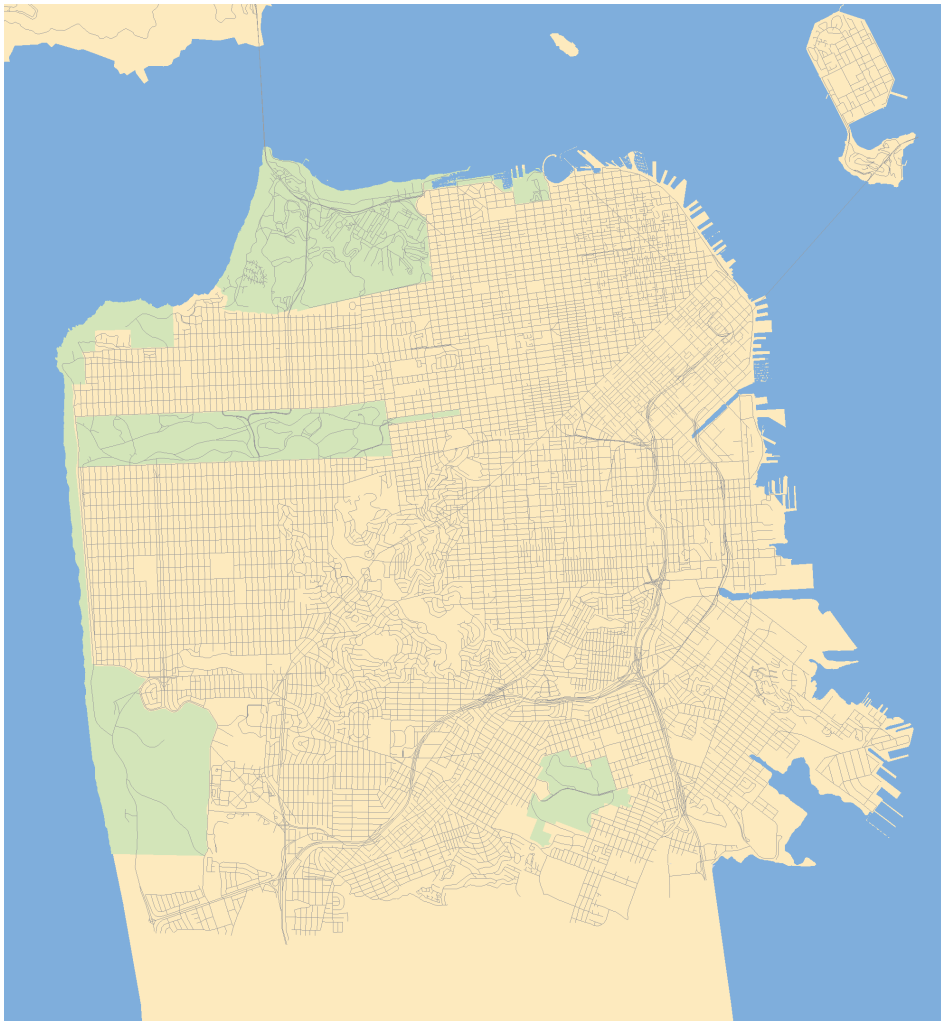
PREPARED BY THE
San Francisco County
Transportation Authority

PROP K STRATEGIC PLAN

2009



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A. EXECUTIVE SUMMARY

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the then existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan, which was to supersede the existing Proposition B (Prop B) Expenditure Plan. Prop K designated the San Francisco County Transportation Authority (Authority) as the administrator of the Prop K program and funds. The Prop K Expenditure Plan programs a total of $2.35 billion (2003 $'s) in local transportation sales tax revenue to a number of eligible categories, leveraging another $9.6 billion (2003 $'s) in other federal, state and local funds. 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 to each Prop K category, and deciding on funding priority among projects are crucially important functions of the Prop K Strategic Plan.

The Strategic Plan is a programming document that reconciles the timing of expected revenues with the schedule for when project sponsors need those revenues in order 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 the costs associated with project escalation and debt financing.

In March 2005, the Authority Board adopted the first Prop K Strategic Plan. The 2009 Strategic Plan update, like its predecessor, was developed through an iterative process involving several cycles of consultation with project sponsors, followed by testing of project funding scenarios using a complex and multi-layered computerized financial analysis model developed by 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 (5YPPs), currently being developed by project sponsors for adoption by the Authority Board in fall 2009, 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 development process for the 2005 Strategic Plan, 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 reflected the dire state of the State Transportation Improvement Program (STIP), as well as the less-than-promising evolution of the process to authorize a new federal surface transportation act. As a result, the 2005 Strategic Plan recommended a significant level of financing (on the order of $1 billion) to enable delivery of the Prop K program in a timely manner.

The 2009 Strategic Plan comes at a time when the economic situation is even worse than in 2005. The national economic downturn is of a scale not seen since the Great Depression, the State's budget crisis is ongoing, there is uncertainty about the timing and level of funding that will be available from the next federal surface transportation act and local revenues, including sales tax revenues, are experiencing significant declines.

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; and
- Where feasible, non-Prop K funds will be used first, and high priority will be given to leveraging federal, state or other local funds using Prop K.

The Authority made its best effort to adhere to the above tenets in discussions with project sponsors, a goal which has become both more critical and more challenging to meet since the 2005 Strategic Plan given the 13% drop in projected revenues in year of expenditure dollars ($4.01 billion in the 2005 Strategic Plan compared to the current forecast of $3.49 billion) and increases in financing costs stemming from the current global and national economic downtown. The 2009 Strategic Plan assumes slightly over $825 million in debt issuance, at a cost of about $853 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 Strategic 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.

Despite a higher cost of financing, the size of the projected debt issuance is about $200 million lower than assumed in the 2005 Strategic Plan primarily because delays in project delivery and favorable rates for our existing $150 million in outstanding commercial paper allowed us to avoid issuing long-term debt during the first five years of Prop K. On the other hand, as illustrated in Table ES-1 below, the overall trend of significantly slower delivery than anticipated in the 2005 Strategic Plan means that sponsors now have to address the impacts of inflation on project costs, and San Franciscans are not yet enjoying the benefits of projects that have been delayed.

The Strategic 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 Strategic Plan also accounts for the necessary reserves that take into account that the Authority already has $150 million in debt outstanding from the existing commercial paper program, and will be entering into additional debt over the life of the program.

Table ES-1. Allocations vs. Allocation Capacity
(Millions of Year of Expenditure $'s)

	Allocated	Unallocated	5-Year Total
Programmatic Categories	$208.50	$165.80	**$374.30**
Major Capital Projects	$247.60	$39.70	**$287.30**
Operations & Maintenance	$74.70	$0.30	**$75.00**
Total	**$530.80**	**$205.80**	**$736.60**

	Allocated	Unallocated	5-Year Total
Programmatic Categories	56%	44%	**100%**
Major Capital Projects	86%	14%	**100%**
Operations & Maintenance	100%	0%	**100%**

*Data includes allocations from Prop K inception (April 2004) to April 2009.

The result is a Strategic Plan that minimizes debt financing costs, maximizes the capture of outside funds, ensures fairness by charging debt costs back to the projects that trigger borrowing, and optimizes project delivery schedules in relationship to the availability of funding. Figures ES-1 and ES-2 provide an overview of the forecast revenues and estimated expenditures for the Prop K 2009 Strategic Plan, followed by a comparison of sources (revenues) and uses (expenditures) assumed in the 2005 and 2009 Strategic Plans (Table ES-2).

Figure ES-1. Revenues
(Year of Expenditure $'s)

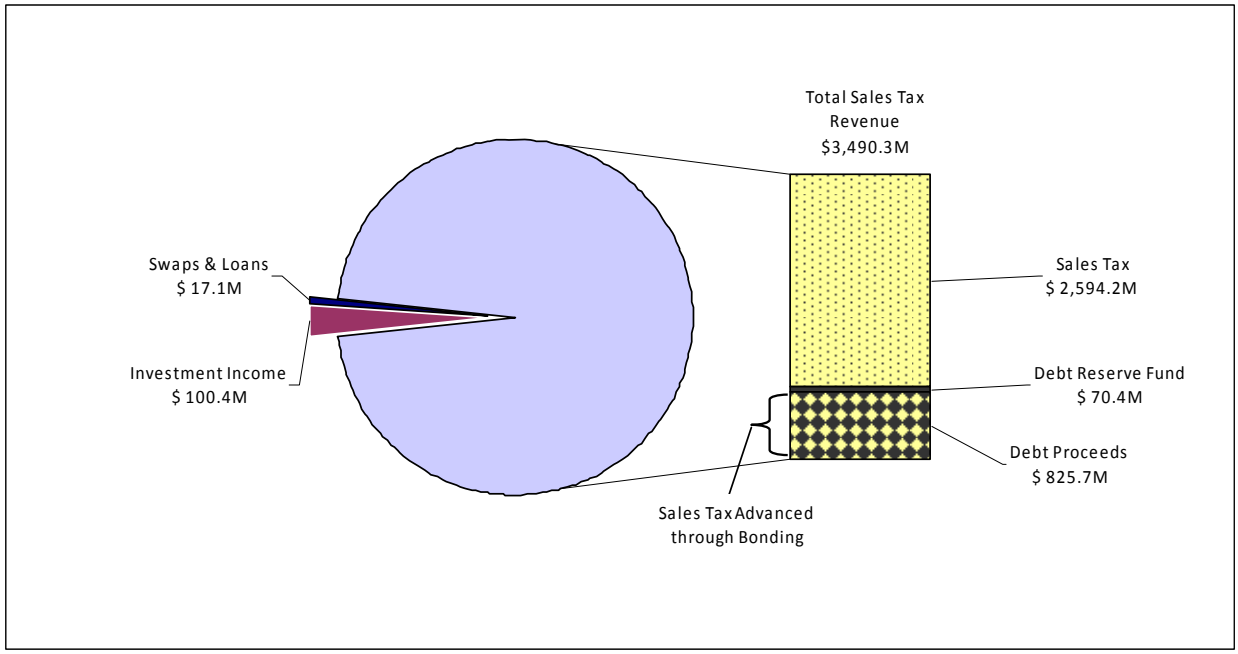


Figure ES-2. Expenditures
(Year of Expenditure $'s)

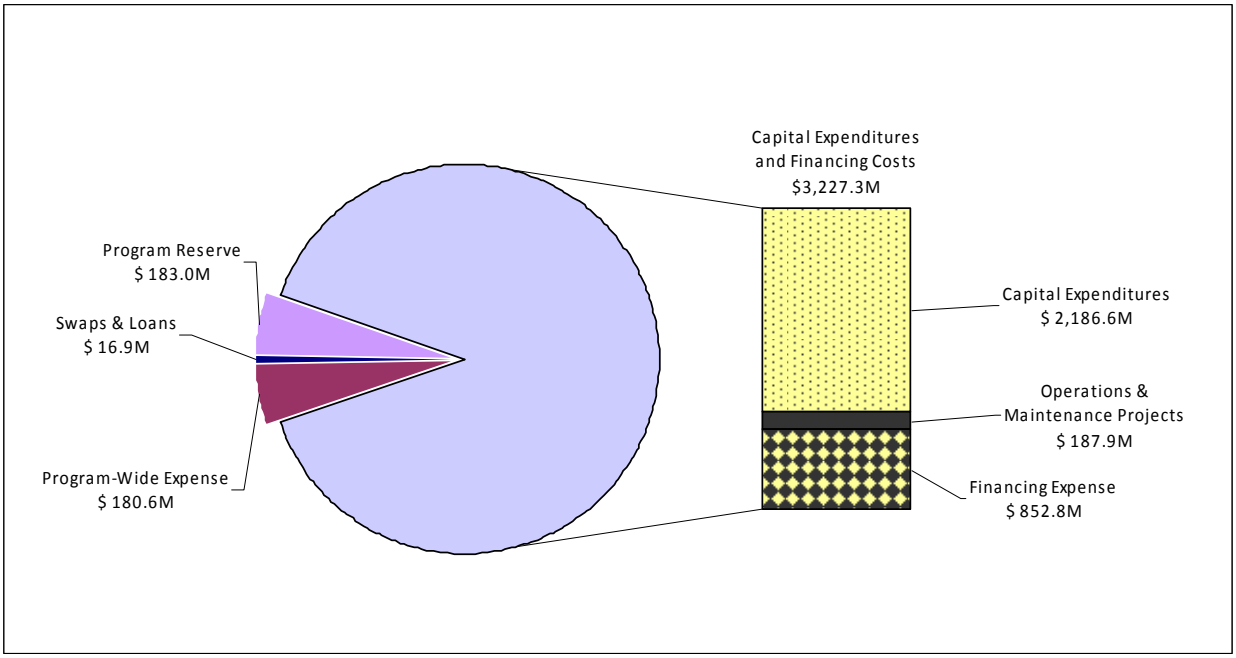


Table ES-2. Comparison of Sources & Uses Assumed in 2005 vs. 2009 Strategic Plans

Sources - Revenues	**2009 Strategic Plan**	**2005 Strategic Plan**	**Difference**	
Sales Tax	$ 2,594.2M	$ 2,871.0M	↓	$ 276.8 M
Investment Income	$ 100.4M	$ 45.4M	↑	$ 55.0 M
Swaps & Loans	$ 17.1M	$ 22.6M	↓	$ 5.5 M
Debt Reserve Fund	$ 70.4M	$ 66.1M	↑	$ 4.3 M
Debt Proceeds	$ 825.7M	$ 1,024.8M	↓	$ 199.1 M
TOTAL	**$ 3,607.8M**	**$ 4,030.6M**	↓	**$ 422.8 M**

Uses - Expenditures	**2009 Strategic Plan**	**2005 Strategic Plan**	**Difference**	
Program-Wide Expense	$ 180.6M	$ 155.0M	↑	$ 25.6 M
Swaps & Loans	$ 16.9M	$ 22.6M	↓	$ 5.7 M
Program Reserve	$ 183.0M	$ 466.8M	↓	$ 283.8 M
Capital Expenditures	$ 2,186.6M	$ 2,418.1M	↓	$ 231.5 M
Operations & Maintenance Projects	$ 187.9M	$ 209.7M	↓	$ 21.8 M
Financing Expense [1]	$ 852.8M	$ 758.4M	↑	$ 94.4 M
TOTAL	**$ 3,607.8M**	**$ 4,030.6M**	↓	**$ 422.8 M**

1 Project financing expenses are equal to $543.9M, and program-wide financing expenses are equal to $308.9 M.

B. CONTEX AND PURPOSE OF THE STRATIGIC PLAN

In November 2003, nearly 75% of the San Francisco electorate approved Proposition K (Prop K), extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan to supersede the then existing Proposition B (Prop B) Expenditure Plan. Prop K designated the San Francisco County Transportation Authority (Authority) as the administrator of the Prop K program and funds.

The half-cent sales tax authorized by Prop K began collection on April 1, 2004. The first full year of revenue generated about $66.7 million. The Prop K Expenditure Plan programs $2.35 billion (2003 $'s) in local transportation sales tax revenue among a number of eligible categories, leveraging another $9.6 billion (2003 $'s) in other federal, state and local sources to fully fund the projects and programs in the Expenditure Plan. The sales tax generated is invested in projects and programs contained in the following four major categories set by the voter-approved Expenditure Plan: Transit, Paratransit, Streets and Traffic Safety, and Transportation Systems Management/Strategic Initiatives. 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 (See Appendix A for a one-page summary 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 past year, the Authority gathered detailed information from project sponsors on the projects and programs eligible for sales tax funding per the Expenditure Plan, including project sponsors' proposed delivery schedules, need and timing for Prop K funds, and full funding plans including other federal, state, and local funds. To help structure our efforts and our discussions with project sponsors we used three guiding principles:

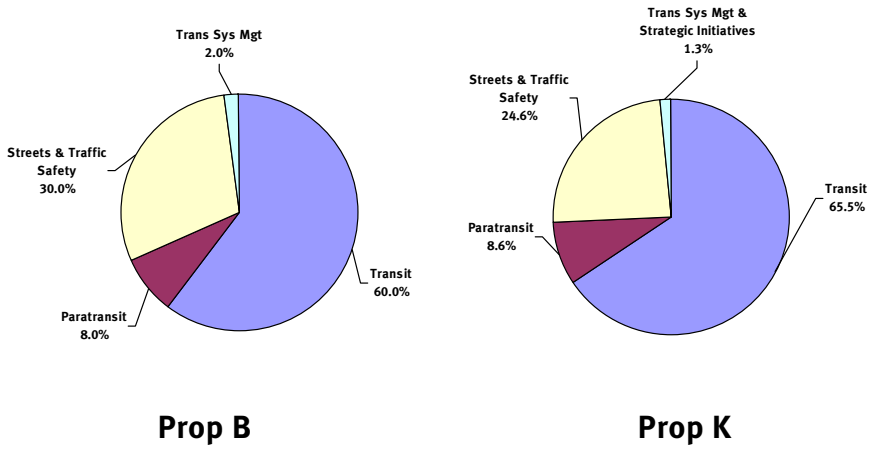
- optimize the leveraging of other funds,
- support timely and cost-effective project delivery, and
- maximize the cost-effectiveness of financing.

The 2009 Strategic Plan development process has resulted in a comprehensive listing of sales tax programming spanning the entire 30-year Expenditure Plan period 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 currently 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

In 1989, San Francisco voters approved Prop B establishing a local half-cent transportation sales tax to fund a 20-year Expenditure Plan, with a specific set of projects and programs that addressed the mobility needs of San Francisco residents, businesses, and visitors. The vote also created the Authority, 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 four major categories of funding developed under Prop B.

Figure C-1. Prop B vs. Prop K Major Categories



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 (Phase 1). 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 sales tax 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 Prop B 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 including, the Central Subway, the Caltrain Downtown

Extension, Caltrain Electrification, 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. Among those are the Municipal Transportation Agency's (MTA's) hybrid bus replacement projects, the 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 sales tax 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 B. 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 the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (PCJPB, which operates Caltrain), Caltrans, the Department of Administrative Services (DAS), the Department of the Environment (DOE), the Golden Gate Bridge, Highway and Transportation District (GGBHTD, which operates 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 for other funds.

ii. Projects and Programs

Prop B funded a number of important capital projects, most of which were completed while Prop B was still in force. Two of them, the Third Street Light Rail Line and MUNI Metro East Maintenance Facility, were initiated under Prop B but completed as Prop K projects.

Table C-1. Prop B Major Capital Projects

Project	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)	Completed
Metro East LRV Maintenance Facility (Third Street Light Rail)	Completed

Prop K makes a significant investment in a new set of major projects, including:

- Citywide Bus Rapid Transit and Transit Preferential Street Network,
- Central Subway (Third Street Light Rail – Phase 2),
- Downtown Extension to a Rebuilt Transbay Terminal,
- 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:

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

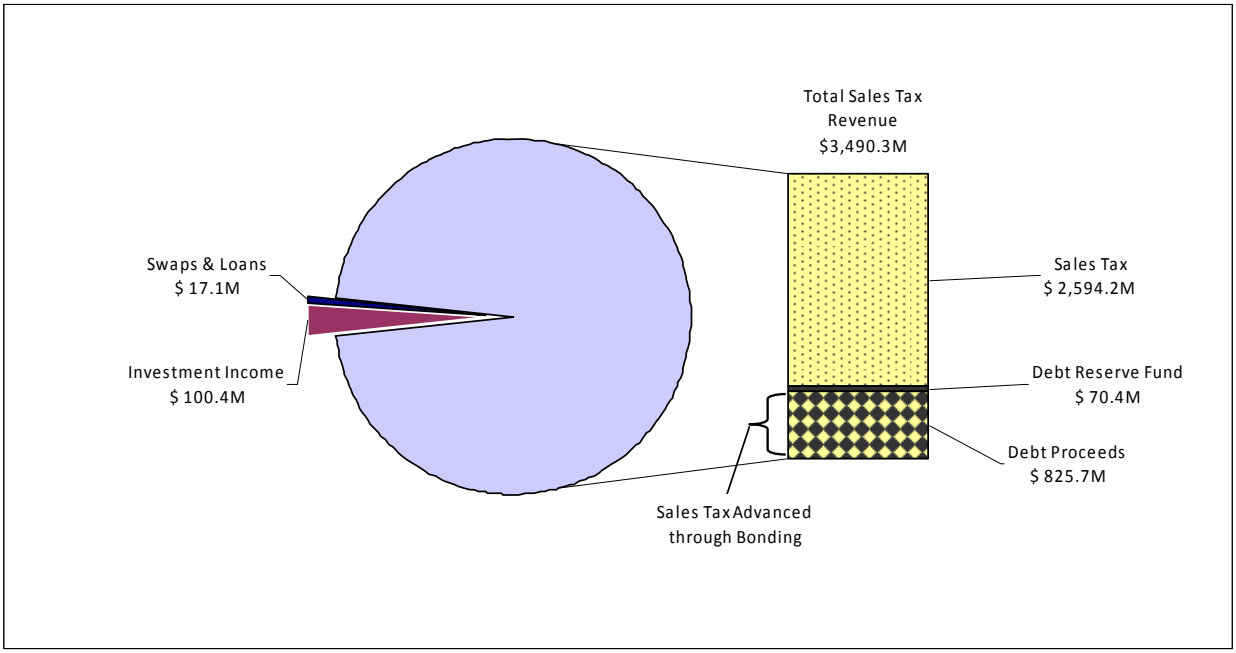
The programs that are expanded in Prop K from their original Prop B funding levels are:

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

D. REVENUES AND EXPENDITURES

The 2009 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 on a regular basis since the Authority's inception, the 2005 Strategic Plan and this first update are particularly important because the Authority has begun to issue debt. A reasonable Strategic Plan will present to the financial community and the Authority's stakeholders a clear sense of the Authority's strategy in managing its revenues and expenditures responsibly and cost effectively, something which is more important than ever given the current national and global economic situation. The Revenue and Expenditure 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 proposed 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 allocation actions by the Authority Board to specific programs and projects.

Figure D-1. Revenues
(Year of Expenditure $'s)



1. REVENUE ELEMENT

The first Prop K Strategic Plan approved in March 2005 came at a time when the Bay Area economy was still recovering from what we now appreciate was a mild economic downturn in 2002 and 2003. Real sales tax revenues had declined annually for several years, followed by modest growth in the first few years of Prop K. Our conservative sales tax projections used to develop the 2005 Strategic Plan were about 90% of Priority 1 funding levels in the Expenditure Plan.

As shown in Figure D-2 and Table D-1 below, we are now experiencing a period of economic decline of a magnitude not seen since the Great Depression of the 1930's. For the 2009 Strategic Plan update, our sales tax revenue forecast includes two years of negative growth in Fiscal Years 2008/09 and 2009/10, followed by a couple years of slow recovery before reverting to a long-term growth rate of 4.5% thereafter. As a result, our 30-year projected revenues are $3.49 billion (year of expenditure dollars), $520 million less than the $4.01 billion assumed in the 2005 Strategic Plan. The primary difference between the 2005 and 2009 sales tax projections is the two years of negative growth with a couple of years of slower than average growth, to reflect the current recession. This alone causes over a $500 million reduction in projected total program revenues. The voter-approved Prop K Expenditure Plan established three levels of potential Prop K funding, Priority 1, 2 and 3. Each level is tied to a different projection of likely sales tax revenue. Priority 1 is the most conservative (lowest) estimate of likely sales tax collections forecast as part of the 2003 Expenditure Plan. Due to the current economic downturn, our current forecast for available programming (i.e., funds for projects) is at about 80% of Priority 1 funding levels.

