368,000	\$	1,428,000	\$	1,490,000	\$	1,555,000	\$	1,623,000	\$	1,694,000	\$	1,768,000	\$	1,845,000	\$	1,926,000
043 Transportation Demand Management/Parking Management	DCP	05-03 143.9 City Carshare Subsidy																							
	DCP Total																								
	DOE	04-70 143.1 SF Environment - (CECAP) Clean Air Program																							
	DOE Total																								
	DPT	05-03 143.11 Bicycle Plan Update Policy Framework Env Review																							
		05-22 143.95 5 Year Program Plan - TDM/Parking Management	DPT Total																						
SFCTA	Transportation Demand Management/Parking Management	\$	461,000	\$	474,000	\$	488,000	\$	502,000	\$	517,000	\$	532,000	\$	547,000	\$	563,000	\$	579,000	\$	596,000	\$	613,000		
	Undesignated Total	\$	461,000	\$	474,000	\$	488,000	\$	502,000	\$	517,000	\$	532,000	\$	547,000	\$	563,000	\$	579,000	\$	596,000	\$	613,000		
043 Transportation Demand Management/Parking Management Total			\$	461,000	\$	474,000	\$	488,000	\$	502,000	\$	517,000	\$	532,000	\$	547,000	\$	563,000	\$	579,000	\$	596,000	\$	613,000	
044 Transportation /Land Use Coordination	DPW	05-43 144.10 Broadway Streetscape Improvements Project - Phase II																							
		05-43 144.11 San Jose/Guerrero Livable Streets Plan	DPW Total																						
	Undesignated	Transportation/Land Use Coordination	\$	681,000	\$	710,000	\$	741,000	\$	773,000	\$	807,000	\$	842,000	\$	879,000	\$	917,000	\$	957,000	\$	999,000	\$	1,042,000	
044 Transportation /Land Use Coordination Total			\$	681,000	\$	710,000	\$	741,000	\$	773,000	\$	807,000	\$	842,000	\$	879,000	\$	917,000	\$	957,000	\$	999,000	\$	1,042,000	

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Amount		FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	#N/A		
Object Name	Sponsor	Grand Total											
001 Rapid Bus Network including Real Time Transit Information	DPT	101.8 05-03 TPS Staffing										\$ 79,000	
	DPT	DPT Total										\$ 79,000	
	MUNI	101.81 05-03 TPS Staffing										\$ 62,000	
		101.90 05-22 5 Year Program - BRT/TPS										\$ 84,000	
		101.10 05-28 Inner Geary TPS Improvements										\$ 263,000	
	MUNI	MUNI Total										\$ 409,000	
	SFCTA	101.01 04-61 Geary BRT MIS										\$ 600,000	
		101.91 05-22 5 Year Program										\$ 8,000	
		SFCTA Total										\$ 608,000	
	Undesignated	Geary BRT										\$ 31,250,000	
		Potrero BRT										\$ 9,750,000	
		Van Ness BRT										\$ 19,750,000	
		Spot/Small										\$ 6,900,000	
			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
			Corridor Project										\$ 10,963,000
		BusPOP demo										\$ 300,000	
		TPS/BRT System Projects: Mgt. (DSM), TPS Master Plan, PR/Marketing										\$ 650,000	
		Geary BRT: Design										\$ 3,500,000	
Undesignated Total		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 83,063,000	
001 Rapid Bus Network including Real Time Transit Information Total		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 84,159,000	
002 3rd Street Light Rail (Phase 1)	DPW	145.02 04-71 CityBuild - Pedestrian Monitor Transition Program										\$ 40,000	