Figure D-2. 2009 Strategic Plan Projection of Sales Tax Revenues
(Year of Expenditure $'s)

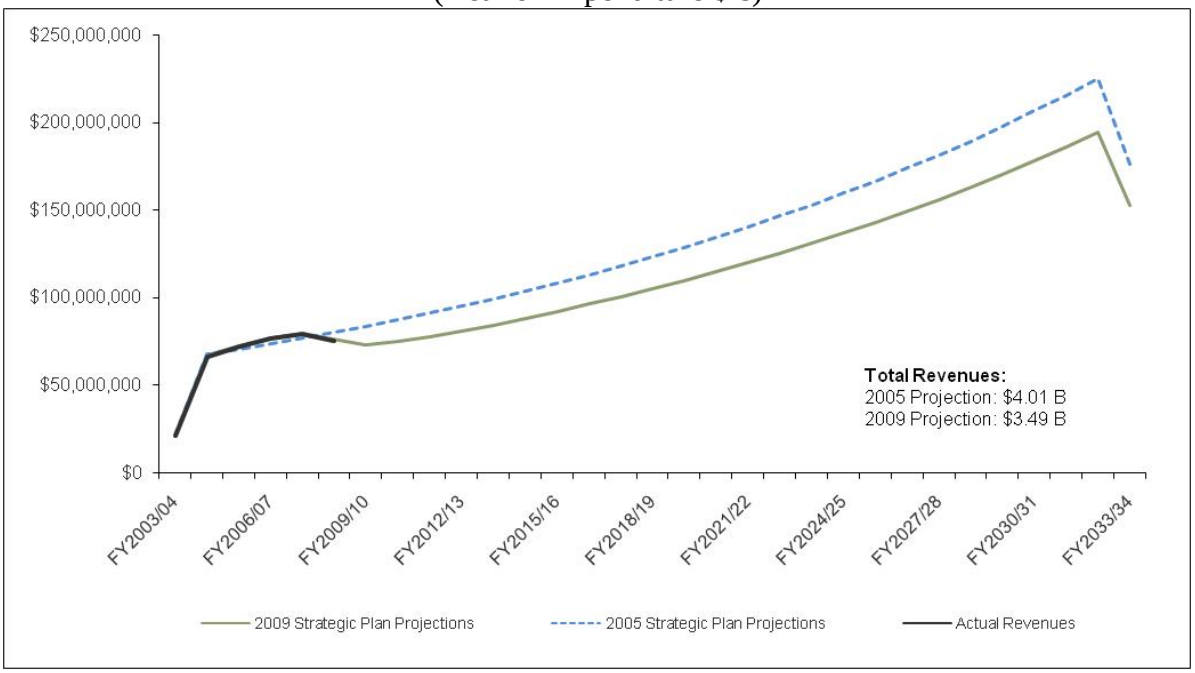


Table D-1. Anticipated Sales Tax Growth Rates

	Assumptions in 2005 Strategic Plan	Current Assumptions
FY2005/06	4.45%	7.94% *
FY2006/07	4.40%	6.72% *
FY2007/08	4.35%	3.44% *
FY2008/09	4.43%	-4.60%
FY2009/10	4.36%	-4.00%
FY2010/11	4.42%	2.70%
FY2011/12	4.35%	3.00%
FY2012/13 and on	4.39%	4.50%

*Actual growth rates.

There is also great uncertainty about the levels of federal and state revenue that can reasonably be expected over the next 5 years. This is significant given the nearly $10 billion that the sales tax needs to leverage in order to fully fund the Expenditure Plan programs and projects. There are a number of changes on the horizon that will influence the use of sales tax in the future. The debate over reauthorization of the 6-year federal surface transportation act, which provides the largest share of urban transportation funds in the nation, is just beginning in Congress. While prior federal surface transportation acts yielded significant increases in federal revenues for transportation, it is unclear what will happen this time. The Highway Trust Fund (nurtured by the federal gas tax) is going to have a deficit by late August 2009 (the first time in its 60-year

history), but the size of the federal deficit and the state of the economy has resulted in a diminished appetite in Congress for a gas tax increase. While some bold proposals have been developed for major increases in infrastructure investment, they have not yet been coupled with a clear sense of where the new revenue will come from. In mid-June, President Obama's administration proposed an 18-month extension of the current act. There is speculation that after mid-term elections, Congress will be more receptive to new taxes or user fees.

Since the passage of Prop K, the State of California has been facing significant challenges in meeting its funding obligations and balancing its own budget. Transportation often has taken a back seat to priorities such as health care and education, though the current situation is severe enough to affect all areas of government. Over the past five years, the State has almost annually diverted transportation revenues to bolster the General Fund and help resolve State Budget issues. This has delayed state funding allocations and pushed out programming of many projects in the STIP. The California Transportation Commission, faced with the worst financial crisis in three decades, may need to consider additional delays to project programming or even a reduction in anticipated funding as part of the upcoming 2010 STIP.

The funding news hasn't been all bad in the past few years. We have seen five major new sources of revenue materialize:

- **Regional Measure 2 (RM2):** Approved by voters on March 2, 2004. Increased tolls on 7 of the state-owned Bay Area bridges by $1. Raises approximately $125 million annually to fund a total of $1.515 billion in capital projects and $48.3 million per year for operating projects. RM2 is administered by the Bay Area Toll Authority (BATA).
- **The Safe, Reliable High-Speed Passenger Train Bond Act (Prop 1A):** Approved by California voters on November 4, 2008. Allocates $9.95 billion to California High Speed Rail Authority. Includes $950 million distributed to local and regional transit operators, including Muni, BART, and Caltrain for High Speed Rail (HSR)-supportive infrastructure.
- **The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Prop 1B):** Approved by California voters on November 7, 2006. Provides $19.925 billion in bond revenues for transportation improvements, including funds for highway, local streets and roads, and transit.
- **American Recovery and Reinvestment Act of 2009 (ARRA):** Signed into law by President Obama on February 17, 2009. Programs a total of $787 billion, including $49.189 billion for transportation through a variety of discretionary and formula-driven programs for a wide variety of transportation improvements such as transit rehabilitation, HSR, highways, local streets and roads rehabilitation and smaller amounts for transportation enhancements projects.
- **Urban Partnership Program (UPP):** In December 2006, the U.S. Department of Transportation (USDOT) announced the UPP, and solicited applications for congestion-relief projects that focus on tolling, transit, telecommuting and technology. In August 2007, USDOT awarded $853 million to five urban partners, including $87 million to multiple agencies in the San Francisco Bay Area, including the Authority.

These new funding programs offer additional opportunities to leverage Prop K funds, though three of the programs (all except RM2) are one-time infusions of funding and the two bond measures are general obligation debt (i.e., to be retired using general fund revenues, rather than any new revenues dedicated to transportation). Furthermore, the disbursement of funds from

both state bond measures (Props 1A and 1B) has been delayed due to the state budget crisis and programming will likely continue to be vulnerable in the near-term. These uncertainties have refocused project sponsors on local transportation measures such as Prop K as a priority source of revenue to meet their immediate funding needs. The adoption of the next federal surface transportation act and the approval of the State budget will hopefully clarify the availability of transportation revenues for San Francisco priorities, shedding further light on the role of Prop K funds and refining our understanding of leveraging opportunities. Future updates to the Strategic Plan, envisioned as a quadrennial process coordinated with updates of the Regional Transportation Plan (RTP), will adjust Prop K funding commitments to reflect both federal and state funding availability.

The Strategic Plan enables the programming of $2.985 billion in year-of-expenditure revenues to Prop K projects and programs over the next 30 years. Sales tax revenues become available as they are collected over a 30-year period. While annual Prop K sales tax revenue collections are relatively stable (between $70 million and $80 million per year), the need for Prop K funds can fluctuate significantly, particularly when large Prop K projects go into construction. When demand for Prop K funds exceeds collection levels, debt must be issued to satisfy that peak in demand. It is therefore critical to balance revenue forecasts against planned expenditures. 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 about 80% of Priority 1 funding levels will be available, as this is only Year 7 of a 30-year revenue stream and because of the uncertainty of even the near-term forecast given the current economic downturn. From Fiscal Year 2012/13 on, we project a return to a conservative 1.5% real sales tax growth rate and a 3% inflationary growth for the duration of the 30-year Expenditure Plan period. 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 Expenditure Plan 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 maintains an operating reserve of approximately 10% of annual sales tax revenues, which is set aside in Year 1 and maintained at that level throughout the 30-year program. As part of each Strategic Plan update, we make unused reserve funds from past fiscal years available for programming to projects in future years.

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 now 7.35% 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, as well as projected re-funding of the outstanding commercial paper debt with a long-term bond in 2010.

As a result of applying these requirements to our sales tax forecast, the Revenue and Expenditure Element will program up to 80% of Priority 1 funding levels to Prop K projects and programs.

2. LEVERAGING NON-PROP K FUNDS

The Expenditure Plan assumes that the half-cent sales tax will generate $2.35 billion (2003 $s) 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, as shown in Appendix A, the $2.35 billion (2003 $s) in Prop K is expected to leverage about $9.6 billion (2003 $s) 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 STIP, Transportation Enhancement Activities (TEA) funds, and the Transportation Fund for Clean Air (TFCA). As noted in Section D.1. above, while several of these fund sources have experienced declines and/or delays in availability over the past five years, new sources have also become available such as Prop 1A, Prop 1B and ARRA funds.

The Expenditure Plan also details the amount of non-Prop K funds that are expected to be leveraged by individual projects 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 the Metropolitan Transportation Commission's (MTC's) forecasts for the RTP, as well as a $230 million BART General Obligation bond and approximately $199 million from RM2. 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 of the competitiveness of San Francisco projects for those fund sources.

To optimize the ability of Prop K programs and projects to leverage outside fund sources, enabling the delivery of the Expenditure Plan, all Prop K funded projects and programs are consistent with the MTC's RTP, with the most recent update adopted in April 2009. Additionally, allocation requests for Prop K must include funding plans that have appropriate leveraging of other funds.

3. GUIDING PRINCIPLES

Development of the Strategic Plan is, by definition, an iterative process, requiring that the Authority collect and evaluate project needs provided by project sponsors, test alternative scenarios of debt financing, communicate results with sponsors and then work with sponsors to refine proposed project needs, to balance likely project delivery schedules and overall debt financing for the Prop K program. In order to help structure the development of the 2005 Strategic Plan and guide discussions with project sponsors, the Authority established three guiding principles pertaining to the Revenue and Expenditures 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, which we have carried forward into the 2009 Strategic Plan update, 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 (2003 $'s) in sales tax revenues forecast to be available over the 30-year Expenditure Plan period will leverage about $9.6 billion (2003 $'s) in other federal, state, and local funds. Programming recommendations give priority to projects 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 schedules 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 requirements. 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 sharpened the focus on local transportation 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 consistent with the MTC's 2009 RTP (also known as Transportation 2035) adopted in April 2009. The timing and availability of state and federal funds was considered when making programming recommendations for specific Expenditure Plan 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 as established by the Expenditure Plan. Sponsors can request more funding than their pro-rata share of the annual revenue, but financing must be agreed to by the Authority. With the exception of four grandfathered Prop B projects (see Section 4 below), the costs of debt financing (i.e., advancing funds to that project beyond its pro-rata share) 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 borrowed money that must be repaid, with interest, out of future Prop K revenues. Those borrowing 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 service cost triggered by the advancement of funds.

Given these considerations, the Revenue and Expenditures 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 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 Strategic Plan provides a reasonable funding strategy, intended to ensure that the Prop K program is delivered efficiently while optimizing financing costs. The Revenue and Expenditure Element 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

Prop K continues, and in several cases expands, funding commitments for programs funded under Prop B. 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 MTA's Third Street Light Rail and Central Subway projects, the Port of San Francisco's Illinois Street Bridge, and the Department of Public Works' (DPW's) Bernal Heights Street System Upgrade project. The Strategic Plan recognizes the commitment made and incorporates funding accordingly. Consistent with commitments made under Prop B, no financing costs are assigned to the four grandfathered projects. These costs are borne by the Prop K program as a whole.

Third Street Light Rail (Initial Operating Segment, Phase 1)

On July 15, 2002, the Authority Board adopted Resolution 03-06, 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 the 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 the Third Street Light Rail project 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 Central Subway (Third Street Light Rail Project – Phase 2) for a like amount of sales tax funding for the Initial Operating Segment of the Third Street Light Rail Project (Phase 1), 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 this project for almost three years, 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 Central Subway, regardless of year of expenditure, with no related finance costs assigned to the project.

Illinois Street Bridge

The Illinois Street Bridge was necessitated by 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 measure for the Third Street Light Rail Project, also 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. The bridge was opened for service in July 2008.

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 Street System Upgrade

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. The Prop K funded phases of the project are as follows:

Sub-Area 1: Brewster/Joy: Commonly known as the "East Slope" of Bernal Heights, this sub-area is west of Highway 101 bounded by Holladay Avenue on the east, Franconia Street on the west, and Rutledge and Mayflower Streets on the north and south respectively. Construction was completed in August 1997.

Sub-Area 2: Banks/Chapman: Located on the south side of Bernal Heights Park, this sub-area is bounded by Ellsworth Street and Gates Street on the west, Bradford Street on the

east, Bernal Heights Boulevard on the north, and extending beyond Powhattan Avenue on the south. Construction was completed in April 2008.

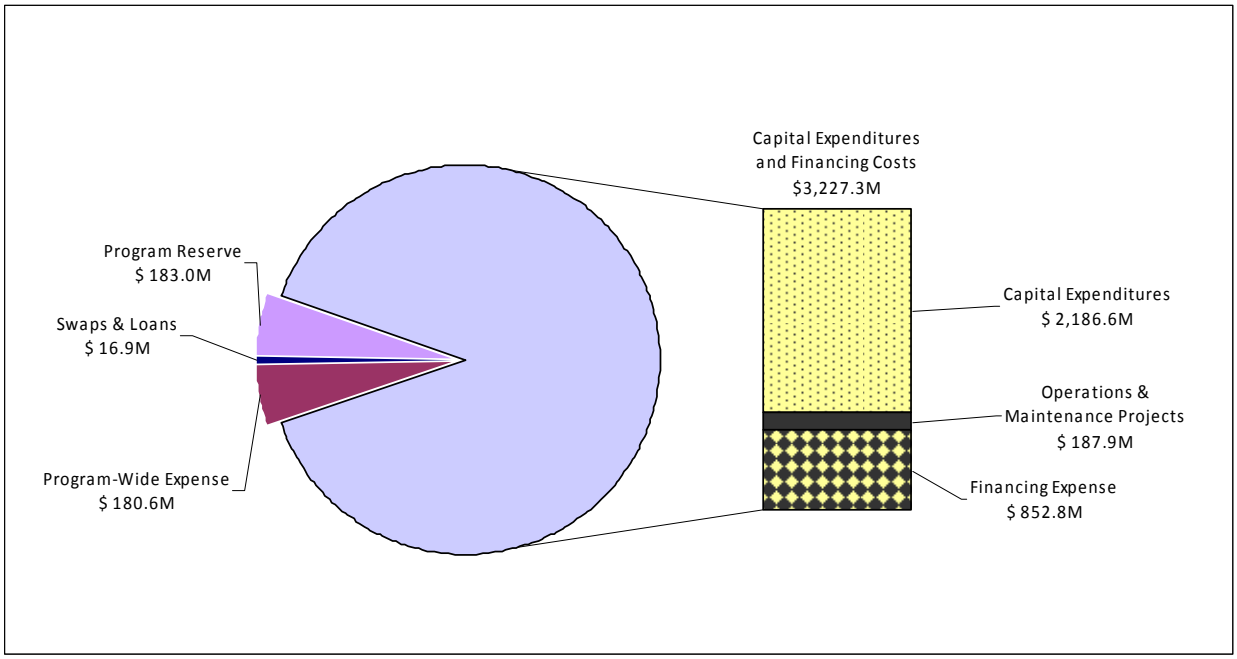
Sub-Area 3: Bradford/Jarboe: Located north of Farmer's Market, this sub-area is bounded by Cortland Avenue on the north, Tompkins Avenue on the South, and Highway 101 and Putnam Street on the east and west respectively. The design for this sub-area is complete and construction is scheduled to be complete in 2010.

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.

Figure D-3. Expenditures
(Year of Expenditure $'s)



i. Expenditure Element Development

The Revenue and Expenditure Element is the result of an iterative process spanning the past year. 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 proposed project schedules. This involved an evaluation of many factors such as whether the project has obtained 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 the level of borrowing required to meet sponsor needs was feasible, 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 5YPP as a prerequisite for receiving Prop K allocations. This requirement applies to 21 programs such as street resurfacing, new signals and signs, traffic calming, and transit enhancements (see Appendix B). The 5YPPs provide a strong 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 the 5YPPs is to:

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

The 5YPPs provide input to the Strategic Plan, which aggregates all projects and programs for purposes of overall financial management of the sales tax revenue. The Expenditure Plan established limits on funding and described the types of projects that are eligible for each of the 21 programmatic categories, but did not detail specific projects for funding within each category nor the timing for receipt of funds. The Strategic Plan provides the long-term road map for managing Prop K revenue, including setting programming amounts by fiscal year for Expenditure Plan line items, establishing reimbursement schedules, and providing information on the amount of financing that would be attributed to particular projects and programs in proportion to any advancement of Prop K funds above their pro-rata share. Beyond providing input into the Strategic Plan, the 5YPPs also 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. Another important function of the 5YPPs is to ensure coordination across Prop K categories, which should lead to more effective and efficient use of Prop K funds.

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. All eligible project sponsors for each programmatic category assist in developing the 5YPPs, coordinating with the designated lead agency for that category. The lead agency role is one of facilitator and does not imply any veto power over other eligible sponsors.

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

The first round of 5YPPs, adopted in May and June 2005, covers the five-year period from Fiscal Year 2004/05 through Fiscal Year 2008/09. The 5YPPs will be updated in concert with quadrennial updates of the Prop K Strategic Plan, which is similarly coordinated with the now quadrennial updates of the RTP. The 2009 5YPP updates cover Fiscal Years 2009/10 through 2013/14, and their development is well underway, though not as far as we would like. The 5YPPs will be the subject of a series of public open houses in July and August 2009, and are slated for approval by the Authority in September 2009. We have made considerable progress reviewing and refining proposed 5YPPs with project sponsors to ensure that projects have realistic schedules, reasonable cost estimates, and appropriate levels of leveraging. However, there are still a number of 5YPPs where our current assessment is that the proposed schedules and corresponding cash flow needs, particularly those that trigger a high level of financing for the category, are more aggressive than is reasonable considering factors such as how much of the funding plan is committed compared to proposed, agency staff resources, recent project delivery track records, etc. In order to allow major capital projects to move forward with Fiscal Year 2009/10 allocations, we are recommending provisional adoption of the 2009 Strategic Plan in July 2009. This will give us a few months to work with project sponsors to finalize the 5YPPs after the public open houses, with the expectation that we will likely amend the Strategic Plan to reduce the acceleration of Prop K funds where not warranted and to help decrease financing for the Prop K program as a whole.

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 5YPP 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 Appendix C. We have also provided in Appendix D an update of the status, schedule, cost and funding plans for the Caltrain Electrification, Central Subway, Downtown Extension to a Rebuilt Transbay Terminal, and Doyle Drive Replacement Project – all signature major capital projects included in the Prop K Expenditure Plan. Similar types of information for programmatic categories such as street resurfacing and traffic calming is included in the 5YPPs, which will be adopted by the Authority Board this fall, following adoption of the 2009 Strategic Plan.

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. Capital 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.
- 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 local funds. Programming reflects the use of these fund sources first, where feasible, so as to minimize financing costs.

The resulting programming, documented in the Programming Summary (Figure D-2) 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.

Table D-2. Programming Summary
(Year of Expenditure $'s)

	Total Available Funds [1]	Total Anticipated Funding Need	Programming	Financing Costs
	A	B+C	B	C
A. TRANSIT				
i. Major Capital Projects	**725,725,145**	**722,074,138**	**522,780,570**	**199,293,568**
a. MUNI	350,467,863	348,439,238	297,074,173	51,365,066
b. Caltrain	357,761,571	356,464,027	214,143,515	142,320,512
c. BART Station Access, Safety and Capacity	11,835,334	11,552,315	7,402,775	4,149,539
d. Ferry	5,660,377	5,618,558	4,160,107	1,458,451
ii. Transit Enhancements	**55,317,323**	**53,840,088**	**46,093,353**	**7,746,735**
iii. System Maintenance and Renovation	**1,168,830,996**	**1,130,823,107**	**1,025,508,917**	**105,314,190**
a. New and Renovated Vehicles	648,758,558	623,565,137	622,091,452	1,473,685
b. Rehab/Upgrades Existing Facilities	125,518,415	124,113,802	84,181,688	39,932,114
c. Guideways	394,554,023	383,144,168	319,235,777	63,908,391
TOTAL TRANSIT	**1,949,873,465**	**1,906,737,332**	**1,594,382,839**	**312,354,493**
B. PARATRANSIT	259,734,129	258,996,791	161,295,600	97,701,191
C. STREETS AND TRAFFIC SAFETY				
i. Major Capital Projects	**133,177,641**	**131,749,589**	**85,792,643**	**45,956,947**
a. Golden Gate Bridge South Access (Doyle Drive)	101,886,790	101,427,523	56,066,085	45,361,438
b. New and Upgraded Streets	31,290,850	30,322,066	29,726,558	595,508
ii. System Operations, Efficiency and Safety	**68,696,397**	**66,064,835**	**61,553,010**	**4,511,825**
a. New Signals and Signs	46,440,822	44,750,478	41,373,387	3,377,091
b. Advanced Technology and Information Systems (SFgo)	22,255,574	21,314,358	20,179,623	1,134,734
iii. System Maintenance and Renovation	**319,102,310**	**310,234,117**	**243,897,245**	**66,336,871**
a. Signals and Signs	113,078,900	108,936,111	102,559,268	6,376,843
b. Street Resurfacing, Rehabilitation, and Maintenance	183,639,191	179,749,369	122,404,302	57,345,067
c. Pedestrian and Bicycle Facility Maintenance	22,384,219	21,548,637	18,933,675	2,614,962
iv. Bicycle and Pedestrian Improvements	**216,895,364**	**208,354,316**	**193,036,545**	**15,317,771**
a. Traffic Calming	78,216,122	75,489,750	75,489,750	0
b. Bicycle Circulation/Safety	35,506,003	34,787,331	25,125,833	9,661,497
c. Pedestrian Circulation/Safety	30,617,495	29,376,553	26,944,100	2,432,453
d. Curb Ramps	30,360,205	28,553,454	28,358,425	195,029
e. Tree Planting and Maintenance	42,195,539	40,147,228	37,118,436	3,028,791
TOTAL STREETS AND TRAFFIC SAFETY	**737,871,712**	**716,402,857**	**584,279,443**	**132,123,413**
D. TSM / STRATEGIC INITIATIVES				
i. Transportation Demand Management/Parking Management	**14,922,813**	**14,386,234**	**14,119,498**	**266,736**
ii. Transportation/Land Use Coordination	**22,641,509**	**21,933,388**	**20,477,574**	**1,455,814**
TOTAL TSM/STRATEGIC INITIATIVES	**37,564,322**	**36,319,621**	**34,597,072**	**1,722,549**
TOTAL STRATEGIC PLAN	**2,985,043,627**	**2,918,456,602**	**2,374,554,955**	**543,901,647**

Notes:

[1] The total amount available to each Expenditure Plan line item based on its pro-rata share of current revenue forecasts. Each Expenditure Plan line item's pro-rata share is provided in Appendix E.

E. FINANCE

From the inception of the Prop B Program, the Authority was able to use a "pay-as-you-go" approach because major capital expenses lagged before revenue collection by several years, allowing 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 earlier 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 Year 17 (Fiscal Year 2019/20).

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 2009 Prop K Strategic Plan, like the 2005 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 2009 Strategic Plan forecasts the issuance of debt on the order of $825 million, about $200 million lower than the approximately $1 billion debt issuance forecast in the 2005 Strategic Plan. The primary reason for the decrease is the delay in project delivery experienced over the past 5 years as compared to that assumed in the 2005 Strategic Plan, and in a few instances sponsors were able to use non-Prop K funds first. Both of these factors allowed cash reserves to accumulate, and allowed the Authority to delay issuing long-term debt for a few years, and ultimately reduced the program's financing needs.

By 2005 the Authority had 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 in both the 2005 Strategic Plan and the 2009 update are well beyond the capacity of the approved commercial paper program. Following the passage of Prop K, the Authority performed a sweeping review of its policies and procedures, leading to the adoption of 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. Since then we have reviewed and updated these policies on a regular basis. 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 $825 million 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 Authority Budget by the Authority Board does not 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 Authority Budget.

F. POLOCIES

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 were carried over from the Prop B Strategic Plan, but the transition to a new Strategic Plan in 2005 provided the opportunity to update and improve upon prior policies, in addition to requiring the development of new policies to meet the new requirements and challenges of a new Expenditure Plan, which is not deliverable under the old pay-as-you-go approach. As part of this first update, we have continued to refine the policies with the benefit of the lessons learned during the last five years.

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

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

The full set of detailed policies and procedures guiding the Authority and project 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 Expenditure Plan.

- Projects with complementary 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.
- Projects shall be consistent with the RTP.

Support Timely and Cost-Effective Project Delivery

- Prop K funds will be allocated one project phase at a time, except for smaller, less complex 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
  Operations (e.g. paratransit operating support)

- 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 (SGA).
- 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.
- Prior to allocation of any Prop K funds, the lead agency will submit a 5YPP which includes clearly defined budgets, scopes and schedules for individual projects within the program, or a 5-year project delivery plan (for capital projects) which includes a clearly defined budget, scope and schedule consistent with the Strategic Plan for use of Prop K funds, for review and adoption by the Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the program of projects or plans, contingent on consistency with the Strategic Plan.
- Project phases for which Prop K funds will be allocated will be expected to result in a complete work product or deliverable. Table F-1 located in the following section demonstrates the products expected to accompany allocations. Prop K funds will be allocated prior to the advertising for any equipment or services necessitating the expenditure of Prop K funds.

- 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 F-2 (see section 2 below). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop K funds.
- Prop K allocations for right-of-way and construction will be contingent on a completed environmental document. Consideration will be given to right-of-way acquisition prior to environmental document completion to respond to owner hardship, or to avoid significant cost increases due to impending development of the site. Allocations in these situations may be granted if the risk associated with the exception can be mitigated to an acceptable level and the exception is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.
- 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.
- Allocations of Prop K funds will be based on an application package prepared and submitted by the lead agency for the program or project. The package will be in accordance with application guidelines and formats as outlined in the Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of this policy have been satisfied. The allocation request procedures are located on the Authority's website at www.sfcta.org under *Funding Opportunities*.
- 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 Fiscal Year 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 four years, the ability of sponsors to deliver their committed projects and programs will be taken into consideration when updating the programming of funds.

- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed (e.g. future phases remain).
- 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 project, including any expected work product shown in Table F-1, 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 Expenditure Plan.
- 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 Expenditure Plan 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.

1. EXPECTED WORK PRODUCTS / DELIVERABLES BY PHASE

The phase for which Prop K funds are allocated shall be reasonably expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table F-1 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table F-1 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table F-1 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 F-1. Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable[1]
Planning/Conceptual Engineering	Planning document approved by sponsoring agency
Environmental Studies (PA&ED)	Final approved environmental decision/project approval documentation
Design Engineering (PS&E)	Final design package including contract documents
Right of Way Support/Acquisition	Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction	Constructed improvement or minimum operating segment
Procurement (e.g. rolling stock)	Equipment in service
Incremental Operating and Maintenance	Continual regular service or operation
Operations (e.g. paratransit operating support)	Continual regular service or operation

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

2. PREREQUISITE MILESTONES FOR ALLOCATION

Allocations of Prop K funds for specific project phases will be contingent on the prerequisite milestones shown in Table F-2 below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop K funds.

Table F-2. Prerequisite Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Planning/Conceptual Engineering	• 5YPP or 5-year project delivery plan
Environmental Studies (PA&ED)	• 5YPP or 5-year project delivery plan
Design Engineering (PS&E)	• 5YPP or 5-year project delivery plan • Approved environmental document • Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Right of Way Support/Acquisition	• 5YPP or 5-year project delivery plan • Approved environmental document • Capital construction phase committed in programming document
Construction	• 5YPP or 5-year project delivery plan • Approved environmental document • Right of way certification • 100% PS&E • All applicable permits
Procurement (e.g. rolling stock)	• 5YPP or 5-year project delivery plan • Approved environmental document • Right of Way Certification (if appropriate) • 100% PS&E
Incremental Operating and Maintenance	• 5-year project delivery plan • Documentation confirming costs are for new transportation services or an eligible grandfathered project per Expenditure Plan • Proof that all other fund sources are identified and committed for operating the facility or service
Operations (e.g. paratransit operating support)	• 5-year project delivery plan • Proof that all other fund sources are identified and committed for operating the facility or service

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, and
- 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 4.1% 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 4.1% 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 Proposition K Sales Tax 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 25th day of the month or the first business day thereafter. 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 5YPPs. Project sponsors must provide justification for inconsistency with 5YPPs, which may involve amending the Strategic Plan and/or 5YPP. 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, allocation requests that are complete, with reasonable budgets, scopes and schedules and that are consistent with the Strategic Plan and 5YPP, will be scheduled for action at the regular meeting of the Authority's Citizen Advisory Committee on the fourth Wednesday of the month following 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 may be deemed necessary for project sponsors to comply with applicable law and adopted Authority policies, and execute SGAs to that effect. SGAs, described in more detail in Section 3 below, set the start date after which Prop K expenses can be incurred against the allocation, and specify other terms and conditions related to the use of the Prop K funds.

Project sponsors typically need to know about the likely level of Prop K funding they can expect to receive in order to inform their annual budget development 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.

Allocation Request Forms are available on the Authority's website at www.sfcta.org, under *Funding Opportunities.*

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 SGA for that allocation (see Section 3 below). 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 a SGA 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 Citizens Advisory Committee, the Plans and Programs Committee, and the Authority Board.

Authority staff will review all amendment requests for consistency with the Strategic Plan and, if applicable, the approved 5YPP. 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.

Detailed amendment request procedures are available on the Authority's website at www.sfcta.org, under *Funding Opportunities*.

3. STANDARD GRANT AGREEMENT

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. 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.
2. 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.

The Authority will periodically request that 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 SGAs, 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, www.sfcta.org, under *Funding Opportunities*.

Appendices

Appendix A. San Francisco Expenditure Plan Summary (2003 $'s). This table is pulled directly from the Prop K Expenditure Plan approved by the voters in November 2003. It lists all the categories and sub-categories of eligible projects and programs, the maximum amount of funding they can receive over the 30-year Expenditure Plan period, and Total Expected Funding, which includes Prop K funds and other federal, state and local funds that are leveraged by Prop K.

Appendix B. Expenditure Plan Line Items. This table lists every Expenditure Plan commitment (e.g. specific project or program to be funded with Prop K). Each commitment is assigned an "EP Line Item Number". It is a key to reading the various revenue and expenditure spreadsheets included in the Strategic Plan. This appendix also identifies the 21 required 5YPPs.

Appendix C. Expenditure Plan Line Item Summary (YOE $'s). This table summarizes the programming recommendation for the 2009 Strategic Plan by Expenditure Plan (EP) line item. It shows total programming (i.e., planned allocations), any financing costs related to acceleration of funds beyond that EP line item's pro-rata share, and available funds. It also provides a brief summary of the types of projects and programs that are funded in each EP line item, and as relevant information related to our programming recommendation (e.g. financing costs for Prop B grandfathered projects are not assigned to those projects).

Appendix D. Prop K Major Capital Projects – Summary Update (07.09.2009). This provides an update on the status, schedule, cost and funding plans for the Caltrain Electrification, Central Subway, Downtown Extension to a Rebuilt Transbay Terminal, and the Doyle Drive Replacement Project – all signature major capital projects included in the Prop K Expenditure Plan.

Appendix E. Comparison of Available Funds to Priority 1 Funding Levels (2003 $'s). This table depicts the recommended programming level in the 2009 Strategic Plan by Expenditure Plan line item and shows what percent of Priority 1 funding this represents. Generally, this is about 80% of Priority 1 caps except for grandfathered Prop B projects which receive 100% of Priority 1 funding.

Appendix F. Pro-Rata Share of Available Revenues by Expenditure Plan Line Item (YOE $'s). This is the baseline amount of sales tax revenues that each EP line item (e.g. project or program) can expect in each of the thirty years of the Strategic Plan. This assumes we are programming to 80% of Priority 1 caps, and assigns each EP line item its share of annual revenues.

Appendix G. Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE $'s). This spreadsheet depicts exactly what each EP line item can expect in programming over the thirty years of Prop K. It is based on the 80% of Priority 1 levels of funding and assigns debt costs to EP line items if advancement of funds occurs beyond the 80% Priority 1 baseline.

Appendix H. Planned Allocations by Expenditure Plan Line Item by Sponsor (YOE $'s). 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 80% Priority 1 levels of funding. ***This appendix will be provided this fall when the 2009 5YPP updates are adopted by the Authority Board.***

Appendix I. Glossary. ***This appendix will be provided this fall when the 2009 5YPP updates are adopted by the Authority Board.***

Appendix A. San Francisco Expenditure Plan Summary (2003 $'s)

Appendix B. Expenditure Plan Line Items

Appendix C. Expenditure Plan Line Item Summary (YOE $'s)

Appendix D. Prop K Major Capital Projects – Summary Update (07.09.2009)

Appendix E. Comparison of Available Funds to Priority 1 Funding Levels (2003 $'s)

Appendix F. Pro-Rata Share of Available Revenues by Expenditure Plan Line Item (YOE $'s)

Appendix G. Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE $'s)

Appendix H. Planned Allocations by Expenditure Plan Line Item by Sponsor (YOE $'s)

Appendix I. Glossary

2009 Prop K Strategic Plan

Appendix A. San Francisco Expenditure Plan Summary (2003 $'s)

2003 $Millions	Total Expected Funding[1]	Total Prop K[5]	% of Prop K Funding[2]
A. TRANSIT	**9,944.3**	**1,781.1**	65.5%
I. Major Capital Projects	**3,748.7**	**689.6**	
a. MUNI	*1,402.0*	*361.0*	
Bus Rapid Transit/MUNI Metro Network	600.0	110.0	
3rd Street Light Rail (Phase 1)	100.0	70.0	
Central Subway (3rd St. LRT Phase 2)	647.0	126.0	
Geary LRT	55.0	55.0	
b. Caltrain	*2,141.0*	*313.1*	
Downtown Extension to a Rebuilt Transbay Terminal	1,885.0	270.0	
Electrification	182.5	20.5	
Capital Improvement Program	73.5	22.6	
c. BART Station Access, Safety and Capacity	*100.0*	*10.5*	
d. Ferry	*105.7*	*5.0*	
ii. Transit Enhancements	**200.7**	**52.5**	
iii. System Maintenance and Renovation	**5,994.9**	**1,039.0**	
a Vehicles	3,486.0	575.0	
b Facilities	945.7	115.7	
c Guideways	1,563.2	348.3	
B. PARATRANSIT[3]	**396.3**	**291.0**	8.6%
C. STREETS AND TRAFFIC SAFETY	**2,033.0**	**714.7**	24.6%
I Major Capital Projects	**539.7**	**117.5**	
a. Golden Gate Bridge South Access (Doyle Drive)	420.0	90.0	
b. New and Upgraded Streets	119.7	27.5	
ii. System Operations, Efficiency and Safety	**155.5**	**60.6**	
a. New Signals and Signs	55.5	41.0	
b. Advanced Technology and Information Systems (SFgo)	100.0	19.6	
iii. System Maintenance and Renovation	**887.5**	**281.6**	
a. Signals and Signs	170.5	99.8	
b. Street Resurfacing, Rehabilitation, and Maintenance	680.2	162.7	
c Pedestrian and Bicycle Facility Maintenance	36.8	19.1	
iv. Bicycle and Pedestrian Improvements	**450.3**	**255.0**	
a. Traffic Calming	142.0	70.0	
b. Bicycle Circulation/Safety	77.6	56.0	
c. Pedestrian Circulation/Safety	69.7	52.0	
d. Curb Ramps	66.0	36.0	
e. Tree Planting and Maintenance	95.0	41.0	
D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES	**62.5**	**33.2**	1.3%
I. Transportation Demand Management/Parking Management	28.9	13.2	
ii. Transportation/Land Use Coordination	33.6	20.0	
Total	**12,436**	**2,820**	**100%**
Total Prop K Priority 1 (conservative forecast)		2,350	
Total Prop K Priority 1 + 2 (medium forecast; most likely to materialize)		2,626	
Total Prop K Priority 1+2+3 (optimistic forecast)[4]		2,820	

2009 Prop K Strategic Plan

Appendix A. San Francisco Expenditure Plan Summary (2003 $'s)

Notes:

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

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

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

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

[5] The "Total Prop K" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

2009 Prop K Strategic Plan

Appendix B. Expenditure Plan (EP) Line Items

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

[1] Sponsor acronyms include: BART - Bay Area Rapid Transit District, Caltarns - California Department of Transportation, DAS - Department of Administrative Services, DOE - Department of the Environment, MTA-DPT - Department of Parking and Traffic, DPW - Department of Public Works, GGBHTD - Golden Gate Bridge, Highway & Transportation District, MTA-MUNI - San Francisco MTA-Municipal Railway, PCJPB - Peninsula Corridor Joint Powers Board (Caltrain), Planning - Planning Department, SFCTA - San Francisco County Transportation Authority, and TJPA - Transbay Joint Powers Authority.

[2] The Authority Board designated a lead agency (designated in bold in the project sponsors column) for development of each 5YPP. The role of lead is one of coordination and it does not confer veto power.

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Appendix C. Expenditure Plan Line Item Summary (YOE $'s)

The text descriptions for the projects that require a 5YPP (struck through herein) will be updated in the fall upon the adoption of the 5YPPs and the amended 2009 Strategic Plan.

A. TRANSIT

I. Major Capital Projects

a. MUNI

EP 1 Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network

~~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.~~

~~Programming~~	~~$74,222,088~~
~~Finance Cost~~	~~$51,365,066~~
~~TOTAL~~	~~$125,587,153~~
~~Available Funds~~	~~$127,615,778~~
~~Difference~~	~~$2,028,625~~

EP 2 3rd Street Light Rail (Phase 1)

This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs. 3rd Street Light Rail was opened for public use in June 2007. The major remaining element of the project, the Muni Metro East Maintenance Facility (MME), was opened in September 2008. The remainder of the Third Street funds, $5.92 million, is dedicated to the Southern Terminal (Segment S) and will be available in FY 2013/14.

Programming	$96,852,085
Finance Cost	$0
TOTAL	$96,852,085
Available Funds	$96,852,085
Difference	$0

EP 3 Central Subway (3rd St. Light Rail - Phase 2)

This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs. See Appendix D for detailed project description and progress report. The Expenditure Plan makes $126 million available for this project line. In order to help MTA meet timely use of funds deadlines, $2.025 million in CMAQ funds were programmed to the project, and an equivalent amount of Prop K funds were used to pay for three separate Regional Bike and Pedestrian Program (RBPP) projects (Res. 09-25). A combination of project delays and MTA's use of other funds to keep the project moving resulted in allocation on of only $11.86 million of the $40.843 million programmed to the project in the first six years of the 2005 Strategic Plan. As described in Appendix D. The FTA, together with the project team and the Authority, completed a nine-month risk assessment evaluation of the project in April 2009, which analyzed and evaluated in detail technical, schedule, commercial, and external aspects of the project from a risk and probability perspective. As a result of this review, FTA recommended that additional cost and schedule reserve contingency be added to ensure the project's success. Specifically, this review resulted in a revised project budget of $1.578 billion compared to the original $1.3 billion. The 2009 Strategic Plan pushes out the Central Subway programming several years to match the new schedule, contributing to a decrease in program wide interest costs.

Programming	$126,000,000
Finance Cost	$0
TOTAL	$126,000,000
Available Funds	$126,000,000
Difference	$0

Phase	Fiscal Year	Prop K Amount (millions)	Notes
PE	FY 2005-06	$11.86	Done
	FY 2008-09	$0.86	CMAQ Swap
	FY 2009-10	$0.53	CMAQ Swap
	FY 2009-10	$0.63	CMAQ Swap
PS&E, ROW, CON	FY 2009-10	$29.96	Planned
ROW, CON	FY 2010-11	$25.00	Planned
ROW,CON	FY 2011-12	$20.00	Planned
CON	FY 2013-14	$40.15	Planned

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EP 4 Geary Light Rail

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 four 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.

Programming	$0
Finance Cost	$0
TOTAL	$0
Available Funds	$0
Difference	$0

b. Caltrain

EP 5 Downtown Extension to a Rebuilt Transbay Terminal

See **Appendix D** for detailed project description, schedule, funding plan and progress report. Since the adoption of the 2005 Strategic Plan, the project was split into two phases. Phase 1 includes the construction of the Transbay Transit Center, and Phase 2 includes construction of the Caltrain Downtown Extension. To date, most of the Prop K funds have been allocated to Phase 1, as it is proceeding before Phase 2. Due to delays in the availability of cash flow from other fund sources, more Prop K was allocated for the PA&ED phase of the project than anticipated in the 2005 Strategic Plan, and less on the PS&E phase. The last Prop K allocation for Phase 1 of the project is proposed for the design phase in FY 2009/10, with the remaining funds reserved for the construction phase of Phase 2. Expenditure of Prop K allocations has occurred more slowly than assumed in the 2005 Strategic Plan that results in a less aggressive cash flow for the project, which reduces finance costs, and allows more

Programming	$174,534,186
Finance Cost	$130,734,133
TOTAL	$305,268,319
Available Funds	$305,789,016
Difference	$520,697

Phase	Fiscal Year	Prop K Amount (millions)	Notes
Phase 1 - ROW	FY 2004-05	$16.13	Done
Phase 1 - PA&ED	FY 2004-05	$4.23	Done
Phase 1 - ROW	FY 2005-06	$12.88	Done
Phase 1 - PA&ED	FY 2006-07	$14.83	Allocated
Phase 2 - PA&ED	FY 2007-08	$18.35	Allocated
Phase 1 - ROW	FY 2007-08	$23.49	Allocated
Phase 1 - PA&ED	FY 2007-08	$12.99	Allocated
Phase 1 - ENV	FY 2007-08	$1.20	Allocated
Phase 1 - PA&ED	FY 2008-09	$12.81	Allocated
Phase 1 - CON	FY 2008-09	$12.30	Allocated
Phase 1 - PS&E	FY 2009-10	$18.20	Planned
Phase 2 - CON	FY 2033/34	$26.96	Planned

EP 6 Electrification

See Appendix D for detailed project description, schedule, funding plan and progress report. Prop K has $25 million programmed to the Electrification project, this makes up a large portion of the $60 million that San Francisco is expected to contribute to the project. The 2005 Strategic Plan programmed about $4 million to electrification through Fiscal Year 2008/09. Caltrain did not request any of these funds using instead $4 million in RTIP funds, programmed by the Authority to the project.

Programming	$23,128,788
Finance Cost	$2,586,234
TOTAL	$25,715,022
Available Funds	$26,372,212
Difference	$657,190

EP	7	**Caltrain 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.~~	~~Programming~~	~~$16,480,541~~
			~~Finance Cost~~	~~$9,000,145~~
			~~TOTAL~~	~~$25,480,686~~
			~~Available Funds~~	~~$25,600,343~~
			~~Difference~~	~~$119,657~~

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.~~	~~Programming~~	~~$7,402,775~~
			~~Finance Cost~~	~~$4,149,539~~
			~~TOTAL~~	~~$11,552,315~~
			~~Available Funds~~	~~$11,835,334~~
			~~Difference~~	~~$283,020~~

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.~~	~~Programming~~	~~$4,160,107~~
			~~Finance Cost~~	~~$1,458,451~~
			~~TOTAL~~	~~$5,618,558~~
			~~Available Funds~~	~~$5,660,377~~
			~~Difference~~	~~$41,819~~

II. Transit Enhancements

The next six EP line items (10-16), 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. While this is not being proposed in this Strategic Plan, the direct transfer or the loaning of capacity from one line item to another may be considered in the future to minimize financing costs within this subcategory.

EP	10	**MUNI Extension of Trolleybus Lines**		
		~~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.~~	~~Programming~~	~~$8,280,751~~
			~~Finance Cost~~	~~$1,470,513~~
			~~TOTAL~~	~~$9,751,264~~
			~~Available Funds~~	~~$10,000,277~~
			~~Difference~~	~~$249,013~~

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.~~	~~Programming~~	~~$4,158,738~~
			~~Finance Cost~~	~~$957,053~~
			~~TOTAL~~	~~$5,115,791~~
			~~Available Funds~~	~~$5,263,304~~
			~~Difference~~	~~$147,513~~

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.~~	~~Programming~~	~~$1,441,609~~
			~~Finance Cost~~	~~$0~~
			~~TOTAL~~	~~$1,441,609~~
			~~Available Funds~~	~~$1,473,725~~
			~~Difference~~	~~$32,116~~

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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.~~ ~~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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$9,563,706~~ ~~$340,572~~ ~~$9,904,278~~ ~~$10,231,863~~ ~~$327,585~~

EP	**14**	**Caltrain Relocation of Paul Street to Oakdale**		
		~~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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$5,488,559~~ ~~$2,751,650~~ ~~$8,240,209~~ ~~$8,347,600~~ ~~$107,391~~

EP	**15**	**Purchase Additional Light Rail Vehicles**		
		~~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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$5,963,880~~ ~~$0~~ ~~$5,963,880~~ ~~$6,105,432~~ ~~$141,552~~

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.~~ ~~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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$11,196,110~~ ~~$2,226,947~~ ~~$13,423,057~~ ~~$13,895,122~~ ~~$472,065~~

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 that any other EP line item. Totaling $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:~~

~~Programming~~	~~$614,402,772~~
~~Finance Cost~~	~~$1,473,685~~
~~TOTAL~~	~~$615,876,458~~
~~Available Funds~~	~~$641,140,639~~
~~Difference~~	~~$25,264,181~~

~~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)

See description under EP 19.

This is the only Operation and Maintenance Project with funds remaining for allocation. They are the result of partial de-obligations of prior allocations.

Programming	$2,520,679
Finance Cost	$0
TOTAL	$2,520,679
Available Funds	$2,520,679
Difference	$0

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EP 19 F-Line Operations & Maintenance

EP 18 and 19 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 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." These projects are grandfathered in their entirety from Prop B and are therefore not subject to finance costs.

Based on current revenue projections, there is insufficient funding to allow any of the O&M's to be reduced by 10% per year for 10 years. Based on current revenue projections, there are no new revenues available for programming to O&M projects. 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.

Programming	$5,168,000
Finance Cost	$0
TOTAL	$5,168,000
Available Funds	$5,097,240
Difference	($70,760)

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.~~

~~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.~~

~~Programming~~	~~$67,400,688~~
~~Finance Cost~~	~~$39,932,114~~
~~TOTAL~~	~~$107,332,802~~
~~Available Funds~~	~~$108,962,262~~
~~Difference~~	~~$1,629,460~~

EP 21 Muni Metro Extension Operations & 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."
This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs.

Based on current revenue projections, there is insufficient funding to allow any of the O&M's to be reduced by 10% per year for 10 years. Based on current revenue projections, there are no new revenues available for programming to O&M projects. 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.

Programming	$16,781,000
Finance Cost	$0
TOTAL	$16,781,000
Available Funds	$16,556,153
Difference	($224,847)

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. Totaling $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.~~

~~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.~~

~~Programming~~	~~$319,235,777~~
~~Finance Cost~~	~~$63,908,391~~
~~TOTAL~~	~~$383,144,168~~
~~Available Funds~~	~~$394,554,023~~
~~Difference~~	~~$11,409,855~~

B. PARATRANSIT

EP 23 Paratransit

In the 2005 Strategic Plan, 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. In order to reduce finance costs and enable Prop K funding to be available as long as practical, the Strategic Plan assumes annual programming of $9,670,000, not allowing it to escalate. As of the 2009 Strategic Plan update, the last full year of Prop K funding for this category will be FY 2019/20, with partial funding in FY 2020/21.

Programming	$161,295,600
Finance Cost	$97,701,191
TOTAL	$258,996,791
Available Funds	$259,734,129
Difference	$737,337

C. Streets and Traffic Safety

I. Major Capital Projects

a. Golden Gate Bridge South Access (Doyle Drive)

EP 24 Golden Gate Bridge South Access (Doyle Drive)

See Appendix D for detailed schedule, funding plan, project description and progress report. To take full opportunity of available federal stimulus funds and to reduce project cost, the project schedule was accelerated by 22 months. As a result, Prop K funds will be needed earlier for the construction phase of the project than originally assumed in the 2005 Strategic Plan, increasing finance costs and decreasing the overall amount of Prop K funds available to the project.