	DPW	DPW Total										\$ 40,000	
	MUNI	102.01 05-10 3rd Street MME Construction										\$ 28,544,000	
		102.10 05-16 IOS Construction										\$ 14,024,750	
		MME										\$ 6,692,495	
		CM										\$ 3,086,642	
		Segment 5										\$ 5,919,731	
		199 05-12 COWCAP FY04-05										\$ 900,000	
		\$ 13,170,561	\$ 13,170,561	\$ 4,621,400	\$ 14,037,447	\$ 498,636	\$ 91,495,662	\$ 660,000	\$ 660,000	\$ 660,000	\$ 660,000		
SFCTA	145.01 04-71 CityBuild - Pilot Program Implementation										\$ 660,000		
SFCTA	SFCTA Total										\$ 660,000		
002 3rd Street Light Rail (Phase 1) Total		\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662	\$ 92,195,662		
003 Central Subway (3rd St. LRT Phase 2)	MUNI	Construction										\$ 114,139,000	
	MUNI	103.01 04-51 NCS- Conceptual Engineering										\$ 11,861,000	
	MUNI	MUNI Total										\$ 126,000,000	
003 Central Subway (3rd St. LRT Phase 2) Total		\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000	\$ 126,000,000		
005 Downtown Extension to a Rebuilt Transbay Terminal	SFCTA	105.01 05-14 TBT-80 Natoma Study										\$ 500,000	
	SFCTA	SFCTA Total										\$ 500,000	
	TJPA	Construction										\$ 5,000,000	
		Preliminary Engineering										\$ 23,375,000	
		Right of Way										\$ 37,575,000	
		Design										\$ 62,100,000	
		\$ 3,725,000	\$ 16,125,000	\$ 147,900,000	\$ 147,900,000	\$ 147,900,000	\$ 147,900,000	\$ 147,900,000	\$ 147,900,000	\$ 147,900,000	\$ 147,900,000		
005 Downtown Extension to a Rebuilt Transbay Terminal Total		\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000	\$ 148,400,000		
006 Electrification	PCJPB	Electrification										\$ 914,000	
	PCJPB	PCJPB Total										\$ 914,000	
	006 Electrification Total		\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	\$ 914,000	
007 Capital Improvement Program	PCJPB	Caltrain CIP										\$ 553,000	
	PCJPB	107.10 04-70 JPB Local Match										\$ 569,000	
	PCJPB	107.9 05-22 5 Year Program Plan - Caltrain CIP										\$ 586,000	
	PCJPB	PCJPB Total										\$ 603,000	
007 Capital Improvement Program Total		\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000	\$ 621,000		
008 BART Station Access, Safety and Capacity	BART	16th St. NE Plaza Redesign										\$ 2,142,000	
		24th Street Station plaza remodel										\$ 100,000	
		108.1 05-04 16th and Mission Street BART Station										\$ 534,000	
		108.9 05-22 5 Year Prg Plan - BART Sta Access, Safety and Cap										\$ 50,000	
		Real Time/Transit Vehicle Arrival										\$ 25,000	
		Station Security, 8 stations platform level										\$ 250,000	
		Embarcadero station cross-platform										\$ 300,000	
		Civic Center station cross-platform										\$ 100,000	
		Subway station talking signs										\$ 50,000	
		BART-Muni joint Station Maintenance Support										\$ 530,000	
Undesignated		\$ 449,000	\$ 468,000	\$ 488,000	\$ 509,000	\$ 531,000	\$ 554,000	\$ 578,000	\$ 603,000	\$ 629,000	\$ 6,429,000		
008 BART Station Access, Safety and Capacity Total		\$ 449,000	\$ 468,000	\$ 488,000	\$ 509,000	\$ 531,000	\$ 554,000	\$ 578,000	\$ 603,000	\$ 629,000	\$ 10,510,000		