Programming	$56,066,085
Finance Cost	$45,361,438
TOTAL	$101,427,523
Available Funds	$101,886,790
Difference	$459,267

Phase	Fiscal Year	Prop K Amount (millions)	Notes
PA&ED	FY 2003-04	$2.95	Allocated
PA&ED	FY 2004-05	$3.05	Allocated
PA&ED, PS&E	FY 2006-07	$1.38	Allocated
PS&E	FY 2007-08	$2.97	Allocated
Urban Partnership	FY 2007-08	$0.04	DONE
ROW	FY 2008-09	$6.00	Allocated
CON	FY 2010-11	$26.96	Planned

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b. New and Upgraded Streets

EP	**25**	**Bernal Heights Street System Upgrade** This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs. The project provides various street improvements in the Bernal Heights area. All Prop K funds have been allocated already, and the Department of Public Works anticipates completing the project by the end of 2010.	Programming Finance Cost TOTAL Available Funds Difference	$2,552,000 $0 $2,552,000 $2,552,000 $0
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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$2,402,637~~ ~~$0~~ ~~$2,402,637~~ ~~$2,611,492~~ ~~$208,855~~
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. Constructions funding will start to be available in FY 2006-07 and continue until the project's 90% P1 cap is reached.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$18,476,119~~ ~~$181,460~~ ~~$18,657,579~~ ~~$19,296,741~~ ~~$639,162~~
EP	**28**	**Illinois Street Bridge** This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs. The full $2 million in Prop K funds were allocated to this project in FY 2004/05. Construction of the new Illinois Street Bridge was completed in June 2009.	Programming Finance Cost TOTAL Available Funds Difference	$2,000,000 $0 $2,000,000 $2,000,000 $0
EP	**29**	**Golden Gate Park SR1 Traffic Study** ~~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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$251,013~~ ~~$0~~ ~~$251,013~~ ~~$257,290~~ ~~$6,277~~
EP	**30**	**Other Upgrades to Major Arterials** ~~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:~~ ~~• The Authority could consider an allocation of Undesignated funds to other projects in the New and Upgraded Streets EP 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.~~ ~~The undesignated funding will be programmed as a placeholder to allow future needs to be addressed.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$4,044,789~~ ~~$414,048~~ ~~$4,458,837~~ ~~$4,573,328~~ ~~$114,490~~

Draft 2009 Strategic Plan

Appendix C. Expenditure Plan Line Item Summary (YOE $'s)

II. System Operations, Safety, and Maintenance

a. New Signals and Signs

EP	31	**New Signals and Signs**		
		~~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.~~	~~Programming~~	~~$41,373,387~~
			~~Finance Cost~~	~~$3,377,091~~
			~~TOTAL~~	~~$44,750,478~~
			~~Available Funds~~	~~$46,440,822~~
			~~Difference~~	~~$1,690,345~~

b. Advanced Technology and Information Systems

EP	32	**Advanced Technology and Information Systems (SFgo)**		
		~~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.~~	~~Programming~~	~~$20,179,623~~
			~~Finance Cost~~	~~$1,134,734~~
			~~TOTAL~~	~~$21,314,358~~
			~~Available Funds~~	~~$22,255,574~~
			~~Difference~~	~~$941,217~~

III. System Maintenance and Renovation

a. Signals and Signs

EP	33	**Signals and Signs**		
		~~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.~~	~~Programming~~	~~$102,559,268~~
			~~Finance Cost~~	~~$6,376,843~~
			~~TOTAL~~	~~$108,936,111~~
			~~Available Funds~~	~~$113,078,900~~
			~~Difference~~	~~$4,142,789~~

b. Street Resurfacing, Rehabilitation, and Maintenance

EP	34	**Street Resurfacing, Rehabilitation, and Maintenance**		
		~~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 reinstitution 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.~~	~~Programming~~	~~$93,551,330~~
			~~Finance Cost~~	~~$56,319,511~~
			~~TOTAL~~	~~$149,870,841~~
			~~Available Funds~~	~~$152,186,961~~
			~~Difference~~	~~$2,316,120~~

EP	35	**Street Repair and Cleaning Equipment**	~~Programming~~	~~$26,703,030~~
		~~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.~~	~~Finance Cost~~	~~$1,025,555~~
			~~TOTAL~~	~~$27,728,585~~
			~~Available Funds~~	~~$29,331,046~~
			~~Difference~~	~~$1,602,460~~

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." This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs. Based on current revenue projections, there is insufficient funding to allow any of the O&M's to be reduced by 10% per year for 10 years. Based on current revenue projections, there are no new revenues available for programming to O&M projects. 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.	Programming Finance Cost TOTAL Available Funds Difference	$2,149,942 $0 $2,149,942 $2,121,184 ($28,758)

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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$18,933,675~~ ~~$2,614,962~~ ~~$21,548,637~~ ~~$22,384,219~~ ~~$835,582~~

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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$75,489,750~~ ~~$0~~ ~~$75,489,750~~ ~~$78,216,122~~ ~~$2,726,372~~

b. Bicycle Circulation and Safety

EP	**39**	**Bicycle Circulation/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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$25,125,833~~ ~~$9,661,497~~ ~~$34,787,331~~ ~~$35,506,003~~ ~~$718,672~~

c. Pedestrian Circulation and Safety

EP	**40**	**Pedestrian Circulation/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 widening, 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.~~	~~Programming~~ ~~Finance Cost~~ ~~TOTAL~~ ~~Available Funds~~ ~~Difference~~	~~$26,944,100~~ ~~$2,432,453~~ ~~$29,376,553~~ ~~$30,617,495~~ ~~$1,240,942~~

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.~~	~~Programming~~	~~$28,358,425~~
			~~Finance Cost~~	~~$195,029~~
			~~TOTAL~~	~~$28,553,454~~
			~~Available Funds~~	~~$30,360,205~~
			~~Difference~~	~~$1,806,751~~

e. Tree Planting and Maintenance

EP	42	**Tree Planting and Maintenance**	~~Programming~~	~~$37,118,436~~
		~~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.~~	~~Finance Cost~~	~~$3,028,791~~
			~~TOTAL~~	~~$40,147,228~~
			~~Available Funds~~	~~$42,195,539~~
			~~Difference~~	~~$2,048,312~~

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.~~	~~Programming~~	~~$14,119,498~~
			~~Finance Cost~~	~~$266,736~~
			~~TOTAL~~	~~$14,386,234~~
			~~Available Funds~~	~~$14,922,813~~
			~~Difference~~	~~$536,579~~

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.~~	~~Programming~~	~~$20,477,574~~
			~~Finance Cost~~	~~$1,455,814~~
			~~TOTAL~~	~~$21,933,388~~
			~~Available Funds~~	~~$22,641,509~~
			~~Difference~~	~~$708,121~~

Total Strategic Plan

~~Programming~~	~~$2,374,554,955~~
~~Finance Cost~~	~~$543,901,647~~
~~TOTAL~~	~~$2,918,456,602~~
~~Available Funds~~	~~$2,985,043,627~~
~~Difference~~	~~$66,587,025~~

Caltrain Electrification

Scope

Caltrain's electrification project will replace Caltrain's existing diesel service with a fully electrified service from the 4th and King station in San Francisco to the Tamian station in San Jose. This is one of the main components in phase 1 of the Caltrain 2025 program, dubbed Caltrain 2015. The Caltrain 2025 program provides commuter rail system the strategic vision to improve system performance while minimizing equipment and operating costs. The electrification project comprises the following components: the replacement of existing diesel vehicles with vehicles that run on electric power; the construction of the electrification infrastructure, which includes traction power substations that distribute power, an overhead contact system to supply power to the trains, signal and grade crossing circuitry changes, and other related infrastructure improvements.

The vehicle replacement portion of this project is part of a separate coordinated effort that needs to take place concurrently because the majority of Caltrain's current rolling stock, 29 locomotives and 73 gallery cars, is nearing the end of its useful life in 2015. The vehicle replacement project is anticipated to cost $440 million in year-of-expenditures dollars. The construction of the electrification infrastructure, the focus of this major Prop K capital project, is projected to cost $785 million in year-of-expenditures dollars.

Status

Caltrain has completed the preliminary engineering and environmental phases of the Caltrain Electrification Project. The updated and completed Environmental Assessment/Environmental Impact Report (EA/EIR) was submitted to the Federal Transit Administration (FTA) in March 2009 and the FTA approved a Finding of No Significant Impact on December 17, 2009.

Caltrain is continuing to work with the California Public Utilities Commission to secure approval of a new General Order that would establish rules of general applicability (e.g. safety guidelines) to commuter railroad systems proposing to undertake 25kV electrification projects. The Caltrain Electrification project also requires the approval of a Federal Railroad Administration Ruling of Particular Applicability to allow the use of non-compliant electric multiple unit (EMU) trains on railroads that also serve diesel trains.

One of the biggest obstacles and opportunities facing the project right now is funding. While the project has a $516 million funding shortfall, the American Recovery and Reinvestment Act of 2009 (ARRA) provided funding opportunities for Caltrain Electrification, specifically through its High Speed and Intercity Passenger Rail program (HSIPR). Caltrain participated in regional discussions with the Metropolitan Transportation Commission, the three Peninsula Joint Powers Board (Caltrain's governing body) member jurisdictions, the Authority and the Transbay Joint Powers Authority to draft the San Francisco/Silicon Valley Corridor Investment Strategy, which identified the Transbay Train Box ($400 million), Downtown Extension ($52 million), and Caltrain Electrification ($516 million) as high priority projects for the HSIPR program. These investments were integrated with other investments along the California High-Speed Rail Corridor from Los Angeles to San Francisco to form a $4.7 billion HSIPR funding request from California. On January 28, 2010, the Federal Rail Administration announced that California received $2.24 billion in

Caltrain Electrification

HSIPR funds. The state is currently coordinating the effort to select the specific projects that will receive the HSIPR funds.

Another major obstacle for the Caltrain electrification project is ensuring that it integrates with the California High Speed Rail Project. On November 4, 2008, California voters passed Prop 1A, the $9.95 billion Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century. A portion of that act declared the corridor from San Francisco to Los Angeles as the primary corridor for High Speed Rail. Further, the California High Speed Rail Authority (CHSRA) has designated the San Jose to San Francisco corridor along the existing Caltrain Rail Corridor as part of the route for the California High Speed Rail. Caltrain has implemented and initiated various improvements and efforts which are consistent with the accommodation of high speed rail in the Caltrain Rail Corridor, including implementation of its Baby Bullet program, environmental study and preliminary design of electrification program, formulation of Caltrain 2015, and pursuit of Federal Railroad Administration approval of mixed rail operations that will fully integrate Caltrain and high speed rail systems. Further, PCJPB and CHRSA have entered into a joint agreement, which created the Peninsula Rail Program, whereby both agencies will engage as partners in the planning, design and construction of improvements in the Caltrain Rail Corridor that will accommodate and serve both the near-term and long-term needs of high speed rail and Caltrain's enhanced commuter rail service. One of the main priorities of the partnership is to ensure that ultimate configuration of the Caltrain corridor will consist of a multiple track, grade-separated high speed rail system, with mixed traffic from Caltrain commuter rail and the high speed train service capable of operation on all tracks to enable Caltrain to achieve service levels of no less than eight trains per hour in each direction. Track configuration analyses will consider both horizontal and vertical alignments in the Caltrain corridor.

Caltrain Electrification

Schedule

As discussed above, Caltrain is currently partnering with CHSRA to ensure the Electrification project is being developed to take into account shared impacts and opportunities with CHSRA's improvements in the same corridor. The Caltrain Electrification project schedule is currently under review as a result.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	2006/07	1	2009/10
Updated Environmental Studies (PA&ED)	3	2008/09	1	2009/10
Design Engineering (PS&E)	3	2009/10	2	2010/11
R/W Activities/Acquisition				
Advertise Construction	3	2010/11	N/A	N/A
Start Construction (e.g., Award Contract)	2	2012/13	N/A	N/A
Start Procurement (e.g. rolling stock)	2	2011/12	4	2013/14
Project Completion (i.e., Open for Use)	N/A	N/A	3	2015/16

Cost

Planning/Conceptual Engineering	28,880,000
Design Engineering (PS&E)	103,170,000
Construction	653,170,000
TOTAL	**785,220,000**

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Caltrain Electrification

Funding Plan (Under Development)

		Funding Status			
Source [1]	**Type**	**Allocated**	**Programmed**	**Planned**	**TOTAL**
STP/CMAQ	Federal	$12,000,000			**$12,000,000**
FTA Section 5309	Federal	$15,000,000			**$15,000,000**
Prop 1B - PTMISEA	State		$20,000,000		**$20,000,000**
Prop 1A High Speed Rail Connectivity Funds (Caltrain)	State			$42,000,000	**$42,000,000**
Prop 1A High Speed Rail Connectivity Funds (MTA)	State			$7,000,000	**$7,000,000**
RTIP (San Francisco)[3]	Local	$4,000,000		$24,000,000	**$28,000,000**
San Mateo Sales Tax	Local		$60,000,000		**$60,000,000**
Santa Clara Sales Tax	Local		$60,000,000		**$60,000,000**
Prop K	Local		$25,000,000		**$25,000,000**
TBD[2]	TBD			$516,220,000	**$516,220,000**
TOTAL		**$31,000,000**	**$165,000,000**	**$589,220,000**	**$785,220,000**

Prop K Amount for Entire Project	**$25,000,000**
Prop K % of Entire Project	**3%**
San Francisco Amount for Entire Project (MTA Prop 1A, RTIP, Prop K)	**$60,000,000**
San Francisco % of Entire Project	**8%**

[1] Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Program, FTA - Federal Transit Administration, PTMISEA - Public Transportation Modernization, Improvement and Service Enhancement Account, RTIP - Regional Transportation Improvement Program, STP - Surface Transportation Program, TBD - To Be Determined

[2] Potential sources to cover this shortfall include Federal High Speed Rail Discretionary Funds.

[3] In November 2005, through Resolution 06-30, the Authority Board programmed RTIP funds for this project. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available in the near term.

Prop K Status

Total Available	Allocated [1]	Unallocated	% Allocated	% Unallocated
$ 26,298,042	$ -	$ 26,298,042	0%	100%

[1] Allocations through 03.01.10 (February 2010 Board Action).

Central Subway

Scope

The Municipal Transportation Agency's (MTA's) Central Subway is the second phase of the Third Street Light Rail line, which opened in 2007. It is a 1.75-mile extension of the existing Third Street Light Rail line from its current terminus at 4th and King Streets to a surface station south of Bryant Street and underground at a portal under US 101. From there it will continue north to stations at Moscone Center, Union Square—where it will provide passenger connections to the Powell Street Station and BART—and at Chinatown, where the line will terminate. The Central Subway is expected to carry nearly 73,000 passengers a day, making it the second most utilized rail project in the Federal New Starts Program.

Status

The Central Subway project has both state and federal environmental clearance, and in November 2008, the Federal Transit Administration (FTA) issued the Record of Decision for the project. In April 2009, as part of the intensive federal New Starts evaluation and review process FTA, together with the Central Subway project team and the Authority, completed a comprehensive Risk Assessment evaluation of the project. As a result of this review, FTA recommended that additional cost and schedule reserve contingency be added to ensure the project's success. Specifically, this review resulted in a revised project budget of $1.578 billion compared to the original $1.3 billion and a new completion date of December 2018 compared to the original of June 2016. Also as a result of the assessment, FTA indicated that it will support an increased federal share for the project and higher annual funding allocation levels, both of which helped to shrink the project's funding shortfall.

On January 8, 2010 the project received permission from the FTA to enter into the final design phase, which is estimated to cost $119 million. MTA has divided the final design phase into two sub-phases: Design – Plans, Specifications & Estimates (PS&E) and Design – Project Management. The first sub-phase, estimated to cost $63.6 million, deals directly with development of plans, specifications and estimates associated with completing final design of the project. The second sub-phase, estimated to cost $55.7 million, covers work that includes project management (by both city agencies and consultants), insurance, legal permits and surveying required to complete the final design of the project and move it into the construction phase. The Design – PS&E scope of work will be accomplished by three contracts: Design Package 1 (tunnels), Design Package 2 (stations) and Design Package 3 (systems). There will also be a separate contract for Program Controls. These contracts will be supplemented with MTA and other city agency work. The four contracts are in various stages of approval and MTA will reconcile the final negotiated amounts with the project's baseline budget and funding plan. Final design is anticipated to be complete by June 2012.

The first utilities contract, for work near the Moscone Center, broke ground on February 9, 2010 and is scheduled to be complete by December 2010. The project team is also planning on starting the procurement of the tunnel boring machines and soliciting bids for construction of the tunnel portal in 2010, subject to receiving a letter of no prejudice from the FTA.

Central Subway

The arts program for the project is underway under the direction of the San Francisco Arts Commission. Discussions regarding the Memorandum of Agreement (MOA) between the MTA and the Arts Commission, which defines the parties' roles and responsibilities, were concluded in March 2009. The budget for the arts program has been set at $14.5 million and the MOA is being readied for the respective board's ratification.

The MTA is working to secure a Full Funding Grant Agreement (FFGA) from the FTA by December 2011. A FFGA is FTA's official commitment of federal New Starts funds to the project and it is a necessary milestone that signals the project's ability to move into the construction phase. We are continuing to work with the MTA to identify and advocate for funding to cover the remaining shortfalls in the funding plan. Potential sources under consideration include additional Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds, Prop 1A High Speed Rail Connectivity funds, and MTA parking and advertising revenues.

In March 2010, the Authority Board will consider adoption of a baseline budget, schedule, and funding plan, consistent with the requirements in the Prop K Expenditure Plan.

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Central Subway

Schedule

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

Cost

Planning/Conceptual Engineering	52,702,358
Design Engineering (PS&E)	119,371,128
Right of Way	34,777,416
Construction	1,371,449,098
TOTAL	**1,578,300,000**

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Central Subway

Funding Plan			Project Phases[1]					
Source[2]	**Type**	**Status**	**PE/ENV**	**PS&E**	**ROW**	**CON**	**Total by Status**	**TOTAL**
5309 New Starts[3]	Federal	Allocated	$37,394,745	$29,020,739			$66,415,484	**$942,200,000**
		Programmed						
		Planned		$29,486,216		$846,298,300	$875,784,516	
CMAQ[4,5]	Federal	Allocated	$6,025,000				$6,025,000	**$6,025,000**
		Programmed						
		Planned						
Prop 1B-MTA[6]	State	Allocated		$4,417,153	$7,500,000	$3,082,847	$15,000,000	**$140,000,000**
		Programmed						
		Planned		$7,805,599	$6,536,903	$110,657,498	$125,000,000	
Prop 1B- MTC[6]	State	Allocated		$4,417,153	$7,500,000	$3,082,847	$15,000,000	**$100,000,000**
		Programmed						
		Planned		$7,805,599	$6,536,903	$70,657,498	$85,000,000	
STIP - RIP[4,7]	State	Allocated						**$88,000,000**
		Programmed						
		Planned				$88,000,000	$88,000,000	
TCRP	State	Allocated	$5,000,000				$5,000,000	**$14,000,000**
		Programmed		$9,000,000			$9,000,000	
		Planned						

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Central Subway

Prop K[5]	Local	Allocated	$4,142,132				$4,142,132	**$123,975,000**
		Programmed		$27,418,669	$6,703,610	$85,710,589	$119,832,868	
		Planned						
TBD[8]	Local	Allocated	$140,481				$140,481	**$164,100,000**
		Programmed				$4,000,000	$4,000,000	
		Planned				$159,959,519	$159,959,519	
	Totals	**Allocated**	**$52,702,358**	**$37,855,045**	**$15,000,000**	**$6,165,694**	**$111,723,097**	**$1,578,300,000**
		Programmed		**$36,418,669**	**$6,703,610**	**$89,710,589**	**$132,832,868**	
		Planned		**$45,097,414**	**$13,073,806**	**$1,275,572,815**	**$1,333,744,035**	
			$52,702,358	**$119,371,128**	**$34,777,416**	**$1,371,449,098**	**$1,578,300,000**	

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

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

[3] The $20 million in planned funds for the PS&E phase of the project is subject to Congressional approval in federal Fiscal Year 2010/11. It was recommended as part of the FTA's New Starts report released in December 2009.

[4] In January 2008, the Authority working with MTC and MTA brokered a fund swap of $4 million in FY 2008/09 RTIP funds programmed to Central Subway for an equivalent amount of CMAQ funds for the subject project. The swap gave MTA quicker access to the funds than would have been possible with the delay in available RTIP funds. The $4 million in CMAQ funds count toward the Authority's RTIP commitment to the project. The RTIP funds helped MTC address eligibility issues for a regional project.

Central Subway

[5] In November 2008, the Authority approved a swap that traded $2,025,000 in FY 2008/09 Prop K funds for an equivalent amount of CMAQ funds to help MTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program (RBPP) projects (Res. 09-25), without any negative impacts to the Central Subway Program.

[6] Both MTA and MTC have committed to dedicating these Prop 1B funds to the project. However, availability of Prop 1B funds is subject to the state's ability to sell bonds and therefore MTA will need to build some flexibility into the project's funding plan to account for possible delays.

[7] In November 2005, through Resolution 06-30, the Authority Board programmed a total of $88 million to the Central Subway project. $88 million is the remaining yet-to-be programmed commitment. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available when needed. Thus, the Authority is working with MTA to identify fund sources to help backfill the RTIP funds until they become available.

[8] MTA is identifying revenues to fill the project shortfall. Sources under consideration include: Prop 1B Public Transportation Modernization, Improvement and Service Enhancement Account Funds (PTMISEA), Prop 1A High Speed Rail Connectivity Funds, and MTA parking and advertising revenues.

Prop K Status

Total Available	Allocated [1]	Unallocated	% Allocated	% Unallocated
$ 126,000,000	$ 13,351,000	$ 112,649,000	11%	89%

[1] Allocations through 03.01.10 (February 2010 Board Action).

Downtown Extension to a Rebuilt Transbay Terminal

Scope

Headed by the Transbay Joint Powers Authority (TJPA), the Downtown Extension to a Rebuilt Transbay Terminal Program has three major components: the extension of commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a new Transbay Transit Terminal; a new, multimodal Transbay Transit Center on the site of the present Transbay Terminal; and the establishment of a Redevelopment Area Plan with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multimodal Transbay Transit Center.

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

Status

The TJPA's Transbay project has been divided in two phases: *Phase 1* includes the Terminal Building and Ramps and *Phase 2* consists of the underground rail extension from 4th and Townsend to the Transit Center. Design for *Phase 1* is being performed by a team led by Pelli Clark Pelli Architects. Design development was completed on February 16, 2010, and final design is underway, with a scheduled completion date of November 2011. A team led by Parsons Transportation Group continues work on preliminary engineering of *Phase 2,* which it expects to complete in June 2010. Construction of Phase 1 of the Temporary Terminal is now complete. Phase 2 will start immediately after the demolition of the existing ramps. Bus operators (e.g. AC Transit) are scheduled to start relocating to the Temporary Terminal on May 1, 2010. Demolition of the existing terminal and ramps is scheduled to start in May 2010 and construction of the new terminal and ramps is scheduled to start in June 2010 with construction of the shoring and buttress. Service at the Transbay Transit Center is scheduled to commence in April 2016.

A team headed by Webcor Builders is providing pre-construction services under a construction management/general contractor services contract for the Transbay Transit Center.

On January 26, 2010 the TJPA closed on a TIFIA loan in the amount of $172 million for *Phase 1*. On January 28, 2010 the Secretary of Transportation announced that California would be receiving $2.24 billion in American Recovery and Reinvestment Act funds through the HSIPR program, $400 million of which is reserved for the Transbay Transit Center project. This infusion of federal funds will allow the TJPA to move forward with constructing the train box as part of *Phase 1*, resulting in considerable cost savings (estimated at about $100 million).