009 Ferry	PORTSF	Downtown Ferry Terminal										\$ 4,450,000	
	PORTSF	109.9 05-22 5 Year Program Plan - Ferry										\$ 8,000	
009 Ferry Total		\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000	\$ 4,458,000		
010 Extension of trolleybus	MUNI	Route Electrification - Mission Bay - MUNI										\$ 4,500,000	
	MUNI	MUNI Total										\$ 4,500,000	
010 Extension of trolleybus lines/Motor Coach Conversion Total		\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000		
011 F-Line Extension to	MUNI	F-Line Extension to Fort Mason										\$ 500,000	
	MUNI	MUNI Total										\$ 500,000	
011 F-Line Extension to Fort Mason Total		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000		
012 Purchase/Rehab	MUNI	Purchase/Rehab Historic Street Cars										\$ 1,000,000	
	MUNI	MUNI Total										\$ 1,000,000	
012 Purchase/Rehab Historic Street Cars Total		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000		
013 Balboa Park Station Access	BART	Balboa Stn intermodal implementation-BART										\$ 1,000,000	
	BART	BART Total										\$ 1,000,000	
	MUNI	Balboa Station ADA Ramps-MUNI										\$ 540,000	
	MUNI	Balboa Station CER										\$ 600,000	
013 Balboa Park BART/MUNI Station Access Total		\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000		
014 Relocation of Paul St to	SFCTA	Oakdale Station										\$ 450,000	
	SFCTA	SFCTA Total										\$ 450,000	
014 Relocation of Paul St to Oakdale-Caltrain Total		\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000		
015 Purchase Additional	MUNI	Purchase Additional LRVs										\$ 1,000,000	
	MUNI	MUNI Total										\$ 1,000,000	
015 Purchase Additional LRVs Total		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000		
016 Other transit Enhancements	BART	Civic Center station cross-platform - BART										\$ 150,000	
		Embarcadero station cross-platform - BART										\$ 650,000	
		05-22 116.91 5 Year Program Plan - Transit Enhancements (BART)										\$ 8,800	
	BART	BART Total										\$ 808,800	
	MUNI	Mission Bay Loop										\$ 1,755,430	
		05-22 116.9 5 Year Program Plan - Transit Enhancements										\$ 35,200	
		Ticket Vending Machine - 3rd Street Portion - MUNI										\$ 3,059,590	
MUNI	MUNI Total										\$ 4,850,220		
PCJPB	PCJPB Station Study - PCJPB										\$ 250,000		
	05-22 116.92 5 Year Program Plan - Transit Enhancements (PCJPB)										\$ 5,300		
PCJPB	PCJPB Total										\$ 255,300		
Undesignated	Undesignated - All TE Categories										\$ 2,499,000		
	Undesignated Total										\$ 2,499,000		
	016 Other transit Enhancements Total		\$ 2,499,000	\$ 2,608,000	\$ 2,722,000	\$ 2,841,000	\$ 2,966,000	\$ 3,096,000	\$ 3,232,000	\$ 3,374,000	\$ 3,522,000	\$ 45,129,000	
17M New and Renovated Vehicles - MUNI	MUNI	Fareboxes-Replacement Program										\$ 7,422,153	
		Historic Vehicle Program										\$ 2,546,947	
		Historic Vehicle Rehabilitation										\$ 1,394,831	
				\$ 10,090,813	\$ 47,225,003	\$ 47,294,966	\$ 32,000,000						
													\$ 250,078,030
													\$ 515,505