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Downtown Extension to a Rebuilt Transbay Terminal

Schedule

Phase 1 (Transbay Transit Center)

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	1994/95	3	2000/01
Environmental Studies (PA&ED)	1	2000/01	4	2008/09
Design Engineering (PS&E)	1	2007/08	4	2011/12
R/W Activities/Acquisition	1	2004/05	4	2009/10
Advertise Construction	1	2007/08	4	2010/11
Start Construction (e.g., Award Contract)	2	2007/08	N/A	N/A
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	4	2013/14

Phase 2 (Downtown Extension)

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

Cost

	Phase 1 Cost	*Phase 2 Cost*	*Total Cost*
Planning/Conceptual Engineering	110,000,000	156,000,000	266,000,000
Design Engineering (PS&E)	217,000,000	368,000,000	585,000,000
Right of Way	84,000,000	176,000,000	260,000,000
Construction	1,178,000,000	1,896,000,000	3,074,000,000
TOTAL	**1,589,000,000**	**2,596,000,000**	**4,185,000,000**

Downtown Extension to a Rebuilt Transbay Terminal

Funding Plans

Phase 1: Transbay Transit Center

		Funding Status			
Source [1]	**Type**	**Allocated**	**Programmed**	**Planned**	**TOTAL**
Federal 1601 & Earmarks	Federal	$30,047,106	$32,344,002	$1,900,000	**$64,291,108**
TIFIA Loan	Federal	$172,000,000			**$172,000,000**
ARRA - HSIPR	Federal		$400,000,000		**$400,000,000**
RTIP (San Francisco)[3]	Local		$2,762,000	$25,238,000	**$28,000,000**
Prop K	Local	$129,223,013			**$129,223,013**
AB 1171	Local		$150,000,000		**$150,000,000**
Regional Measure 1	Local	$54,000,000			**$54,000,000**
Regional Measure 2	Local	$106,504,000	$35,496,000		**$142,000,000**
San Mateo Sales Tax	Local	$7,000,000			**$7,000,000**
AC Transit Capital Contribution	Local		$39,000,000		**$39,000,000**
Land Sale	Local			$404,485,879	**$404,485,879**
TOTAL		**$498,774,119**	**$659,602,002**	**$431,623,879**	**$1,590,000,000**

Prop K Amount for Phase 1	**$129,223,013**
Prop K % of Phase 1	**8%**
San Francisco Amount for Phase 1 (RTIP, Prop K)	**$157,223,013**
San Francisco % of Phase 1	**10%**

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Downtown Extension to a Rebuilt Transbay Terminal

Phase 2 (Downtown Extension)

		Funding Status			
Source [1]	**Type**	**Allocated**	**Programmed**	**Planned**	**TOTAL**
TIFIA Loan	Federal			$377,000,000	**$377,000,000**
Prop 1A - CHSR Bonds[2]	State			$1,000,000,000	**$1,000,000,000**
Prop K	Local	$18,350,000	$31,650,000		**$50,000,000**
Regional Measure 2	Local		$8,000,000		**$8,000,000**
San Mateo Sales Tax	Local			$22,000,000	**$22,000,000**
Land Sale	Local			$185,000,000	**$185,000,000**
TBD[4]	Local			$954,000,000	**$954,000,000**
TOTAL		**$18,350,000**	**$39,650,000**	**$2,538,000,000**	**$2,596,000,000**

Prop K Amount for Phase 2	**$50,000,000**
Prop K % of Phase 2	**2%**
San Francisco Amount for Phase 2 (Prop K)	**$50,000,000**
San Francisco % of Phase 2	**2%**

[1] Acronyms used in this column include: Acronyms used in this column include: ARRA - American Recovery and Reinvestment Act, CHSR - California High Speed Rail, HSIPR - High Speed Intercity Passanger Rail, RTIP - Regional Transportation Improvement Program, TBD - To Be Determined, TIFIA - Transportation Infrastructure Finance and Innovation Act

[2] Source: California High Speed Rail Funding Plan

[3] In November 2005, through Resolution 06-30, the Authority Board programmed RTIP funds for this project. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available near term.

[4] Potential funding sources include American Recovery and Reinvestment Act Discretionary Grant Funds, a new federal surface transportation act, the creation of a Mello-Roos District in the Transbay redevelopment area.

Prop K Status

Total Available	Allocated [1]	Unallocated	% Allocated	% Unallocated
$ 304,928,999	$ 158,949,007	$ 145,979,992	52%	48%

[1] Allocations through 03.01.10 (February 2010 Board Action).

Doyle Drive Replacement

Scope

Doyle Drive serves as the south access to the Golden Gate Bridge, winding one and a half miles through the Presidio of San Francisco. Built in 1936, the highway no longer meets acceptable standards in terms of its ability to withstand potential earthquakes, the structural integrity of its bridges and viaducts, and its capacity to handle safely the high volumes of traffic that use it daily. The Federal Highway Administration (FHWA) ranked Doyle Drive as the fifth worst bridge in the nation and the worst in California for structural sufficiency. Given its importance to regional transportation continuity and low structural sufficiency, the existing Doyle Drive facility poses a significant life-safety and economic risk should an earthquake occur. Both Caltrans and the Federal National Bridge Inventory recommend that the existing structures be replaced.

The Authority has been leading the effort since 1994, in close cooperation with Caltrans, to replace the existing Doyle Drive structure. The Authority has forged a partnership with a host of federal, state and local agencies involved with this complex undertaking. These agencies include the FHWA, Presidio Trust, Department of Veterans Affairs, National Park Service, California Department of Transportation (Caltrans), Golden Gate Bridge Highway and Transportation District (GGBHTD), State Historic Preservation Officer and others. In September 2006, after years of public input and involvement, the Authority and its partner agencies selected the Presidio Parkway alternative to replace Doyle Drive. This alternative features six travel lanes plus an eastbound auxiliary lane between the Park Presidio interchange and a new Presidio access at Girard Road. The parkway features wide landscaped medians and includes a high-viaduct, two short tunnels, and a low causeway over a depressed Girard Road.

Status

The Doyle Drive Replacement Project Final Environmental Document was certified on December 16, 2008 by the Authority Board. This major project milestone closed the project's environmental phase, approved the Presidio Parkway as the preferred alternative and initiated engineering of the final design.

Shortly after the passage of the federal American Recovery and Reinvestment Act (ARRA), Caltrans programmed $50 million in state share ARRA funds to the project, and on February 17, 2010, the project secured an additional $46 million in federal discretionary ARRA funds from the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.

Engineering design is currently underway, and on May 4, 2009, Caltrans and the Authority executed the Cooperative Agreement to kick off work on the right-of-way acquisition phase of the project. The project is organized as two phases with eight construction contracts. Phase I consists of contracts 1 through 4 for environmental mitigation, utility relocations and the construction of portions of the permanent new parkway, one of four short tunnels under the Presidio and a detour. Once Phase I is complete, expected in late 2011, traffic can be shifted off the old facility allowing its removal and construction of Phase II, with project completion in 2014. Phase II includes contracts 5 through 8 to complete the last three tunnels and bridge structures as well as final landscaping. Phase II has been nominated to

Doyle Drive Replacement

the California Transportation Commission as a candidate for public-private partnership (PPP). If selected, the last phase of the Presidio Parkway would be delivered as a PPP rather than using conventional delivery techniques.

Schedule

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

Cost

Planning/Conceptual Engineering	$23,900,000
Design Engineering (PS&E)	$57,000,000
Right of Way	$94,000,000
Construction	$779,500,000
TOTAL	**954,400,000**

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Doyle Drive Replacement

Funding Plan

		Funding Status			
Source [1]	**Type**	**Allocated**	**Programmed**	**Planned**	**TOTAL**
PLH	Federal	$17,300,000			**$17,300,000**
Federal Earmark High Priority	Federal	$14,000,000			**$14,000,000**
UPA	Federal	$47,300,000			**$47,300,000**
ARRA - TIGER	Federal	$46,000,000			**$46,000,000**
Earmarks - Redirected	Federal			$26,000,000	**$26,000,000**
ARRA - SHOPP	State	$123,900,000			**$123,900,000**
TCRP	State	$15,000,000			**$15,000,000**
SHOPP	State	$331,100,000			**$331,100,000**
RTIP (San Francisco)[3]	Local	$5,000,000	$66,100,000	$13,000,000	**$84,100,000**
Prop K	Local	$16,381,085	$39,900,000	$11,618,915	**$67,900,000**
BATA Bridge Tolls	Local	$80,000,000			**$80,000,000**
GGBHTD	Local		$75,000,000		**$75,000,000**
Marin County	Local		$4,000,000		**$4,000,000**
Sonoma County	Local		$1,000,000		**$1,000,000**
SLPP	Local	$8,400,000	$12,600,000		**$21,000,000**
TBD[2]	TBD			$800,000	**$800,000**
TOTAL		**$704,381,085**	**$198,600,000**	**$51,418,915**	**$954,400,000**

Prop K Amount for Entire Project	**$67,900,000**
Prop K % of Entire Project	**7%**
San Francisco Amount for Entire Project (RTIP, Prop K, SLPP)	**$173,000,000**
San Francisco % of Entire Project	**18%**

[1] Acronyms used in this column include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, GGBHTD - Golden Gate Bridge, Highway, and Transit District, PLH - Public Land Highway, RTIP - Regional Transportation Improvement Program, SHOPP - State Highway Operation and Protection Program, SLPP - State and Local Partnership, TBD - To Be Determined, TCRP - Traffic Congestion Relief Program, TIGER - Transportation Investment Generating Economic Recovery, UPA - Urban Partnership Agreement

[2] Potential funding sources include American Recovery and Reinvestment Act Discretionary Grant Funds, cost savings through project acceleration.

Doyle Drive Replacement

[3] In November 2005, through Resolution 06-30, the Authority Board programmed RTIP funds for this project. Given the ongoing state budget crisis and its impact on the STIP, it is unlikely that these funds will be available in the near term.

Prop K Status

Total Available	Allocated [1]	Unallocated	% Allocated	% Unallocated
$ 101,600,238	$ 16,643,490	$ 84,956,748	16%	84%

[1] Allocations through 03.01.10 (February 2010 Board Action).

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Appendix E. Comparison of Available Funds to Priority 1 Funding Levels (2003$'s)

EP No.		Priority 1 Funding Limit[1]	Priority 1 Pro - Rata Share [2]	Available Funds [3]	% of Priority 1 [4]
	A. TRANSIT				
	i. Major Capital Projects	**613,752,085**	**25.81%**	**532,854,019**	**87%**
	a. MUNI				
1	*Rapid Bus Network including Real Time Transit Information*	*99,200,000*	*4.17%*	*78,670,227*	*79%*
2	*3rd Street Light Rail (Phase 1)*	*96,852,085*	*4.07%*	*96,852,085*	*100%*
3	*Central Subway (3rd St. LRT Phase 2)* [4]	*126,000,000*	*5.30%*	*126,000,000*	*100%*
4	*Geary LRT*	*0*	*0.00%*	*0*	*0%*
	b. Caltrain				
5	*Downtown Extension to a Rebuilt Transbay Terminal*	*237,700,000*	*10.00%*	*188,507,188*	*79%*
6	*Electrification*	*20,500,000*	*0.86%*	*16,257,456*	*79%*
7	*Capital Improvement Program*	*19,900,000*	*0.84%*	*15,781,628*	*79%*
8	**c. BART Station Access, Safety and Capacity**	***9,200,000***	***0.39%***	***7,296,029***	***79%***
9	**d. Ferry**	***4,400,000***	***0.19%***	***3,489,405***	***79%***
	ii. Transit Enhancements	**43,000,000**	**1.81%**	**34,101,006**	**79%**
10	*Extension of trolleybus lines/Motor Coach Conversion*	*7,773,549*	*0.33%*	*6,164,787*	*79%*
11	*F-Line Extension to Fort Mason*	*4,091,342*	*0.17%*	*3,244,625*	*79%*
12	*Purchase/Rehab Historic Street Cars*	*1,145,576*	*0.05%*	*908,495*	*79%*
13	*Balboa Park BART/MUNI Station Access*	*7,953,568*	*0.33%*	*6,307,550*	*79%*
14	*Relocation of Paul St to Oakdale-Caltrain*	*6,488,868*	*0.27%*	*5,145,975*	*79%*
15	*Purchase Additional LRVs*	*4,745,956*	*0.20%*	*3,763,765*	*79%*
16	*Other transit Enhancements*	*10,801,142*	*0.45%*	*8,565,809*	*79%*
	iii. System Maintenance and Renovation	**914,900,000**	**38.48%**	**728,245,045**	**80%**
	a. New and Renovated Vehicles				
17M	*MUNI*	*397,074,300*	*16.70%*	*314,898,442*	*79%*
17B	*BART*	*10,130,570*	*0.43%*	*8,034,015*	*79%*
17P	*PCJPB*	*20,261,140*	*0.85%*	*16,068,029*	*79%*
17U	*Discretionary*	*70,913,990*	*2.98%*	*56,238,102*	*79%*
18	*Trolleybus wheelchair-lift O&M*	*2,620,000*	*0.11%*	*2,358,000*	*90%*
19	*F-Line O&M*	*5,300,000*	*0.22%*	*4,770,000*	*90%*
	b. Rehab/Upgrades Existing facilities				
20M	*MUNI*	*67,760,000*	*2.85%*	*53,736,841*	*79%*
20B	*BART*	*1,680,000*	*0.07%*	*1,332,318*	*79%*
20P	*PCJPB*	*6,810,000*	*0.29%*	*5,400,648*	*79%*
20U	*Discretionary*	*8,450,000*	*0.36%*	*6,701,244*	*79%*
21	*Muni MMX O&M*	*17,200,000*	*0.72%*	*15,480,000*	*90%*
	c. Guideways				
22M	*MUNI*	*245,324,777*	*10.32%*	*194,553,992*	*79%*
22B	*BART*	*6,163,939*	*0.26%*	*4,888,291*	*79%*
22P	*PCJPB*	*24,567,700*	*1.03%*	*19,483,332*	*79%*
22U	*Discretionary*	*30,643,583*	*1.29%*	*24,301,791*	*79%*
	TOTAL TRANSIT	**1,571,652,085**	**66.09%**	**1,295,200,070**	**82%**
23	**B. PARATRANSIT***	**201,900,000**	**8.49%**	**160,116,118**	**79%**

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Appendix E. Comparison of Available Funds to Priority 1 Funding Levels (2003$'s)

	C. STREETS AND TRAFFIC SAFETY				
	i. Major Capital Projects	**104,537,000**	**4.40%**	**83,844,769**	**80%**
24	**a. Golden Gate Bridge South Access (Doyle Drive)**	***79,200,000***	***3.33%***	***62,809,294***	***79%***
	b. New and Upgraded Streets				
25	*Bernal Heights*	*2,552,000*	*0.11%*	*2,552,000*	*100%*
26	*Great Highway Erosion Repair*	*2,030,000*	*0.09%*	*1,609,885*	*79%*
27	*Visitacion Valley Watershed*	*15,000,000*	*0.63%*	*11,895,700*	*79%*
28	*Illinois Street Bridge*	*2,000,000*	*0.08%*	*2,000,000*	*100%*
29	*Golden Gate Park/SR1Traffic Study*	*200,000*	*0.01%*	*158,609*	*79%*
30	*Other Upgrades to Major Arterials*	*3,555,000*	*0.15%*	*2,819,281*	*79%*
	ii. System Operations, Efficiency and Safety	**53,400,000**	**2.25%**	**42,348,691**	**79%**
31	**a. New Signals and Signs**	***36,100,000***	***1.52%***	***28,628,984***	***79%***
32	**b. Systems (SFgo)**	***17,300,000***	***0.73%***	***13,719,707***	***79%***
	iii. System Maintenance and Renovation	**248,600,000**	**10.45%**	**197,386,694**	**79%**
33	**a. Signals and Signs**	***87,900,000***	***3.70%***	***69,708,800***	***79%***
	b. Street Resurfacing, Rehabilitation, and Maintenance		**0.00%**		
34	*Street Resurfacing, Rehabilitation, and Maintenance*	*118,300,000*	*4.98%*	*93,817,418*	*79%*
35	*Street Repair and Cleaning Equipment*	*22,800,000*	*0.96%*	*18,081,464*	*79%*
36	*Embarcadero Roadway incremental operations and maintenance*	*2,200,000*	*0.09%*	*1,980,000*	*90%*
37	**c. Pedestrian and Bicycle Facility Maintenance**	***17,400,000***	***0.73%***	***13,799,012***	***79%***
	iv. Bicycle and Pedestrian Improvements	**168,600,000**	**7.09%**	**133,707,665**	**79%**
38	**a. Traffic Calming**	***60,800,000***	***2.56%***	***48,217,236***	***79%***
39	**b. Bicycle Circulation/Safety**	***27,600,000***	***1.16%***	***21,888,087***	***79%***
40	**c. Pedestrian Circulation/Safety**	***23,800,000***	***1.00%***	***18,874,510***	***79%***
41	**d. Curb Ramps**	***23,600,000***	***0.99%***	***18,715,901***	***79%***
42	**e. Tree Planting and Maintenance**	***32,800,000***	***1.38%***	***26,011,930***	***79%***
	TOTAL STREETS AND TRAFFIC SAFETY	**575,137,000**	**24.19%**	**457,287,818**	**80%**
	D. TSM / STRATEGIC INITIATIVES				
43	**i. Management/Parking Management**	**11,600,000**	**0.49%**	**9,199,341**	**79%**
44	**ii. Transportation/Land Use Coordination**	**17,600,000**	**0.74%**	**13,957,621**	**79%**
	TOTAL TSM/STRATEGIC INITIATIVES	**29,200,000**	**1.23%**	**23,156,962**	**79%**
	TOTAL STRATEGIC PLAN	**2,377,889,085**	**100%**	**1,935,760,969**	**81%**

Notes:

[1] Priority 1 Funds represent the most conservative funding forecast (2003$) developed as part of the Expenditure Plan, adopted

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

[3] The total amount available to each Expenditure Plan line based on each its pro-rata share of the 2009 revenue forecast. Funds are presented in 2003$'s to allow consistent comparison to the Priority 1 revenues forecast as part of the 2003 Expenditure Plan.

[4] 2009 forecast of available funds (2003 $'s) as a portion of Priority 1 revenues (2003$'s). Expenditure Plan Line items 2, 3, 18, 19, 21, 28 and 36 were grandfathered from Prop B into Prop K. Expenditure Plan line items 2, 3, 25, and 28 receive 100% of their Priority 1 cap. The amount of funding for incremental operations and maintenance projects (Expenditure Plan line item 18, 19, 28 and 36) is subject to a formula in the Expenditure Plan that steps down the annual amount to zero in year 10. In the 2005 Strategic Plan, Fiscal Year 2008/09 was the last year of funding based on projected revenues. Since the 2009 forecast is lower, there are no additional revenues projected to be available to these projects, except for previously de-obligated funds.

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Appendix F. Pro-Rata Share of Available Revenues by Expenditure Plan Line Item (YOE $'s)

EP Line	Title	Priority 1 Pro-Rata Share	Total Available Funds
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	4.172%	$ 127,221,174
2	3rd Street Light Rail (LRT)(Phase 1)	4.073%	$ 96,852,085
3	Central Subway (3rd St. LRT Phase 2)	5.299%	$ 126,000,000
4	Geary Light Rail	0.000%	$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	9.996%	$ 304,843,478
6	Electrification	0.862%	$ 26,290,666
7	Caltrain Capital Improvement Program	0.837%	$ 25,521,183
8	BART Station Access, Safety and Capacity	0.387%	$ 11,798,738
9	Ferry	0.185%	$ 5,642,875
10	Extension of Trolleybus Lines/Motor Coach Conversion	0.327%	$ 9,969,355
11	F-Line Extension to Fort Mason	0.172%	$ 5,247,029
12	Purchase/Rehabilitation Historic Street Cars	0.048%	$ 1,469,168
13	Balboa Park BART/MTA-MUNI Station Access	0.334%	$ 10,200,224
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	0.273%	$ 8,321,788
15	Purchase Additional Light Rail Vehicles	0.200%	$ 6,086,554
16	Other Transit Enhancements	0.454%	$ 13,852,157
17B	New and Renovated Vehicles - BART	0.426%	$ 12,992,167
17M	New and Renovated Vehicles - MUNI	16.699%	$ 509,236,477
17P	New and Renovated Vehicles - PCJPB	0.852%	$ 25,984,335
17U	New and Renovated Vehicles - Discretionary	2.982%	$ 90,945,172
18	Trolleybus Wheelchair-lift Operations & Maintenance	0.110%	$ 2,520,679
19	F-Line Operations & Maintenance	0.223%	$ 5,097,240
20B	Rehab/Upgrade Existing Facilities - BART	0.071%	$ 2,154,552
20M	Rehab/Upgrade Existing Facilities - MUNI	2.850%	$ 86,900,270
20P	Rehab/Upgrade Existing Facilities - PCJPB	0.286%	$ 8,733,631
20U	Rehab/Upgrade Existing Facilities - Discretionary	0.355%	$ 10,836,884
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	0.723%	$ 16,556,153
22B	Guideways - BART	0.259%	$ 7,905,076
22M	Guideways - MUNI	10.317%	$ 314,622,038
22P	Guideways - PCJPB	1.033%	$ 31,507,376
22U	Guideways - Discretionary	1.289%	$ 39,299,522
23	Paratransit	8.491%	$ 258,930,998
24	Golden Gate Bridge South Access (Doyle Drive)	3.331%	$ 101,571,744
25	Bernal Heights Street System Upgrading	0.107%	$ 2,552,000
26	Great Highway Erosion Repair	0.085%	$ 2,603,417
27	Visitacion Valley Watershed	0.631%	$ 19,237,073
28	Illinois Street Bridge	0.084%	$ 2,000,000
29	Golden Gate Park/SR1 Traffic Study	0.008%	$ 256,494
30	Other Upgrades to Major Arterials	0.150%	$ 4,559,186
31	New Signals and Signs	1.518%	$ 46,297,222
32	Advanced Technology and Information Systems (SFgo)	0.728%	$ 22,186,757
33	Signals and Signs	3.697%	$ 112,729,246
34	Street Resurfacing, Rehabilitation, and Maintenance	4.975%	$ 151,716,380
35	Street Repair and Cleaning Equipment	0.959%	$ 29,240,350
36	Embarcadero Roadway Incremental Operations & Maintenance	0.093%	$ 2,121,184
37	Pedestrian and Bicycle Facility Maintenance	0.732%	$ 22,315,004
38	Traffic Calming	2.557%	$ 77,974,268
39	Bicycle Circulation/Safety	1.161%	$ 35,396,214
40	Pedestrian Circulation/Safety	1.001%	$ 30,522,822
41	Curb Ramps	0.992%	$ 30,266,328
42	Tree Planting and Maintenance	1.379%	$ 42,065,066
43	Transportation Demand Management/Parking Management	0.488%	$ 14,876,670
44	Transportation/Land Use Coordination	0.740%	$ 22,571,499
	Total	**100.00%**	**$ 2,976,597,968**

Note: Per the fiscal policy, approximately 10% of revenues are held in reserve in FY2009/10 - FY2033/34.