													\$ 19,294,524
				\$ 742,050									\$ 6,416,883
													\$ 4,500,000
													\$ 75,754,483
													\$ 6,232,372
													\$ 3,877,071
													\$ 524,117
													\$ 4,451,285
				\$ 5,450,813									\$ 5,450,813
					\$ 3,538,267								\$ 3,538,267
													\$ 600,000
													\$ 5,425,936
													\$ 8,097,476
													\$ 29,842,412
													\$ 6,478,661
													\$ 14,119,225
													\$ 31,102,131
													\$ 5,933,793
													\$ 18,915,366
													\$ 13,492,737
				\$ 18,105,536									\$ 18,105,536
				\$ (2,770,427)									\$ (8,270,001)
													\$ 16,100
													\$ 23,669,648
017M New and Renovated Vehicles - MUNI Total		\$ 31,618,785	\$ 50,763,270	\$ 47,294,966	\$ 32,000,000						\$ 559,526,301		
17B New and Renovated Vehicles - BART	BART	Car interiors modifications (SF share)										\$ 230,000	
	BART	05-22 117.91 5 Year Program Plan - Vehicles (BART)										\$ 5,000	
	BART	Undesignated										\$ 14,983,000	
017B New and Renovated Vehicles - BART Total		\$ 650,000	\$ 678,000	\$ 707,000	\$ 738,000	\$ 770,000	\$ 803,000	\$ 838,000	\$ 874,000	\$ 912,000	\$ 15,218,000		

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Amount	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	#N/A				
17P New and Renovated Vehicles - PCJPB		Caltrain Vehicles 04-70 117.8 FY 2004-05 JPB Local Match - Vehicles 05-22 117.92 5 Year Program Plan - Vehicles (PCJPB)	Undesignated	\$ 1,137,000	\$ 1,187,000	\$ 1,239,000	\$ 1,293,000	\$ 1,349,000	\$ 1,408,000	\$ 1,469,000	\$ 1,533,000	\$ 1,600,000	\$ 10,300,000	
			PCJPB Total	\$ 1,137,000	\$ 1,187,000	\$ 1,239,000	\$ 1,293,000	\$ 1,349,000	\$ 1,408,000	\$ 1,469,000	\$ 1,533,000	\$ 1,600,000	\$ 17,229,000	\$ 27,592,500
17P New and Renovated Vehicles - PCJPB Total				\$ 1,137,000	\$ 1,187,000	\$ 1,239,000	\$ 1,293,000	\$ 1,349,000	\$ 1,408,000	\$ 1,469,000	\$ 1,533,000	\$ 1,600,000	\$ 27,592,500	
17U New and Renovated		Undesignated	Undesignated	\$ 7,118,000	\$ 7,331,000	\$ 7,550,000	\$ 7,776,000	\$ 8,009,000	\$ 8,249,000	\$ 8,496,000	\$ 8,750,000	\$ 9,012,000	\$ 133,034,000	
			Total	\$ 7,118,000	\$ 7,331,000	\$ 7,550,000	\$ 7,776,000	\$ 8,009,000	\$ 8,249,000	\$ 8,496,000	\$ 8,750,000	\$ 9,012,000	\$ 133,034,000	
17U New and Renovated Vehicles - Discretionary Total				\$ 7,118,000	\$ 7,331,000	\$ 7,550,000	\$ 7,776,000	\$ 8,009,000	\$ 8,249,000	\$ 8,496,000	\$ 8,750,000	\$ 9,012,000	\$ 133,034,000	
018 Trolleybus wheelchair-lift O&M	MUNI	Trolleybus wheelchair-lift O&M 04-70 118.1 Trolley Coach Wheelchair Lift Incremental O&M	Undesignated	\$ 1,946,000									\$ 1,946,000	
			MUNI Total	\$ 1,946,000										\$ 610,000
018 Trolleybus wheelchair-lift O&M Total				\$ 1,946,000									\$ 2,556,000	
019 F-Line O&M	MUNI	F-Line O&M 04-70 119.1 F-Line Incremental O&M	Undesignated	\$ 3,928,000									\$ 3,928,000	
			MUNI Total	\$ 1,240,000										\$ 5,168,000
019 F-Line O&M Total				\$ 5,168,000									\$ 5,168,000	