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Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
TRANSIT																	
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	$ 127,221,174	29.38%	Programming	$ 81,315,787	$ 600,000	$ 397,423	$ 856,966	$ 3,487,710	$ 1,925,401	$ 940,750	$ -	$ 12,614,833	$ 333,000	$ 16,177,167	$ 26,020,000	$ 6,200,000
				Finance Costs	$ 37,376,045	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 292,043	$ 1,302,683
				Total	$ 118,691,832	$ 600,000	$ 397,423	$ 856,966	$ 3,487,710	$ 1,925,401	$ 940,750	$ -	$ 12,614,833	$ 333,000	$ 16,177,167	$ 26,312,043	$ 7,502,683
2	3rd Street Light Rail (LRT)(Phase 1)	$ 96,852,085	0.00%	Programming	$ 96,852,085	$ 700,000	$ 74,906,794	$ 10,254,560	$ 5,071,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,919,731	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 96,852,085	$ 700,000	$ 74,906,794	$ 10,254,560	$ 5,071,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,919,731	$ -
3	Central Subway (3rd St. LRT Phase 2)	$ 126,000,000	0.00%	Programming	$ 126,000,000	$ -	$ -	$ 4,142,132	$ -	$ -	$ 863,000	$ 28,580,669	$ 41,091,339	$ 51,322,860	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 126,000,000	$ -	$ -	$ 4,142,132	$ -	$ -	$ 863,000	$ 28,580,669	$ 41,091,339	$ 51,322,860	$ -	$ -	$ -
4	Geary Light Rail	$ -		Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	$ 304,843,478	42.21%	Programming	$ 178,034,186	$ -	$ 20,350,000	$ 12,875,000	$ 14,829,007	$ 56,209,006	$ 25,110,000	$ 18,200,000	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 128,662,508	$ -	$ -	$ 674,303	$ 534,381	$ 624,052	$ 522,294	$ 4,380,548	$ 7,271,901	$ 6,172,796	$ 4,808,560	$ 8,160,597	$ 7,742,005
				Total	$ 306,696,694	$ -	$ 20,350,000	$ 13,549,303	$ 15,363,388	$ 56,833,058	$ 25,632,294	$ 22,580,548	$ 7,271,901	$ 6,172,796	$ 4,808,560	$ 8,160,597	$ 7,742,005
6	Electrification	$ 26,290,666	10.27%	Programming	$ 23,607,663	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,530,000	$ 930,000	$ 930,000	$ 930,000	$ 930,000	$ -
				Finance Costs	$ 2,700,684	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 192,865	$ 196,192	$ 178,858	$ 350,078	$ 343,469
				Total	$ 26,308,347	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,530,000	$ 1,122,865	$ 1,126,192	$ 1,108,858	$ 1,280,078	$ 343,469
7	Caltrain Capital Improvement Program	$ 25,521,183	35.46%	Programming	$ 16,270,541	$ -	$ 797,683	$ 1,193,695	$ 1,053,064	$ 1,214,066	$ 1,901,301	$ 1,730,000	$ 310,389	$ 150,000	$ 150,000	$ 150,000	$ 837,114
				Finance Costs	$ 9,049,901	$ -	$ -	$ -	$ -	$ -	$ 2,295	$ 170,389	$ 296,091	$ 244,695	$ 184,467	$ 300,647	$ 322,025
				Total	$ 25,320,442	$ -	$ 797,683	$ 1,193,695	$ 1,053,064	$ 1,214,066	$ 1,903,596	$ 1,900,389	$ 606,480	$ 394,695	$ 334,467	$ 450,647	$ 1,159,138
8	BART Station Access, Safety and Capacity	$ 11,798,738	34.72%	Programming	$ 7,402,775	$ -	$ 564,418	$ 2,322,000	$ -	$ -	$ -	$ 1,145,000	$ 355,000	$ -	$ -	$ -	$ 200,000
				Finance Costs	$ 4,096,098	$ -	$ -	$ -	$ 45,504	$ 49,071	$ 15,745	$ 114,668	$ 169,323	$ 144,620	$ 112,036	$ 187,659	$ 177,117
				Total	$ 11,498,873	$ -	$ 564,418	$ 2,322,000	$ 45,504	$ 49,071	$ 15,745	$ 1,259,668	$ 524,323	$ 144,620	$ 112,036	$ 187,659	$ 377,117
9	Ferry	$ 5,642,875	26.40%	Programming	$ 4,058,874	$ -	$ 8,647	$ 300,000	$ -	$ -	$ -	$ 430,000	$ -	$ -	$ 870,000	$ -	$ 1,000,000
				Finance Costs	$ 1,489,731	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,797	$ 27,373	$ 54,697
				Total	$ 5,548,605	$ -	$ 8,647	$ 300,000	$ -	$ -	$ -	$ 430,000	$ -	$ -	$ 871,797	$ 27,373	$ 1,054,697
10	Extension of Trolleybus Lines/Motor Coach Conversion	$ 9,969,355	15.54%	Programming	$ 8,280,751	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,400,000	$ 480,000	$ 1,116,000	$ -	$ -	$ 200,000
				Finance Costs	$ 1,549,129	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,993	$ 70,796	$ 48,925	$ 71,048	$ 69,471
				Total	$ 9,829,880	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,400,000	$ 499,993	$ 1,186,796	$ 48,925	$ 71,048	$ 269,471
11	F-Line Extension to Fort Mason	$ 5,247,029	19.73%	Programming	$ 4,158,738	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ -	$ 1,170,000	$ 800,000	$ -	$ -
				Finance Costs	$ 1,035,310	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,935	$ 64,413	$ 107,286	$ 99,646
				Total	$ 5,194,048	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ -	$ 1,180,935	$ 864,413	$ 107,286	$ 99,646
12	Purchase/Rehabilitation Historic Street Cars	$ 1,469,168	0.00%	Programming	$ 1,441,609	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,019
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 1,441,609	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,019
13	Balboa Park BART/MTA-MUNI Station Access	$ 10,200,224	3.46%	Programming	$ 9,563,706	$ -	$ -	$ 570,000	$ -	$ -	$ -	$ 700,800	$ 1,286,400	$ 412,800	$ -	$ -	$ -
				Finance Costs	$ 352,945	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,047	$ 69,443	$ 47,585	$ 68,222	$ 51,532
				Total	$ 9,916,651	$ -	$ -	$ 570,000	$ -	$ -	$ -	$ 700,800	$ 1,350,447	$ 482,243	$ 47,585	$ 68,222	$ 51,532
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	$ 8,321,788	33.96%	Programming	$ 5,488,559	$ -	$ -	$ 50,002	$ -	$ -	$ -	$ 200,000	$ -	$ 1,632,000	$ -	$ 1,843,800	$ -
				Finance Costs	$ 2,826,083	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,866	$ 91,672
				Total	$ 8,314,642	$ -	$ -	$ 50,002	$ -	$ -	$ -	$ 200,000	$ -	$ 1,632,000	$ -	$ 1,881,666	$ 91,672
15	Purchase Additional Light Rail Vehicles	$ 6,086,554	32.88%	Programming	$ 3,650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ 2,650,000
				Finance Costs	$ 2,001,287	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 157,636
				Total	$ 5,651,287	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ 2,807,636
16	Other Transit Enhancements	$ 13,852,157	15.14%	Programming	$ 11,170,551	$ -	$ 13,077	$ 372,257	$ -	$ 192,000	$ -	$ 3,060,000	$ 450,000	$ 1,620,000	$ 100,000	$ -	$ -
				Finance Costs	$ 2,097,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 79,355	$ 164,181	$ 147,530	$ 242,522	$ 221,821
				Total	$ 13,268,278	$ -	$ 13,077	$ 372,257	$ -	$ 192,000	$ -	$ 3,060,000	$ 529,355	$ 1,784,181	$ 247,530	$ 242,522	$ 221,821
	Total Transit Enhancements (10-16)	$ 55,146,275	17.88%	Programming	$ 43,753,913	$ -	$ 13,077	$ 992,259	$ -	$ 192,000	$ -	$ 5,860,800	$ 2,216,400	$ 5,950,800	$ 1,400,000	$ 2,343,800	$ 2,900,019
				Finance Costs	$ 9,862,480	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 163,394	$ 315,356	$ 308,454	$ 526,943	$ 691,778
				Total	$ 53,616,393	$ -	$ 13,077	$ 992,259	$ -	$ 192,000	$ -	$ 5,860,800	$ 2,379,794	$ 6,266,156	$ 1,708,454	$ 2,870,743	$ 3,591,797

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Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
17B	New and Renovated Vehicles - BART	$ 12,992,167	1.46%	Programming	$ 12,370,236	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ 3,205,000	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 189,115	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,758	$ 32,423	$ 29,917	$ 31,411	$ 9,427
				Total	$ 12,559,351	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ 3,205,000	$ 30,758	$ 32,423	$ 29,917	$ 31,411	$ 9,427
17M	New and Renovated Vehicles - MUNI	$ 509,236,477	0.44%	Programming	$ 496,711,679	$ -	$ 28,750,091	$ 500,000	$ 3,292,847	$ 3,821,299	$ 4,600,000	$ 8,983,964	$ 37,012,195	$ 3,753,320	$ 5,025,256	$ 2,016,825	$ 12,928,108
				Finance Costs	$ 2,260,615	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 498,972,295	$ -	$ 28,750,091	$ 500,000	$ 3,292,847	$ 3,821,299	$ 4,600,000	$ 8,983,964	$ 37,012,195	$ 3,753,320	$ 5,025,256	$ 2,016,825	$ 12,928,108
17P	New and Renovated Vehicles - PCJPB	$ 25,984,335	19.03%	Programming	$ 19,704,706	$ -	$ 58,153	$ 393,380	$ 295,500	$ 814,264	$ 406,000	$ 1,412,363	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 745,281
				Finance Costs	$ 4,945,995	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 23,802	$ 39,836	$ 104,767	$ 138,057
				Total	$ 24,650,702	$ -	$ 58,153	$ 393,380	$ 295,500	$ 814,264	$ 406,000	$ 1,412,363	$ 1,000,000	$ 1,023,802	$ 1,039,836	$ 1,104,767	$ 883,338
17U	New and Renovated Vehicles - Discretionary	$ 90,945,172	0.00%	Programming	$ 80,231,714	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 80,231,714	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Vehicles Subtotal	$ 639,158,152	1.16%	Programming	$ 609,018,336	$ -	$ 28,813,244	$ 893,380	$ 3,588,347	$ 4,635,563	$ 5,006,000	$ 13,601,327	$ 38,012,195	$ 4,753,320	$ 6,025,256	$ 3,016,825	$ 13,673,388
				Finance Costs	$ 7,395,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,758	$ 56,225	$ 69,753	$ 136,178	$ 147,484
				Total	$ 616,414,061	$ -	$ 28,813,244	$ 893,380	$ 3,588,347	$ 4,635,563	$ 5,006,000	$ 13,601,327	$ 38,042,953	$ 4,809,545	$ 6,095,009	$ 3,153,003	$ 13,820,873
18	Trolleybus Wheelchair-lift Operations & Maintenance	$ 2,520,679	0.00%	Programming	$ 2,520,679	$ -	$ 607,194	$ 378,938	$ 533,000	$ 219,102	$ 350,000	$ -	$ 432,445	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,520,679	$ -	$ 607,194	$ 378,938	$ 533,000	$ 219,102	$ 350,000	$ -	$ 432,445	$ -	$ -	$ -	$ -
19	F-Line Operations & Maintenance	$ 5,097,240	0.00%	Programming	$ 5,168,000	$ -	$ 1,240,000	$ 1,184,000	$ 1,084,000	$ 977,000	$ 683,000	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 5,168,000	$ -	$ 1,240,000	$ 1,184,000	$ 1,084,000	$ 977,000	$ 683,000	$ -	$ -	$ -	$ -	$ -	$ -
	Total Vehicles	$ 646,776,071	1.14%	Programming	$ 616,707,015	$ -	$ 30,660,438	$ 2,456,318	$ 5,205,347	$ 5,831,665	$ 6,039,000	$ 13,601,327	$ 38,444,641	$ 4,753,320	$ 6,025,256	$ 3,016,825	$ 13,673,388
				Finance Costs	$ 7,395,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,758	$ 56,225	$ 69,753	$ 136,178	$ 147,484
				Total	$ 624,102,741	$ -	$ 30,660,438	$ 2,456,318	$ 5,205,347	$ 5,831,665	$ 6,039,000	$ 13,601,327	$ 38,475,399	$ 4,809,545	$ 6,095,009	$ 3,153,003	$ 13,820,873
20B	Rehab/Upgrade Existing Facilities - BART	$ 2,154,552	25.87%	Programming	$ 1,446,606	$ -	$ 10,000	$ 496,864	$ -	$ -	$ -	$ 272,000	$ -	$ -	$ -	$ 240,000	$ -
				Finance Costs	$ 557,398	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,068	$ 31,262	$ 25,551	$ 19,046	$ 40,041	$ 41,255
				Total	$ 2,004,004	$ -	$ 10,000	$ 496,864	$ -	$ -	$ -	$ 291,068	$ 31,262	$ 25,551	$ 19,046	$ 280,041	$ 41,255
20M	Rehab/Upgrade Existing Facilities - MUNI	$ 86,900,270	32.90%	Programming	$ 58,018,079	$ -	$ 1,949,581	$ -	$ 364,016	$ 227,785	$ -	$ 33,413,124	$ 210,000	$ 3,092,000	$ 800,000	$ -	$ -
				Finance Costs	$ 28,592,866	$ -	$ -	$ -	$ -	$ -	$ -	$ 143,995	$ 1,138,529	$ 1,286,887	$ 1,062,811	$ 1,896,577	$ 1,771,622
				Total	$ 86,610,945	$ -	$ 1,949,581	$ -	$ 364,016	$ 227,785	$ -	$ 33,557,119	$ 1,348,529	$ 4,378,887	$ 1,862,811	$ 1,896,577	$ 1,771,622
20P	Rehab/Upgrade Existing Facilities - PCJPB	$ 8,733,631	23.64%	Programming	$ 6,282,513	$ -	$ 933,426	$ 1,444,772	$ 166,667	$ 365,196	$ 693,599	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 2,064,522	$ -	$ -	$ -	$ -	$ 48,577	$ 21,862	$ 113,565	$ 164,777	$ 137,739	$ 105,441	$ 175,367	$ 162,610
				Total	$ 8,347,035	$ -	$ 933,426	$ 1,444,772	$ 166,667	$ 413,773	$ 715,461	$ 113,565	$ 164,777	$ 137,739	$ 105,441	$ 175,367	$ 162,610
20U	Rehab/Upgrade Existing Facilities - Discretionary	$ 10,836,884	0.00%	Programming	$ 9,601,077	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 9,601,077	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Facilities Subtotal	$ 108,625,337	28.74%	Programming	$ 75,348,276	$ -	$ 2,893,007	$ 1,941,636	$ 530,683	$ 592,981	$ 693,599	$ 33,685,124	$ 210,000	$ 3,092,000	$ 800,000	$ 240,000	$ -
				Finance Costs	$ 31,214,786	$ -	$ -	$ -	$ -	$ 48,577	$ 21,862	$ 276,628	$ 1,334,568	$ 1,450,177	$ 1,187,297	$ 2,111,985	$ 1,975,486
				Total	$ 106,563,062	$ -	$ 2,893,007	$ 1,941,636	$ 530,683	$ 641,558	$ 715,461	$ 33,961,752	$ 1,544,568	$ 4,542,177	$ 1,987,297	$ 2,351,985	$ 1,975,486
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	$ 16,556,153	0.00%	Programming	$ 16,781,000	$ -	$ 4,000,000	$ 3,819,000	$ 3,497,000	$ 3,151,000	$ 2,314,000	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 16,781,000	$ -	$ 4,000,000	$ 3,819,000	$ 3,497,000	$ 3,151,000	$ 2,314,000	$ -	$ -	$ -	$ -	$ -	$ -
	Total Facilities	$ 125,181,490	24.94%	Programming	$ 92,129,276	$ -	$ 6,893,007	$ 5,760,636	$ 4,027,683	$ 3,743,981	$ 3,007,599	$ 33,685,124	$ 210,000	$ 3,092,000	$ 800,000	$ 240,000	$ -
				Finance Costs	$ 31,214,786	$ -	$ -	$ -	$ -	$ 48,577	$ 21,862	$ 276,628	$ 1,334,568	$ 1,450,177	$ 1,187,297	$ 2,111,985	$ 1,975,486
				Total	$ 123,344,062	$ -	$ 6,893,007	$ 5,760,636	$ 4,027,683	$ 3,792,558	$ 3,029,461	$ 33,961,752	$ 1,544,568	$ 4,542,177	$ 1,987,297	$ 2,351,985	$ 1,975,486
22B	Guideways - BART	$ 7,905,076	0.00%	Programming	$ 7,764,787	$ -	$ 3,378	$ -	$ -	$ -	$ -	$ 100,000	$ 1,141,000	$ -	$ -	$ -	$ 181,075
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 7,764,787	$ -	$ 3,378	$ -	$ -	$ -	$ -	$ 100,000	$ 1,141,000	$ -	$ -	$ -	$ 181,075
22M	Guideways - MUNI	$ 314,622,038	20.90%	Programming	$ 237,689,977	$ -	$ 5,253,649	$ 1,256,023	$ 3,316,253	$ 5,218,436	$ 6,856,095	$ 94,885,714	$ 9,797,000	$ 2,500,000	$ 5,655,000	$ 7,826,091	$ 1,000,000
				Finance Costs	$ 65,763,566	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 506,002	$ 2,290,776	$ 3,043,123	$ 6,056,656	$ 5,711,069
				Total	$ 303,453,543	$ -	$ 5,253,649	$ 1,256,023	$ 3,316,253	$ 5,218,436	$ 6,856,095	$ 94,885,714	$ 10,303,002	$ 4,790,776	$ 8,698,123	$ 13,882,747	$ 6,711,069

2009 Prop K Strategic Plan (12.14.10 Board Approval)

Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
22P	Guideways - PCJPB	$ 31,507,376	15.06%	Programming	$ 21,883,317	$ -	$ 389,932	$ 863,317	$ 434,465	$ 295,000	$ 565,994	$ 2,061,666	$ 473,159	$ 2,126,841	$ 1,300,000	$ 1,300,000	$ 800,000
				Finance Costs	$ 4,745,321	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 28,144	$ 70,326	$ 173,675	$ 198,694
				Total	$ 26,628,638	$ -	$ 389,932	$ 863,317	$ 434,465	$ 295,000	$ 565,994	$ 2,061,666	$ 473,159	$ 2,154,985	$ 1,370,326	$ 1,473,675	$ 998,694
22U	Guideways - Discretionary	$ 39,299,522	3.51%	Programming	$ 34,923,628	$ 4,379,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 1,380,778	$ 848,735	$ 150,745	$ 160,001	$ 123,194	$ 66,417	$ 14,468	$ 17,217	$ -	$ -	$ -	$ -	$ -
				Total	$ 36,304,406	$ 5,227,735	$ 150,745	$ 160,001	$ 123,194	$ 66,417	$ 14,468	$ 17,217	$ -	$ -	$ -	$ -	$ -
	Total Guideways	$ 393,334,012	18.28%	Programming	$ 302,261,709	$ 4,379,000	$ 5,646,959	$ 2,119,340	$ 3,750,718	$ 5,513,436	$ 7,422,089	$ 97,047,380	$ 11,411,159	$ 4,626,841	$ 6,955,000	$ 9,126,091	$ 1,981,075
				Finance Costs	$ 71,889,665	$ 848,735	$ 150,745	$ 160,001	$ 123,194	$ 66,417	$ 14,468	$ 17,217	$ 506,002	$ 2,318,920	$ 3,113,448	$ 6,230,331	$ 5,909,763
				Total	$ 374,151,374	$ 5,227,735	$ 5,797,704	$ 2,279,342	$ 3,873,912	$ 5,579,854	$ 7,436,557	$ 97,064,597	$ 11,917,161	$ 6,945,761	$ 10,068,448	$ 15,356,422	$ 7,890,838
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	$ 1,165,291,574	9.48%	Programming	$ 1,011,098,001	$ 4,379,000	$ 43,200,404	$ 10,336,294	$ 12,983,748	$ 15,089,082	$ 16,468,688	$ 144,333,831	$ 50,065,800	$ 12,472,161	$ 13,780,256	$ 12,382,916	$ 15,654,463
				Finance Costs	$ 110,500,176	$ 848,735	$ 150,745	$ 160,001	$ 123,194	$ 114,995	$ 36,330	$ 293,845	$ 1,871,328	$ 3,825,322	$ 4,370,498	$ 8,478,494	$ 8,032,733
				Total	$ 1,121,598,177	$ 5,227,735	$ 43,351,149	$ 10,496,295	$ 13,106,942	$ 15,204,077	$ 16,505,018	$ 144,627,676	$ 51,937,128	$ 16,297,483	$ 18,150,755	$ 20,861,410	$ 23,687,197
TOTAL TRANSIT		$ 1,944,608,047	15.62%	Programming	$ 1,588,393,825	$ 5,679,000	$ 140,238,447	$ 43,272,906	$ 37,424,529	$ 74,629,555	$ 45,283,739	$ 206,810,300	$ 107,583,761	$ 71,158,821	$ 33,307,423	$ 47,746,447	$ 26,791,596
				Finance Costs	$ 303,737,623	$ 848,735	$ 150,745	$ 834,305	$ 703,079	$ 788,118	$ 576,665	$ 4,959,451	$ 9,964,903	$ 10,898,981	$ 9,964,671	$ 18,323,833	$ 18,666,507
				Total	$ 1,892,131,448	$ 6,527,735	$ 140,389,191	$ 44,107,210	$ 38,127,608	$ 75,417,673	$ 45,860,404	$ 211,769,751	$ 117,548,663	$ 82,057,802	$ 43,272,094	$ 66,070,280	$ 45,458,103
PARATRANSIT																	
23	Paratransit	$ 258,930,998	37.80%	Programming	$ 160,545,600	$ -	$ 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
				Finance Costs	$ 97,864,580	$ -	$ -	$ -	$ -	$ 132,020	$ 241,713	$ 1,054,261	$ 1,915,013	$ 1,975,703	$ 1,820,503	$ 3,594,319	$ 3,904,705
				Total	$ 258,410,180	$ -	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,802,020	$ 9,911,713	$ 10,724,261	$ 11,585,013	$ 11,645,703	$ 11,490,503	$ 13,264,319	$ 13,574,705
TOTAL PARATRANSIT		$ 258,930,998	37.80%	Programming	$ 160,545,600	$ -	$ 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
				Finance Costs	$ 97,864,580	$ -	$ -	$ -	$ -	$ 132,020	$ 241,713	$ 1,054,261	$ 1,915,013	$ 1,975,703	$ 1,820,503	$ 3,594,319	$ 3,904,705
				Total	$ 258,410,180	$ -	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,802,020	$ 9,911,713	$ 10,724,261	$ 11,585,013	$ 11,645,703	$ 11,490,503	$ 13,264,319	$ 13,574,705
STREETS AND TRAFFIC SAFETY																	
24	Golden Gate Bridge South Access (Doyle Drive)	$ 101,571,744	45.00%	Programming	$ 55,881,085	$ 2,832,840	$ 1,977,839	$ -	$ 1,062,563	$ 3,003,835	$ 6,000,000	$ 1,504,008	$ 25,665,487	$ 5,397,165	$ 8,437,348	$ -	$ -
				Finance Costs	$ 45,711,300	$ -	$ 74,676	$ -	$ -	$ -	$ -	$ 65,355	$ 905,351	$ 1,718,001	$ 1,554,925	$ 2,811,538	$ 2,784,730
				Total	$ 101,592,385	$ 2,832,840	$ 2,052,515	$ -	$ 1,062,563	$ 3,003,835	$ 6,000,000	$ 1,569,363	$ 26,570,838	$ 7,115,166	$ 9,992,273	$ 2,811,538	$ 2,784,730
25	Bernal Heights Street System Upgrading	$ 2,552,000	0.00%	Programming	$ 2,552,000	$ -	$ 1,854,000	$ -	$ -	$ -	$ 698,000	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,552,000	$ -	$ 1,854,000	$ -	$ -	$ -	$ 698,000	$ -	$ -	$ -	$ -	$ -	$ -
26	Great Highway Erosion Repair	$ 2,603,417	49.03%	Programming	$ 1,330,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,330,000	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 1,276,482	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,598	$ 66,009	$ 56,223	$ 43,964	$ 74,932	$ 71,426
				Total	$ 2,606,482	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,374,598	$ 66,009	$ 56,223	$ 43,964	$ 74,932	$ 71,426
27	Visitacion Valley Watershed Area projects (San Francisco share)	$ 19,237,073	13.06%	Programming	$ 16,698,768	$ -	$ -	$ 50,000	$ 100,000	$ -	$ 45,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 2,000,000	$ -	$ 470,250
				Finance Costs	$ 2,512,808	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 60,032	$ 74,955	$ 77,286
				Total	$ 19,211,576	$ -	$ -	$ 50,000	$ 100,000	$ -	$ 45,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 2,060,032	$ 74,955	$ 547,536
28	Illinois Street Bridge	$ 2,000,000	0.00%	Programming	$ 2,000,000	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,000,000	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Golden Gate Park/SR1 Traffic Study	$ 256,494	0.00%	Programming	$ 251,013	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,700
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 251,013	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,700
30	Other Upgrades to Major Arterials	$ 4,559,186	6.72%	Programming	$ 4,019,481	$ -	$ -	$ 73,000	$ -	$ -	$ 186,692	$ -	$ -	$ 500,000	$ 1,000,000	$ -	$ -
				Finance Costs	$ 306,599	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,513	$ 59,136	$ 52,051
				Total	$ 4,326,080	$ -	$ -	$ 73,000	$ -	$ -	$ 186,692	$ -	$ -	$ 500,000	$ 1,015,513	$ 59,136	$ 52,051
	Total New and Upgraded Streets	$ 31,208,170	13.12%	Programming	$ 26,851,262	$ -	$ 3,854,000	$ 123,000	$ 100,000	$ -	$ 929,692	$ 2,330,000	$ 1,000,000	$ 1,500,000	$ 3,000,000	$ -	$ 480,950
				Finance Costs	$ 4,095,890	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,598	$ 66,009	$ 56,223	$ 119,510	$ 209,023	$ 200,763
				Total	$ 30,947,152	$ -	$ 3,854,000	$ 123,000	$ 100,000	$ -	$ 929,692	$ 2,374,598	$ 1,066,009	$ 1,556,223	$ 3,119,510	$ 209,023	$ 681,713
31	New Signals and Signs	$ 46,297,222	7.91%	Programming	$ 41,373,387	$ -	$ 817,843	$ 599,021	$ 1,752,000	$ 1,641,718	$ 1,831,616	$ 656,404	$ 1,725,000	$ 780,000	$ 2,200,000	$ 2,025,000	$ 1,000,000
				Finance Costs	$ 3,664,300	$ -	$ -	$ -	$ -	$ -	$ -	$ 24,561	$ 55,357	$ 71,037	$ 79,096	$ 227,173	$ 261,340
				Total	$ 45,037,687	$ -	$ 817,843	$ 599,021	$ 1,752,000	$ 1,641,718	$ 1,831,616	$ 680,965	$ 1,780,357	$ 851,037	$ 2,279,096	$ 2,252,173	$ 1,261,340
32	Advanced Technology and Information Systems (SFgo)	$ 22,186,757	8.65%	Programming	$ 19,631,323	$ -	$ 35,903	$ 903,017	$ 1,135,000	$ 195,000	$ 463,300	$ 1,470,850	$ -	$ 1,503,850	$ -	$ -	$ 531,925
				Finance Costs	$ 1,918,150	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,084	$ 30,647	$ 30,475	$ 64,529	$ 46,647
				Total	$ 21,549,473	$ -	$ 35,903	$ 903,017	$ 1,135,000	$ 195,000	$ 463,300	$ 1,470,850	$ 12,084	$ 1,534,497	$ 30,475	$ 64,529	$ 578,572