20M Rehab/Upgrades Existing facilities - MUNI	MUNI	Central Control - Facility Flynn Ventilation System & Roof Green Roof/HVAC Rehabilitation Green Spray Cabinet and Oven Islais Creek Facility Burke Ave Warehouse (Improvements) Facility Lifecycle Plan 04-70 120.09 Capital Staffing Positions 05-22 120.9 5 Year Program Plan - Facilities 05-42 120.10 Burke Ave Warehouse 05-XX 120.11 Islais Creek Facility	Undesignated	\$ 172,507									\$ 172,507	
			MUNI Total	\$ 5,357,400										\$ 172,507
20M Rehab/Upgrades Existing facilities - MUNI Total				\$ 5,357,400									\$ 5,357,400	
20B Rehab/Upgrades Existing facilities - BART	BART	AFC & Air Compressor Replacement Canopies Platform Edge Tiles 05-22 120.91 5 Year Program Plan - Facilities (BART)	Undesignated	\$ 500,000									\$ 500,000	
			BART Total	\$ 240,000										\$ 740,000
20B Rehab/Upgrades Existing facilities - BART Total				\$ 740,000									\$ 740,000	
20P Rehab/Upgrades Existing facilities - PCJPB	PCJPB	Caltrain Maintenance Facility Station Access Facilities Signage Operational Facilities and Equipment 04-70 120.8 FY 2004-05 JPB Local Match - Facilities 05-22 120.92 5 Year Program Plan - Facilities (PCJPB)	Undesignated	\$ 1,247,000									\$ 1,247,000	
			PCJPB Total	\$ 2,000,000										\$ 3,247,000
20P Rehab/Upgrades Existing facilities - PCJPB Total				\$ 3,247,000									\$ 3,247,000	
20U Rehab/Upgrade		Undesignated	Undesignated	\$ 764,000	\$ 786,000	\$ 809,000	\$ 833,000	\$ 857,000	\$ 882,000	\$ 908,000	\$ 935,000	\$ 963,000	\$ 14,274,000	
			Total	\$ 764,000	\$ 786,000	\$ 809,000	\$ 833,000	\$ 857,000	\$ 882,000	\$ 908,000	\$ 935,000	\$ 963,000	\$ 14,274,000	
20U Rehab/Upgrades Existing facilities - Discretionary Total				\$ 764,000	\$ 786,000	\$ 809,000	\$ 833,000	\$ 857,000	\$ 882,000	\$ 908,000	\$ 935,000	\$ 963,000	\$ 14,274,000	
021 Muni MMX O&M	MUNI	Muni MMX O&M 04-70 121.1 MUNI Metro Extension (MMX) Incremental O&M	Undesignated	\$ 12,781,000									\$ 12,781,000	
			MUNI Total	\$ 4,000,000										\$ 16,781,000
021 Muni MMX O&M Total				\$ 16,781,000									\$ 16,781,000	
22M Guideways - MUNI	MUNI	Cable Car Infra. Rehab FY10-19 Cable Car Infra. Rehab FY20-29 Cable Car Infra. Rehab FY98-09 Overhead Rehab 1998-2009 Overhead Rehab 2010-2019 Overhead Rehab 2020-2029 Radio Comm System & CAD Replace Rail Replacement 1998-2009 Rail Replacement 2010-2019 Rail Replacement 2020-2029 Wayside Fare Collection Equip Wayside/Central Train Control Capital Grants Staffing Escalator Rehabilitation & Upgrade 05-03 122.1 Cable Car Infrastructure Program 05-03 122.11 Rail Replacement Program 05-03 122.12 Overhead Rehabilitation Program 05-22 122.9 5 Year Program Plan - Guideways	Undesignated	\$ 10,000,000	\$ 1,500,000	\$ 1,500,000							\$ 10,000,000	
			MUNI Total	\$ 12,000,000	\$ 3,000,000	\$ 3,000,000								
22M Guideways - MUNI Total				\$ 15,000,000	\$ 3,000,000	\$ 3,000,000							\$ 18,000,000	
22B Guideways - BART	BART	05-22 122.91 5 Year Program Plan - Guideways (BART)	Undesignated	\$ 9,808,000	\$ 442,000	\$ 461,000	\$ 481,000	\$ 502,000	\$ 524,000	\$ 547,000	\$ 571,000	\$ 596,000	\$ 622,000	\$ 9,808,000