2009 Prop K Strategic Plan (12.14.10 Board Approval)

Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
33	Signals and Signs	$ 112,729,246	5.83%	Programming	$ 102,552,674	$ -	$ 2,393,676	$ 8,887,685	$ 274,956	$ 7,754,339	$ 597,500	$ 750,000	$ 370,000	$ 3,270,000	$ 370,000	$ 4,920,000	$ 2,000,000
				Finance Costs	$ 6,569,803	$ -	$ -	$ -	$ 5,527	$ 161,447	$ 69,761	$ 234,621	$ 229,943	$ 179,950	$ 122,499	$ 231,303	$ 293,930
				Total	$ 109,122,476	$ -	$ 2,393,676	$ 8,887,685	$ 280,483	$ 7,915,785	$ 667,261	$ 984,621	$ 599,943	$ 3,449,950	$ 492,499	$ 5,151,303	$ 2,293,930
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 151,716,380	38.05%	Programming	$ 93,889,458	$ -	$ 10,946,606	$ 12,630,000	$ 3,250,000	$ 13,920,000	$ 2,880,000	$ 2,970,000	$ 3,000,000	$ 3,100,000	$ 3,200,000	$ 3,300,000	$ 3,402,062
				Finance Costs	$ 57,728,815	$ -	$ -	$ 85,404	$ 201,080	$ 486,472	$ 290,665	$ 1,176,961	$ 1,798,888	$ 1,614,121	$ 1,330,375	$ 2,394,020	$ 2,409,772
				Total	$ 151,618,273	$ -	$ 10,946,606	$ 12,715,404	$ 3,451,080	$ 14,406,472	$ 3,170,665	$ 4,146,961	$ 4,798,888	$ 4,714,121	$ 4,530,375	$ 5,694,020	$ 5,811,834
35	Street Repair and Cleaning Equipment	$ 29,240,350	4.11%	Programming	$ 26,697,704	$ -	$ 1,033,625	$ 535,166	$ 664,504	$ 642,000	$ 670,000	$ 699,000	$ 729,000	$ 761,000	$ 794,000	$ 828,000	$ 701,034
				Finance Costs	$ 1,201,075	$ -	$ 146	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,852	$ 11,824	$ 33,687	$ 39,830
				Total	$ 27,898,779	$ -	$ 1,033,771	$ 535,166	$ 664,504	$ 642,000	$ 670,000	$ 699,000	$ 729,000	$ 766,852	$ 805,824	$ 861,687	$ 740,864
36	Embarcadero Roadway Incremental Operations & Maintenance	$ 2,121,184	0.00%	Programming	$ 2,149,645	$ -	$ 500,000	$ 477,000	$ 436,998	$ 394,000	$ 341,647	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,149,645	$ -	$ 500,000	$ 477,000	$ 436,998	$ 394,000	$ 341,647	$ -	$ -	$ -	$ -	$ -	$ -
37	Pedestrian and Bicycle Facility Maintenance	$ 22,315,004	11.20%	Programming	$ 19,370,814	$ -	$ 693,127	$ 495,880	$ 540,800	$ 626,300	$ 539,120	$ 649,780	$ 620,000	$ 638,000	$ 656,000	$ 675,000	$ 535,000
				Finance Costs	$ 2,498,183	$ -	$ -	$ -	$ -	$ -	$ 3,346	$ 22,939	$ 43,594	$ 49,944	$ 49,438	$ 103,147	$ 85,663
				Total	$ 21,868,997	$ -	$ 693,127	$ 495,880	$ 540,800	$ 626,300	$ 542,466	$ 672,719	$ 663,594	$ 687,944	$ 705,438	$ 778,147	$ 620,663
38	Traffic Calming	$ 77,974,268	0.00%	Programming	$ 75,415,811	$ -	$ 1,050,380	$ 1,450,483	$ 1,367,315	$ 1,738,170	$ 240,900	$ 2,631,450	$ 3,004,500	$ 2,302,000	$ 2,067,000	$ 2,429,880	$ 1,869,424
				Finance Costs	$ 2,086	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 75,417,897	$ -	$ 1,050,380	$ 1,450,483	$ 1,367,315	$ 1,738,170	$ 240,900	$ 2,631,450	$ 3,004,500	$ 2,302,000	$ 2,067,000	$ 2,429,880	$ 1,869,424
39	Bicycle Circulation/Safety	$ 35,396,214	0.18%	Programming	$ 34,552,965	$ -	$ 619,669	$ 477,917	$ 713,340	$ 572,562	$ 713,736	$ 765,000	$ 1,440,000	$ 1,286,000	$ 1,086,000	$ 850,000	$ 848,620
				Finance Costs	$ 63,759	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,833	$ 42,548	$ 7,378
				Total	$ 34,616,725	$ -	$ 619,669	$ 477,917	$ 713,340	$ 572,562	$ 713,736	$ 765,000	$ 1,440,000	$ 1,286,000	$ 1,099,833	$ 892,548	$ 855,999
40	Pedestrian Circulation/Safety	$ 30,522,822	8.40%	Programming	$ 27,000,086	$ -	$ 364,656	$ 401,508	$ 600,260	$ 222,258	$ 1,097,850	$ 833,000	$ 1,088,000	$ 1,716,000	$ 809,000	$ 1,105,000	$ 731,781
				Finance Costs	$ 2,564,932	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,211	$ 33,350	$ 91,526	$ 88,244
				Total	$ 29,565,017	$ -	$ 364,656	$ 401,508	$ 600,260	$ 222,258	$ 1,097,850	$ 833,000	$ 1,088,000	$ 1,722,211	$ 842,350	$ 1,196,526	$ 820,025
41	Curb Ramps	$ 30,266,328	0.02%	Programming	$ 29,554,985	$ -	$ 871,446	$ 617,000	$ 644,000	$ 672,000	$ 701,000	$ 731,000	$ 763,000	$ 796,000	$ 831,000	$ 867,000	$ 725,632
				Finance Costs	$ 6,928	$ -	$ 1,908	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,549
				Total	$ 29,561,913	$ -	$ 873,354	$ 617,000	$ 644,000	$ 672,000	$ 701,000	$ 731,000	$ 763,000	$ 796,000	$ 831,000	$ 867,000	$ 729,181
42	Tree Planting and Maintenance	$ 42,065,066	5.94%	Programming	$ 38,991,009	$ -	$ 1,231,400	$ 857,000	$ 893,999	$ 929,155	$ 975,463	$ 1,016,000	$ 1,060,000	$ 1,106,000	$ 1,154,000	$ 1,204,429	$ 1,000,000
				Finance Costs	$ 2,497,058	$ -	$ 3,385	$ 283	$ 43	$ -	$ -	$ 7,448	$ 18,431	$ 31,328	$ 37,546	$ 88,533	$ 90,568
				Total	$ 41,488,067	$ -	$ 1,234,785	$ 857,283	$ 894,042	$ 929,155	$ 975,463	$ 1,023,448	$ 1,078,431	$ 1,137,328	$ 1,191,546	$ 1,292,962	$ 1,090,568
TOTAL STREETS AND TRAFFIC SAFETY		$ 735,610,754	17.47%	Programming	$ 593,912,208	$ 2,832,840	$ 26,390,170	$ 28,454,678	$ 13,435,735	$ 32,311,336	$ 17,981,824	$ 17,006,492	$ 40,464,987	$ 24,156,015	$ 24,604,348	$ 18,204,309	$ 13,826,428
				Finance Costs	$ 128,522,277	$ -	$ 80,114	$ 85,687	$ 206,649	$ 647,919	$ 363,772	$ 1,576,484	$ 3,129,657	$ 3,763,313	$ 3,382,870	$ 6,297,026	$ 6,312,414
				Total	$ 722,434,485	$ 2,832,840	$ 26,470,285	$ 28,540,365	$ 13,642,384	$ 32,959,254	$ 18,345,596	$ 18,582,976	$ 43,594,644	$ 27,919,328	$ 27,987,218	$ 24,501,335	$ 20,138,843
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																	
43	Transportation Demand Management/Parking Management	$ 14,876,670	9.53%	Programming	$ 13,099,381	$ -	$ 443,000	$ 310,318	$ 379,983	$ 129,814	$ 264,874	$ 778,100	$ 338,100	$ 298,100	$ 563,100	$ 270,100	$ 400,000
				Finance Costs	$ 1,417,625	$ -	$ 1,469	$ -	$ 406	$ -	$ -	$ -	$ -	$ 15,704	$ 12,855	$ 37,819	$ 42,025
				Total	$ 14,517,006	$ -	$ 444,469	$ 310,318	$ 380,388	$ 129,814	$ 264,874	$ 778,100	$ 338,100	$ 313,804	$ 575,955	$ 307,919	$ 442,025
44	Transportation/Land Use Coordination	$ 22,571,499	10.83%	Programming	$ 19,528,558	$ -	$ 37,990	$ 230,000	$ 243,000	$ 303,535	$ 964,980	$ 272,885	$ 581,096	$ 1,545,556	$ 576,276	$ 1,726,276	$ 500,000
				Finance Costs	$ 2,445,052	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,929	$ 63,396	$ 108,978
				Total	$ 21,973,610	$ -	$ 37,990	$ 230,000	$ 243,000	$ 303,535	$ 964,980	$ 272,885	$ 581,096	$ 1,545,556	$ 586,205	$ 1,789,672	$ 608,978
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		$ 37,448,168	10.31%	Programming	$ 32,627,938	$ -	$ 480,990	$ 540,318	$ 622,983	$ 433,349	$ 1,229,854	$ 1,050,985	$ 919,196	$ 1,843,656	$ 1,139,376	$ 1,996,376	$ 900,000
				Finance Costs	$ 3,862,677	$ -	$ 1,469	$ -	$ 406	$ -	$ -	$ -	$ -	$ 15,704	$ 22,784	$ 101,215	$ 151,003
				Total	$ 36,490,616	$ -	$ 482,458	$ 540,318	$ 623,388	$ 433,349	$ 1,229,854	$ 1,050,985	$ 919,196	$ 1,859,360	$ 1,162,160	$ 2,097,591	$ 1,051,003
TOTAL STRATEGIC PLAN		$ 2,976,597,968	17.94%	Programming	$ 2,375,479,571	$ 8,511,840	$ 176,779,607	$ 81,937,902	$ 61,153,247	$ 117,044,240	$ 74,165,417	$ 234,537,777	$ 158,637,944	$ 106,828,492	$ 68,721,147	$ 77,617,132	$ 51,188,024
				Finance Costs	$ 533,987,157	$ 848,735	$ 232,328	$ 919,992	$ 910,134	$ 1,568,056	$ 1,182,150	$ 7,590,196	$ 15,009,572	$ 16,653,701	$ 15,190,827	$ 28,316,393	$ 29,034,629
				Total	$ 2,909,466,728	$ 9,360,575	$ 177,011,934	$ 82,857,894	$ 62,063,380	$ 118,612,296	$ 75,347,567	$ 242,127,973	$ 173,647,516	$ 123,482,193	$ 83,911,975	$ 105,933,525	$ 80,222,653

2009 Prop K Strategic Plan (12.14.10 Board Approval)

Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																				
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	$ 1,254,000	$ 1,310,430	$ 1,369,399	$ 1,431,022	$ 1,495,418	$ 1,562,712	$ 1,633,034	$ 1,706,521	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,050,553	$ 2,849,049	$ 2,796,743	$ 2,676,579	$ 2,816,064	$ 2,752,325	$ 2,668,238	$ 2,708,392	$ 2,573,951	$ 2,401,744	$ 2,200,234	$ 1,983,204	$ 1,749,290	$ 1,431,608	$ 1,093,356	$ 720,480	$ 309,509	$ -	$ -
		$ 3,304,553	$ 4,159,479	$ 4,166,142	$ 4,107,601	$ 4,311,482	$ 4,315,037	$ 4,301,272	$ 4,414,913	$ 2,573,951	$ 2,401,744	$ 2,200,234	$ 1,983,204	$ 1,749,290	$ 1,431,608	$ 1,093,356	$ 720,480	$ 309,509	$ -	$ -
2	3rd Street Light Rail (LRT)(Phase 1)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3	Central Subway (3rd St. LRT Phase 2)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
4	Geary Light Rail	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,461,173
		$ 6,725,606	$ 7,992,403	$ 7,674,048	$ 7,166,079	$ 7,333,571	$ 6,945,815	$ 6,494,944	$ 6,321,245	$ 5,851,701	$ 5,419,251	$ 4,916,028	$ 4,372,250	$ 3,782,934	$ 3,003,862	$ 2,173,335	$ 1,255,700	$ 235,696	$ -	$ 106,602
		$ 6,725,606	$ 7,992,403	$ 7,674,048	$ 7,166,079	$ 7,333,571	$ 6,945,815	$ 6,494,944	$ 6,321,245	$ 5,851,701	$ 5,419,251	$ 4,916,028	$ 4,372,250	$ 3,782,934	$ 3,003,862	$ 2,173,335	$ 1,255,700	$ 235,696	$ -	$ 30,567,776
6	Electrification	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 605,788	$ 656,714	$ 1,094,606	$ 1,148,146	$ 1,203,061	$ 1,260,588	$ 1,320,869	$ 1,418,917	$ 1,508,980	$ 1,591,459	$ 1,548,535
		$ 278,084	$ 302,962	$ 260,921	$ 211,369	$ 177,836	$ 125,694	$ 69,828	$ 11,511	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,017
		$ 278,084	$ 302,962	$ 260,921	$ 211,369	$ 177,836	$ 125,694	$ 69,828	$ 11,511	$ 605,788	$ 656,714	$ 1,094,606	$ 1,148,146	$ 1,203,061	$ 1,260,588	$ 1,320,869	$ 1,418,917	$ 1,508,980	$ 1,591,459	$ 1,549,552
7	Caltrain Capital Improvement Program	$ 853,856	$ 870,933	$ 888,352	$ 906,119	$ 924,241	$ 942,726	$ 961,580	$ 435,423	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 313,703	$ 416,783	$ 446,187	$ 464,036	$ 529,382	$ 560,113	$ 587,393	$ 607,057	$ 571,406	$ 540,313	$ 503,440	$ 464,040	$ 422,138	$ 361,521	$ 297,154	$ 226,565	$ 150,264	$ 67,798	$ -
		$ 1,167,558	$ 1,287,716	$ 1,334,538	$ 1,370,154	$ 1,453,624	$ 1,502,839	$ 1,548,973	$ 1,042,480	$ 571,406	$ 540,313	$ 503,440	$ 464,040	$ 422,138	$ 361,521	$ 297,154	$ 226,565	$ 150,264	$ 67,798	$ -
8	BART Station Access, Safety and Capacity	$ 210,000	$ 220,500	$ 231,525	$ 243,101	$ 255,256	$ 268,019	$ 281,420	$ 295,491	$ 310,266	$ 325,779	$ 175,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 159,248	$ 196,525	$ 196,629	$ 192,079	$ 206,661	$ 206,982	$ 206,109	$ 215,490	$ 216,609	$ 220,835	$ 218,911	$ 205,667	$ 185,623	$ 157,183	$ 126,958	$ 93,760	$ 57,663	$ 17,420	$ -
		$ 369,248	$ 417,025	$ 428,154	$ 435,181	$ 461,917	$ 475,001	$ 487,529	$ 510,981	$ 526,874	$ 546,614	$ 393,911	$ 205,667	$ 185,623	$ 157,183	$ 126,958	$ 93,760	$ 57,663	$ 17,420	$ -
9	Ferry	$ -	$ -	$ -	$ -	$ -	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,227	$ -	$ -
		$ 73,806	$ 83,092	$ 74,750	$ 64,383	$ 59,429	$ 133,980	$ 125,828	$ 123,108	$ 114,703	$ 107,098	$ 98,195	$ 88,609	$ 78,283	$ 64,222	$ 49,253	$ 32,755	$ 22,732	$ 11,636	$ -
		$ 73,806	$ 83,092	$ 74,750	$ 64,383	$ 59,429	$ 1,333,980	$ 125,828	$ 123,108	$ 114,703	$ 107,098	$ 98,195	$ 88,609	$ 78,283	$ 64,222	$ 49,253	$ 32,755	$ 272,959	$ 11,636	$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	$ 203,162	$ 213,896	$ 225,127	$ 236,878	$ 249,173	$ 262,035	$ 275,491	$ 289,568	$ 304,292	$ 319,695	$ 335,805	$ 352,655	$ 370,278	$ 388,710	$ 407,986	$ 450,000	$ 200,000	$ -	$ -
		$ 61,787	$ 75,403	$ 74,590	$ 71,970	$ 76,449	$ 75,579	$ 74,246	$ 76,537	$ 75,822	$ 76,130	$ 76,176	$ 76,510	$ 77,337	$ 75,628	$ 73,987	$ 73,150	$ 55,216	$ 22,378	$ -
		$ 264,949	$ 289,298	$ 299,717	$ 308,848	$ 325,621	$ 337,614	$ 349,737	$ 366,105	$ 380,114	$ 395,825	$ 411,981	$ 429,165	$ 447,615	$ 464,338	$ 481,973	$ 523,150	$ 255,216	$ 22,378	$ -
11	F-Line Extension to Fort Mason	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 229,324	$ 240,739	$ 252,676	$ 272,564	$ 290,788	$ 308,037	$ 94,609
		$ 84,461	$ 97,518	$ 90,527	$ 81,188	$ 79,098	$ 70,485	$ 60,964	$ 53,482	$ 42,800	$ 31,724	$ 19,327	$ 5,616	$ 5,760	$ 5,734	$ 5,744	$ 5,810	$ 6,002	$ 6,789	$ -
		$ 84,461	$ 97,518	$ 90,527	$ 81,188	$ 79,098	$ 70,485	$ 60,964	$ 53,482	$ 42,800	$ 31,724	$ 19,327	$ 5,616	$ 235,085	$ 246,473	$ 258,420	$ 278,374	$ 296,790	$ 314,827	$ 94,609
12	Purchase/Rehabilitation Historic Street Cars	$ 51,598	$ 53,460	$ 55,407	$ 57,445	$ 59,577	$ 61,807	$ 64,141	$ 66,581	$ 69,135	$ 71,806	$ 74,599	$ 77,521	$ 80,577	$ 83,773	$ 87,115	$ 92,684	$ 97,787	$ 102,616	$ 83,962
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 51,598	$ 53,460	$ 55,407	$ 57,445	$ 59,577	$ 61,807	$ 64,141	$ 66,581	$ 69,135	$ 71,806	$ 74,599	$ 77,521	$ 80,577	$ 83,773	$ 87,115	$ 92,684	$ 97,787	$ 102,616	$ 83,962
13	Balboa Park BART/MTA-MUNI Station Access	$ -	$ -	$ -	$ 285,204	$ 300,006	$ 315,492	$ 331,692	$ 348,638	$ 366,366	$ 384,908	$ 404,304	$ 424,590	$ 445,807	$ 467,996	$ 491,203	$ 529,864	$ 565,291	$ 598,824	$ 333,520
		$ 31,778	$ 20,163	$ 175	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 31,778	$ 20,163	$ 175	$ 285,204	$ 300,006	$ 315,492	$ 331,692	$ 348,638	$ 366,366	$ 384,908	$ 404,304	$ 424,590	$ 445,807	$ 467,996	$ 491,203	$ 529,864	$ 565,291	$ 598,824	$ 333,520
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	$ 1,497,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 265,507
		$ 149,163	$ 231,457	$ 223,268	$ 209,598	$ 215,819	$ 205,877	$ 194,152	$ 190,900	$ 178,944	$ 168,343	$ 155,844	$ 142,442	$ 128,106	$ 107,923	$ 86,468	$ 62,886	$ 37,184	$ 8,174	$ -
		$ 1,646,413	$ 231,457	$ 223,268	$ 209,598	$ 215,819	$ 205,877	$ 194,152	$ 190,900	$ 178,944	$ 168,343	$ 155,844	$ 142,442	$ 128,106	$ 107,923	$ 86,468	$ 62,886	$ 37,184	$ 8,174	$ 265,507
15	Purchase Additional Light Rail Vehicles	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 137,132	$ 163,221	$ 157,002	$ 146,914	$ 150,711	$ 143,145	$ 134,303	$ 131,244	$ 122,105	$ 113,801	$ 104,094	$ 93,633	$ 82,347	$ 67,090	$ 50,841	$ 32,922	$ 13,145	$ -	$ -
		$ 137,132	$ 163,221	$ 157,002	$ 146,914	$ 150,711	$ 143,145	$ 134,303	$ 131,244	$ 122,105	$ 113,801	$ 104,094	$ 93,633	$ 82,347	$ 67,090	$ 50,841	$ 32,922	$ 13,145	$ -	$ -
16	Other Transit Enhancements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ 547,653	$ 575,021	$ 603,644	$ 633,578	$ 683,452	$ 729,152	$ 772,409	$ 418,309
		$ 184,564	$ 208,303	$ 187,990	$ 162,606	$ 150,983	$ 125,866	$ 98,571	$ 73,305	$ 41,914	$ 8,217	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 184,564	$ 208,303	$ 187,990	$ 162,606	$ 150,983	$ 125,866	$ 98,571	$ 73,305	$ 41,914	$ 8,217	$ 400,000	$ 547,653	$ 575,021	$ 603,644	$ 633,578	$ 683,452	$ 729,152	$ 772,409	$ 418,309
	Total Transit Enhancements (10-16)	$ 1,752,010	$ 267,355	$ 280,534	$ 579,527	$ 608,756	$ 639,334	$ 671,323	$ 704,788	$ 739,793	$ 776,409	$ 1,214,708	$ 1,402,418	$ 1,701,007	$ 1,784,862	$ 1,872,559	$ 2,028,564	$ 1,883,018	$ 1,781,887	$ 1,195,907
		$ 648,885	$ 796,065	$ 733,553	$ 672,276	$ 673,059	$ 620,952	$ 562,236	$ 525,467	$ 461,585	$ 398,215	$ 355,441	$ 318,201	$ 293,550	$ 256,375	$ 217,040	$ 174,768	$ 111,547	$ 37,342	$ -
		$ 2,400,895	$ 1,063,421	$ 1,014,087	$ 1,251,804	$ 1,281,815	$ 1,260,286	$ 1,233,559	$ 1,230,254	$ 1,201,378	$ 1,174,624	$ 1,570,148	$ 1,720,619	$ 1,994,557	$ 2,041,237	$ 2,089,598	$ 2,203,332	$ 1,994,565	$ 1,819,228	$ 1,195,907