			BART Total	\$ 9,820,500	\$ 442,000	\$ 461,000	\$ 481,000	\$ 502,000	\$ 524,000	\$ 547,000	\$ 571,000	\$ 596,000	\$ 622,000	\$ 9,820,500
22B Guideways - BART Total				\$ 9,820,500	\$ 461,000	\$ 481,000	\$ 502,000	\$ 524,000	\$ 547,000	\$ 571,000	\$ 596,000	\$ 622,000	\$ 9,820,500	
22P Guideways - PCJPB	PCJPB	Bridge Rehabilitation Signal System Rehab/Replacement Track Rehabilitation Tunnel Rehabilitation 04-70 122.8 FY 2004-05 JPB Local Match - Guideways 05-22 122.92 5 Year Program Plan - Guideways (PCJPB)	Undesignated	\$ 2,026,666	\$ 1,406,000	\$ 1,467,000	\$ 1,531,000	\$ 1,598,000	\$ 1,668,000	\$ 1,741,000	\$ 1,817,000	\$ 1,896,000	\$ 1,979,000	\$ 2,026,666
			PCJPB Total	\$ 2,846,668	\$ 1,406,000	\$ 1,467,000	\$ 1,531,000	\$ 1,598,000	\$ 1,668,000	\$ 1,741,000	\$ 1,817,000	\$ 1,896,000	\$ 1,979,000	\$ 2,026,666
22P Guideways - PCJPB Total				\$ 35,268,935	\$ 1,467,000	\$ 1,531,000	\$ 1,598,000	\$ 1,668,000	\$ 1,741,000	\$ 1,817,000	\$ 1,896,000	\$ 1,979,000	\$ 35,268,935	
22U Guideways -		Undesignated	Undesignated	\$ 57,690,000	\$ 3,086,000	\$ 3,178,000	\$ 3,273,000	\$ 3,371,000	\$ 3,472,000	\$ 3,576,000	\$ 3,683,000	\$ 3,793,000	\$ 3,906,000	\$ 57,690,000
			Total	\$ 57,690,000	\$ 3,086,000	\$ 3,178,000	\$ 3,273,000	\$ 3,371,000	\$ 3,472,000	\$ 3,576,000	\$ 3,683,000	\$ 3,793,000	\$ 3,906,000	\$ 57,690,000
22U Guideways - Discretionary Total				\$ 57,690,000	\$ 3,178,000	\$ 3,273,000	\$ 3,371,000	\$ 3,472,000	\$ 3,576,000	\$ 3,683,000	\$ 3,793,000	\$ 3,906,000	\$ 57,690,000	
023 PARATRANSIT	MUNI	Paratransit 04-70 123.1 Paratransit	Undesignated	\$ 175,560,000									\$ 175,560,000	
			MUNI Total	\$ 9,670,000										\$ 185,230,000
023 PARATRANSIT Total				\$ 185,230,000									\$ 185,230,000	
024 Doyle Drive	SFCTA	04-56 124.1 Doyle Drive - Project Management 04-53 124.2 Doyle Drive - PA&ED 05-44 124.2 Doyle Drive PA&ED PS&ED CONST	Undesignated	\$ 350,000									\$ 350,000	
			SFCTA Total	\$ 2,600,000										\$ 3,050,000
024 Doyle Drive Total				\$ 3,050,000									\$ 5,000,000	
025 Bernal Heights	DPW	Banks/Chapman Area Bradford/Jarboe Area	Undesignated	\$ 1,854,000									\$ 1,854,000	
			DPW Total	\$ 698,000										\$ 2,552,000
025 Bernal Heights Total				\$ 2,552,000									\$ 2,552,000	
026 Great Highway	DPW	Great Highway Erosion Repair	Undesignated	\$ 1,490,000									\$ 1,490,000	
			DPW Total	\$ 1,490,000										\$ 1,490,000
026 Great Highway Erosion Repair Total				\$ 1,490,000									\$ 1,490,000	
027 Visitacion Valley Watershed	Undesignated	BiCounty & Vis Valley Planning BiCounty & Vis Valley Design BiCounty & Vis Valley Construction	Undesignated	\$ 300,000									\$ 300,000	
			Undesignated Total	\$ 16,223,000										\$ 17,223,000
027 Visitacion Valley Watershed Total				\$ 17,223,000									\$ 17,223,000	
028 Illinois Street Bridge	PORTSF	Illinois Street Bridge	Undesignated	\$ 2,000,000									\$ 2,000,000	
			PORTSF Total	\$ 2,000,000										\$ 2,000,000
028 Illinois Street Bridge Total				\$ 2,000,000									\$ 2,000,000	
029 Golden Gate	SFCTA	GGP Study	Undesignated	\$ 223,000									\$ 223,000	
			SFCTA Total	\$ 223,000										\$ 223,000
029 Golden Gate Park/SR1 Traffic Study Total				\$ 223,000									\$ 223,000	
030 Other Upgrades to Major Arterials	SFCTA	19th Avenue Other Arterial	Undesignated	\$ 1,929,000	\$ 1,750,000								\$ 1,929,000	
			SFCTA Total	\$ 2,411,000	\$ 1,750,000									\$ 4,340,000
030 Other Upgrades to Major Arterials Total				\$ 4,340,000	\$ 1,750,000								\$ 4,340,000	
031 New Signals and Signs	DPT	04-70 131.1 New Traffic Signal Contract 57 04-70 131.11 New Street Signs FY04/05 05-22 131.9 5 Year Program Plan - New Signals and Signs New Traffic Signals/Signs/Markers/Equipment	Undesignated	\$ 326,000	\$ 2,006,000	\$ 2,066,000	\$ 2,127,000	\$ 2,190,000	\$ 2,255,000	\$ 2,322,000	\$ 2,391,000	\$ 2,462,000	\$ 2,535,000	\$ 326,000
			DPT Total	\$ 477,000	\$ 2,066,000	\$ 2,127,000	\$ 2,190,000	\$ 2,255,000	\$ 2,322,000	\$ 2,391,000	\$ 2,462,000	\$ 2,535,000	\$ 2,535,000	\$ 52,357,400
031 New Signals and Signs Total				\$ 52,357,400	\$ 2,066,000	\$ 2,127,000	\$ 2,190,000	\$ 2,255,000	\$ 2,322,000	\$ 2,391,000	\$ 2,462,000	\$ 2,535,000	\$ 52,357,400	
032 Advanced Technology and Information Systems (SFgo)	DPT	05-22 132.9 5 Year Program Plan - Sfgo Sfgo 3rd Street ITMS Oak/Fell ITMS	Undesignated	\$ 37,000	\$ 1,029,000	\$ 1,074,000	\$ 1,121,000	\$ 1,170,000	\$ 1,221,000	\$ 1,274,000	\$ 1,330,000	\$ 1,388,000	\$ 1,449,000	\$ 37,000
			DPT Total	\$ 23,629,000	\$ 1,074,000	\$ 1,121,000	\$ 1,170,000	\$ 1,221,000	\$ 1,274,000	\$ 1,330,000	\$ 1,388,000	\$ 1,449,000	\$ 1,449,000	\$ 25,637,000
032 Advanced Technology and Information Systems (SFgo) Total				\$ 25,637,000	\$ 1,074,000	\$ 1,121,000	\$ 1,170,000	\$ 1,221,000	\$ 1,274,000	\$ 1,330,000	\$ 1,388,000	\$ 1,449,000	\$ 25,637,000	
033 Signals and Signs	DPT	04-70 133.1 Signal Upgrades FY04/05 05-22 133.9 5 Year Program Plan - Signals and Signs Upgrade Park Presidio/19th Ave., phase 1 Park Presidio/19th Ave., phase 2 Signal Upgrades	Undesignated	\$ 3,072,000	\$ 3,307,000	\$ 3,406,000	\$ 3,508,000	\$ 3,613,000	\$ 3,721,000	\$ 3,832,000	\$ 3,946,000	\$ 4,064,000	\$ 4,185,000	\$ 3,072,000
			DPT Total	\$ 26,300	\$ 3,406,000	\$ 3,508,000	\$ 3,613,000	\$ 3,721,000	\$ 3,832,000	\$ 3,946,000	\$ 4,064,000	\$ 4,185,000	\$ 4,185,000	\$ 102,217,300
033 Signals and Signs Total				\$ 102,217,300	\$ 3,406,000	\$ 3,508,000	\$ 3,613,000	\$ 3,721,000	\$ 3,832,000	\$ 3,946,000	\$ 4,064,000	\$ 4,185,000	\$ 102,217,300	

2005 Prop K Strategic Plan
Appendix E. Planned Allocations by EP Line Item by Sponsor (Year of Expenditure \$)



Table with columns: Amount, FY2025/26, FY2026/27, FY2027/28, FY2028/29, FY2029/30, FY2030/31, FY2031/32, FY2032/33, FY2033/34, #N/A. Rows include categories like 034 Street Resurfacing, 035 Street Repair and Cleaning Equipment, 036 Embarcadero Roadway, 037 Pedestrian and Bicycle Facility Maintenance, 038 Traffic Calming, 039 Bicycle Circulation/Safety, 040 Pedestrian Circulation/Safety, 041 Curb Ramps, 042 Tree Planting and Maintenance, 043 Transportation Demand Management/Parking Management, and 044 Transportation/Land Use Coordination.