2009 Prop K Strategic Plan (12.14.10 Board Approval)

Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	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
17B	New and Renovated Vehicles - BART	$ 307,968	$ 324,848	$ 341,994	$ 359,943	$ 378,734	$ 398,405	$ 418,999	$ 440,558	$ 463,129	$ 486,760	$ 511,504	$ 537,415	$ 564,552	$ 592,980	$ 622,770	$ 672,267	$ 717,809	$ 761,144	$ 258,456
		$ 7,736	$ 8,673	$ 7,820	$ 6,698	$ 6,195	$ 5,244	$ 4,265	$ 3,480	$ 2,565	$ 1,691	$ 813	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 315,704	$ 333,521	$ 349,814	$ 366,641	$ 384,929	$ 403,649	$ 423,263	$ 444,037	$ 465,694	$ 488,452	$ 512,317	$ 537,415	$ 564,552	$ 592,980	$ 622,770	$ 672,267	$ 717,809	$ 761,144	$ 258,456
17M	New and Renovated Vehicles - MUNI	$ 29,822,786	$ 86,704	$ 14,929,612	$ 15,682,124	$ 16,453,155	$ 17,260,328	$ 18,105,354	$ 18,990,039	$ 19,916,291	$ 20,886,135	$ 21,901,731	$ 22,965,400	$ 24,079,659	$ 25,947,281	$ 27,187,341	$ 28,972,397	$ 30,670,943	$ 23,589,284	$ 8,581,209
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 69,251	$ 216,677	$ 375,285	$ 534,294	$ 710,225	$ 354,883	$ -
		$ 29,822,786	$ 86,704	$ 14,929,612	$ 15,682,124	$ 16,453,155	$ 17,260,328	$ 18,105,354	$ 18,990,039	$ 19,916,291	$ 20,886,135	$ 21,901,731	$ 22,965,400	$ 24,148,910	$ 26,163,958	$ 27,562,626	$ 29,506,691	$ 31,381,169	$ 23,944,167	$ 8,581,209
17P	New and Renovated Vehicles - PCJPB	$ 778,818	$ 813,865	$ 850,489	$ 888,761	$ 928,756	$ 970,550	$ 1,014,224	$ 1,059,864	$ 1,107,558	$ 1,157,398	$ 1,209,481	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 136,858	$ 185,223	$ 202,147	$ 214,351	$ 249,538	$ 269,678	$ 289,076	$ 324,761	$ 350,236	$ 382,610	$ 416,437	$ 423,805	$ 377,451	$ 313,447	$ 245,348	$ 170,383	$ 88,183	$ -	$ -
		$ 915,677	$ 999,088	$ 1,052,636	$ 1,103,112	$ 1,178,294	$ 1,240,228	$ 1,303,300	$ 1,384,625	$ 1,457,795	$ 1,540,009	$ 1,625,918	$ 1,223,805	$ 377,451	$ 313,447	$ 245,348	$ 170,383	$ 88,183	$ -	$ -
17U	New and Renovated Vehicles - Discretionary	$ -	$ 1,734,955	$ 1,795,223	$ 1,858,282	$ 1,924,256	$ 3,986,558	$ 4,130,973	$ 4,282,045	$ 4,440,076	$ 4,605,377	$ 4,778,277	$ 4,959,119	$ 5,148,259	$ 5,346,072	$ 7,230,305	$ 7,632,577	$ 8,008,678	$ 8,370,683	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ 1,734,955	$ 1,795,223	$ 1,858,282	$ 1,924,256	$ 3,986,558	$ 4,130,973	$ 4,282,045	$ 4,440,076	$ 4,605,377	$ 4,778,277	$ 4,959,119	$ 5,148,259	$ 5,346,072	$ 7,230,305	$ 7,632,577	$ 8,008,678	$ 8,370,683	$ -
	Vehicles Subtotal	$ 30,909,573	$ 2,960,372	$ 17,917,318	$ 18,789,110	$ 19,684,900	$ 22,615,840	$ 23,669,550	$ 24,772,507	$ 25,927,053	$ 27,135,670	$ 28,400,994	$ 29,261,934	$ 29,792,471	$ 31,886,334	$ 35,040,416	$ 37,277,241	$ 39,397,430	$ 32,721,110	$ 8,839,665
		$ 144,595	$ 193,895	$ 209,967	$ 221,049	$ 255,733	$ 274,922	$ 293,341	$ 328,241	$ 352,802	$ 384,302	$ 417,250	$ 423,805	$ 446,702	$ 530,124	$ 620,633	$ 704,677	$ 798,408	$ 354,883	$ -
		$ 31,054,168	$ 3,154,267	$ 18,127,285	$ 19,010,159	$ 19,940,634	$ 22,890,762	$ 23,962,891	$ 25,100,747	$ 26,279,855	$ 27,519,972	$ 28,818,244	$ 29,685,739	$ 30,239,173	$ 32,416,458	$ 35,661,049	$ 37,981,917	$ 40,195,839	$ 33,075,994	$ 8,839,665
18	Trolleybus Wheelchair-lift Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
19	F-Line Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Vehicles	$ 30,909,573	$ 2,960,372	$ 17,917,318	$ 18,789,110	$ 19,684,900	$ 22,615,840	$ 23,669,550	$ 24,772,507	$ 25,927,053	$ 27,135,670	$ 28,400,994	$ 29,261,934	$ 29,792,471	$ 31,886,334	$ 35,040,416	$ 37,277,241	$ 39,397,430	$ 32,721,110	$ 8,839,665
		$ 144,595	$ 193,895	$ 209,967	$ 221,049	$ 255,733	$ 274,922	$ 293,341	$ 328,241	$ 352,802	$ 384,302	$ 417,250	$ 423,805	$ 446,702	$ 530,124	$ 620,633	$ 704,677	$ 798,408	$ 354,883	$ -
		$ 31,054,168	$ 3,154,267	$ 18,127,285	$ 19,010,159	$ 19,940,634	$ 22,890,762	$ 23,962,891	$ 25,100,747	$ 26,279,855	$ 27,519,972	$ 28,818,244	$ 29,685,739	$ 30,239,173	$ 32,416,458	$ 35,661,049	$ 37,981,917	$ 40,195,839	$ 33,075,994	$ 8,839,665
20B	Rehab/Upgrade Existing Facilities - BART	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 111,898	$ 139,381	$ 176,463
		$ 38,816	$ 45,333	$ 42,662	$ 38,906	$ 38,705	$ 35,424	$ 31,747	$ 29,268	$ 25,225	$ 21,157	$ 16,560	$ 11,505	$ 5,868	$ -	$ -	$ -	$ -	$ -	$ -
		$ 38,816	$ 45,333	$ 42,662	$ 38,906	$ 38,705	$ 35,424	$ 31,747	$ 29,268	$ 25,225	$ 21,157	$ 16,560	$ 11,505	$ 5,868	$ -	$ -	$ -	$ 111,898	$ 139,381	$ 176,463
20M	Rehab/Upgrade Existing Facilities - MUNI	$ -	$ 5,127,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,000,000	$ 3,135,000	$ 3,276,075	$ 3,423,498
		$ 1,511,788	$ 1,857,781	$ 2,035,026	$ 1,888,036	$ 1,917,523	$ 1,799,870	$ 1,664,879	$ 1,598,871	$ 1,455,475	$ 1,318,864	$ 1,161,700	$ 990,711	$ 803,320	$ 569,218	$ 318,990	$ 234,572	$ 138,676	$ 27,146	$ -
		$ 1,511,788	$ 6,984,781	$ 2,035,026	$ 1,888,036	$ 1,917,523	$ 1,799,870	$ 1,664,879	$ 1,598,871	$ 1,455,475	$ 1,318,864	$ 1,161,700	$ 990,711	$ 803,320	$ 569,218	$ 318,990	$ 3,234,572	$ 3,273,676	$ 3,303,221	$ 3,423,498
20P	Rehab/Upgrade Existing Facilities - PCJPB	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,708	$ 420,577	$ 453,680	$ 484,013	$ 512,725	$ 407,150
		$ 137,557	$ 158,445	$ 146,662	$ 131,060	$ 127,099	$ 112,576	$ 96,558	$ 83,669	$ 65,638	$ 46,851	$ 25,856	$ 2,612	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 137,557	$ 158,445	$ 146,662	$ 131,060	$ 127,099	$ 112,576	$ 96,558	$ 83,669	$ 65,638	$ 46,851	$ 25,856	$ 2,612	$ -	$ 400,708	$ 420,577	$ 453,680	$ 484,013	$ 512,725	$ 407,150
20U	Rehab/Upgrade Existing Facilities - Discretionary	$ -	$ 207,934	$ 215,116	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 639,429	$ 865,151	$ 913,085	$ 957,901	$ 1,001,037	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ 207,934	$ 215,116	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 639,429	$ 865,151	$ 913,085	$ 957,901	$ 1,001,037	$ -
	Facilities Subtotal	$ -	$ 5,334,934	$ 215,116	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 1,040,137	$ 1,285,729	$ 4,366,765	$ 4,688,813	$ 4,929,218	$ 4,007,111
		$ 1,688,161	$ 2,061,559	$ 2,224,350	$ 2,058,002	$ 2,083,326	$ 1,947,869	$ 1,793,184	$ 1,711,809	$ 1,546,339	$ 1,386,872	$ 1,204,115	$ 1,004,828	$ 809,188	$ 569,218	$ 318,990	$ 234,572	$ 138,676	$ 27,146	$ -
		$ 1,688,161	$ 7,396,494	$ 2,439,465	$ 2,280,632	$ 2,313,818	$ 2,425,301	$ 2,287,824	$ 2,224,450	$ 2,077,811	$ 1,938,041	$ 1,775,887	$ 1,598,148	$ 1,425,046	$ 1,609,354	$ 1,604,719	$ 4,601,337	$ 4,827,489	$ 4,956,364	$ 4,007,111
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Facilities	$ -	$ 5,334,934	$ 215,116	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 1,040,137	$ 1,285,729	$ 4,366,765	$ 4,688,813	$ 4,929,218	$ 4,007,111
		$ 1,688,161	$ 2,061,559	$ 2,224,350	$ 2,058,002	$ 2,083,326	$ 1,947,869	$ 1,793,184	$ 1,711,809	$ 1,546,339	$ 1,386,872	$ 1,204,115	$ 1,004,828	$ 809,188	$ 569,218	$ 318,990	$ 234,572	$ 138,676	$ 27,146	$ -
		$ 1,688,161	$ 7,396,494	$ 2,439,465	$ 2,280,632	$ 2,313,818	$ 2,425,301	$ 2,287,824	$ 2,224,450	$ 2,077,811	$ 1,938,041	$ 1,775,887	$ 1,598,148	$ 1,425,046	$ 1,609,354	$ 1,604,719	$ 4,601,337	$ 4,827,489	$ 4,956,364	$ 4,007,111
22B	Guideways - BART	$ 189,573	$ 199,588	$ 210,067	$ 221,031	$ 232,502	$ 244,503	$ 257,058	$ 270,191	$ 283,930	$ 298,300	$ 313,331	$ 674,549	$ -	$ 362,693	$ 380,677	$ 410,640	$ 438,095	$ 464,083	$ 888,524
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 189,573	$ 199,588	$ 210,067	$ 221,031	$ 232,502	$ 244,503	$ 257,058	$ 270,191	$ 283,930	$ 298,300	$ 313,331	$ 674,549	$ -	$ 362,693	$ 380,677	$ 410,640	$ 438,095	$ 464,083	$ 888,524
22M	Guideways - MUNI	$ 1,045,000	$ 1,092,025	$ 1,141,166	$ 1,192,519	$ 1,246,182	$ 1,302,260	$ 1,360,862	$ 1,422,101	$ 1,486,095	$ 1,552,969	$ 1,622,853	$ 1,695,881	$ 1,772,196	$ 11,977,660	$ 12,060,998	$ 12,148,086	$ 12,239,092	$ 15,334,194	$ 12,433,576
		$ 4,885,175	$ 5,701,695	$ 5,361,214	$ 4,883,452	$ 4,850,709	$ 4,430,805	$ 3,960,362	$ 3,637,777	$ 3,118,910	$ 2,594,835	$ 2,002,928	$ 1,351,264	$ 623,538	$ 471,007	$ 276,248	$ 6,022	$ -	$ -	$ -
		$ 5,930,175	$ 6,793,720	$ 6,502,380	$ 6,075,970	$ 6,096,890	$ 5,733,065	$ 5,321,224	$ 5,059,878	$ 4,605,005	$ 4,147,804	$ 3,625,782	$ 3,047,145	$ 2,395,735	$ 12,448,667	$ 12,337,246	$ 12,154,108	$ 12,239,092	$ 15,334,194	$ 12,433,576

2009 Prop K Strategic Plan (12.14.10 Board Approval)

Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	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
22P	Guideways - PCJPB	$ 836,000	$ 873,620	$ 912,933	$ 954,015	$ 996,946	$ 1,041,808	$ 1,088,689	$ 1,137,680	$ 1,188,876	$ 1,242,376	$ 620,000	$ 380,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 187,045	$ 241,471	$ 252,443	$ 257,291	$ 288,666	$ 301,378	$ 312,721	$ 340,665	$ 356,799	$ 379,053	$ 378,828	$ 347,691	$ 291,777	$ 206,921	$ 116,221	$ 15,513	$ -	$ -	$ -
		$ 1,023,045	$ 1,115,091	$ 1,165,376	$ 1,211,306	$ 1,285,612	$ 1,343,186	$ 1,401,410	$ 1,478,345	$ 1,545,675	$ 1,621,429	$ 998,828	$ 727,691	$ 291,777	$ 206,921	$ 116,221	$ 15,513	$ -	$ -	$ -
22U	Guideways - Discretionary	$ -	$ 705,717	$ 731,760	$ 759,010	$ 787,519	$ 1,555,303	$ 1,617,708	$ 1,682,990	$ 1,751,279	$ 1,822,709	$ 1,897,424	$ 1,975,569	$ 2,057,301	$ 2,142,781	$ 2,532,898	$ 2,694,284	$ 2,843,784	$ 2,986,590	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ 705,717	$ 731,760	$ 759,010	$ 787,519	$ 1,555,303	$ 1,617,708	$ 1,682,990	$ 1,751,279	$ 1,822,709	$ 1,897,424	$ 1,975,569	$ 2,057,301	$ 2,142,781	$ 2,532,898	$ 2,694,284	$ 2,843,784	$ 2,986,590	$ -
	Total Guideways	$ 2,070,573	$ 2,870,950	$ 2,995,926	$ 3,126,574	$ 3,263,148	$ 4,143,875	$ 4,324,318	$ 4,512,963	$ 4,710,180	$ 4,916,355	$ 4,453,608	$ 4,726,000	$ 3,829,498	$ 14,483,134	$ 14,974,573	$ 15,253,009	$ 15,520,972	$ 18,784,868	$ 13,322,099
		$ 5,072,220	$ 5,943,166	$ 5,613,657	$ 5,140,742	$ 5,139,375	$ 4,732,182	$ 4,273,083	$ 3,978,442	$ 3,475,709	$ 2,973,888	$ 2,381,757	$ 1,698,955	$ 915,315	$ 677,927	$ 392,470	$ 21,535	$ -	$ -	$ -
		$ 7,142,792	$ 8,814,115	$ 8,609,583	$ 8,267,316	$ 8,402,523	$ 8,876,057	$ 8,597,400	$ 8,491,405	$ 8,185,889	$ 7,890,243	$ 6,835,365	$ 6,424,955	$ 4,744,813	$ 15,161,062	$ 15,367,043	$ 15,274,544	$ 15,520,972	$ 18,784,868	$ 13,322,099
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	$ 32,980,146	$ 11,166,256	$ 21,128,360	$ 22,138,314	$ 23,178,540	$ 27,237,146	$ 28,488,507	$ 29,798,111	$ 31,168,705	$ 32,603,194	$ 33,426,373	$ 34,581,254	$ 34,237,826	$ 47,409,605	$ 51,300,718	$ 56,897,015	$ 59,607,215	$ 56,435,196	$ 26,168,876
		$ 6,904,975	$ 8,198,620	$ 8,047,973	$ 7,419,793	$ 7,478,435	$ 6,954,974	$ 6,359,608	$ 6,018,491	$ 5,374,849	$ 4,745,062	$ 4,003,122	$ 3,127,587	$ 2,171,206	$ 1,777,269	$ 1,332,093	$ 960,783	$ 937,084	$ 382,029	$ -
		$ 39,885,121	$ 19,364,876	$ 29,176,334	$ 29,558,107	$ 30,656,974	$ 34,192,120	$ 34,848,115	$ 35,816,602	$ 36,543,555	$ 37,348,256	$ 37,429,496	$ 37,708,842	$ 36,409,032	$ 49,186,874	$ 52,632,811	$ 57,857,799	$ 60,544,299	$ 56,817,225	$ 26,168,876
TOTAL TRANSIT		$ 37,050,012	$ 13,835,475	$ 23,898,170	$ 25,298,083	$ 26,462,211	$ 31,849,937	$ 32,035,865	$ 32,940,333	$ 32,824,552	$ 34,362,095	$ 35,910,687	$ 37,131,819	$ 37,141,894	$ 50,455,054	$ 54,494,146	$ 60,344,496	$ 63,249,440	$ 59,808,541	$ 59,374,491
		$ 17,154,859	$ 20,835,499	$ 20,230,804	$ 18,866,595	$ 19,274,438	$ 18,300,835	$ 17,074,183	$ 16,530,761	$ 15,164,803	$ 13,832,519	$ 12,295,371	$ 10,559,558	$ 8,683,023	$ 7,052,040	$ 5,289,188	$ 3,464,812	$ 1,824,496	$ 516,225	$ 107,620
		$ 54,204,871	$ 34,670,974	$ 44,128,974	$ 44,164,678	$ 45,736,649	$ 50,150,772	$ 49,110,049	$ 49,471,095	$ 47,989,355	$ 48,194,614	$ 48,206,058	$ 47,691,377	$ 45,824,918	$ 57,507,095	$ 59,783,334	$ 63,809,308	$ 65,073,936	$ 60,324,766	$ 59,482,110
PARATRANSIT																				
23	Paratransit	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 5,825,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,840,595	$ 5,134,097	$ 5,515,111	$ 5,743,607	$ 6,550,129	$ 6,645,984	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
		$ 13,510,595	$ 14,804,097	$ 15,185,111	$ 15,413,607	$ 16,220,129	$ 12,471,584	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
TOTAL PARATRANSIT		$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 5,825,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,840,595	$ 5,134,097	$ 5,515,111	$ 5,743,607	$ 6,550,129	$ 6,645,984	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
		$ 13,510,595	$ 14,804,097	$ 15,185,111	$ 15,413,607	$ 16,220,129	$ 12,471,584	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
STREETS AND TRAFFIC SAFETY																				
24	Golden Gate Bridge South Access (Doyle Drive)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,431,981	$ 2,907,455	$ 2,810,610	$ 2,644,992	$ 2,731,156	$ 2,613,792	$ 2,474,309	$ 2,443,855	$ 2,303,274	$ 2,181,356	$ 2,036,484	$ 1,881,863	$ 1,717,756	$ 1,478,152	$ 1,223,826	$ 945,115	$ 644,699	$ 324,864	$ 1,187
		$ 2,431,981	$ 2,907,455	$ 2,810,610	$ 2,644,992	$ 2,731,156	$ 2,613,792	$ 2,474,309	$ 2,443,855	$ 2,303,274	$ 2,181,356	$ 2,036,484	$ 1,881,863	$ 1,717,756	$ 1,478,152	$ 1,223,826	$ 945,115	$ 644,699	$ 324,864	$ 1,187
25	Bernal Heights Street System Upgrading	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
26	Great Highway Erosion Repair	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 62,381	$ 74,581	$ 72,101	$ 67,857	$ 70,072	$ 67,067	$ 63,494	$ 62,720	$ 59,121	$ 56,001	$ 52,294	$ 48,337	$ 44,138	$ 38,002	$ 31,489	$ 24,351	$ 16,661	$ 8,487	$ 176
		$ 62,381	$ 74,581	$ 72,101	$ 67,857	$ 70,072	$ 67,067	$ 63,494	$ 62,720	$ 59,121	$ 56,001	$ 52,294	$ 48,337	$ 44,138	$ 38,002	$ 31,489	$ 24,351	$ 16,661	$ 8,487	$ 176
27	Visitacion Valley Watershed Area projects (San Francisco share)	$ 491,411	$ 513,525	$ 536,633	$ 560,782	$ 586,017	$ 612,388	$ 639,945	$ 668,743	$ 698,836	$ 730,284	$ 763,147	$ 797,488	$ 833,375	$ 870,877	$ 910,067	$ 820,000	$ -	$ -	$ -
		$ 72,687	$ 93,675	$ 97,698	$ 99,211	$ 110,841	$ 115,204	$ 118,946	$ 128,884	$ 134,238	$ 141,773	$ 149,313	$ 157,995	$ 168,447	$ 174,007	$ 180,160	$ 177,451	$ 120,438	$ 59,565	$ -
		$ 564,099	$ 607,200	$ 634,331	$ 659,992	$ 696,858	$ 727,592	$ 758,892	$ 797,627	$ 833,075	$ 872,057	$ 912,460	$ 955,483	$ 1,001,823	$ 1,044,884	$ 1,090,226	$ 997,451	$ 120,438	$ 59,565	$ -
28	Illinois Street Bridge	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Golden Gate Park/SR1 Traffic Study	$ 10,963	$ 11,067	$ 11,180	$ 11,303	$ 11,437	$ 11,584	$ 11,744	$ 11,920	$ 12,114	$ 12,326	$ 12,561	$ 12,820	$ 13,107	$ 13,425	$ 13,780	$ 14,301	$ 14,843	$ 15,420	$ 14,419
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 10,963	$ 11,067	$ 11,180	$ 11,303	$ 11,437	$ 11,584	$ 11,744	$ 11,920	$ 12,114	$ 12,326	$ 12,561	$ 12,820	$ 13,107	$ 13,425	$ 13,780	$ 14,301	$ 14,843	$ 15,420	$ 14,419
30	Other Upgrades to Major Arterials	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 94,536	$ 103,367	$ 179,304	$ 188,589	$ 198,112	$ 208,088	$ 218,541	$ 235,911	$ 251,892	$ 266,429	$ 315,022
		$ 41,229	$ 43,588	$ 35,960	$ 27,234	$ 20,307	$ 10,832	$ 750	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 41,229	$ 43,588	$ 35,960	$ 27,234	$ 20,307	$ 10,832	$ 750	$ -	$ 94,536	$ 103,367	$ 179,304	$ 188,589	$ 198,112	$ 208,088	$ 218,541	$ 235,911	$ 251,892	$ 266,429	$ 315,022
	Total New and Upgraded Streets	$ 502,374	$ 524,591	$ 547,813	$ 572,084	$ 597,454	$ 623,971	$ 651,689	$ 680,663	$ 805,486	$ 845,977	$ 955,011	$ 998,897	$ 1,044,594	$ 1,092,390	$ 1,142,388	$ 1,070,212	$ 266,735	$ 281,849	$ 329,440
		$ 176,297	$ 211,844	$ 205,758	$ 194,301	$ 201,220	$ 193,103	$ 183,191	$ 191,604	$ 193,359	$ 197,774	$ 201,607	$ 206,332	$ 212,586	$ 212,009	$ 211,648	$ 201,802	$ 137,099	$ 68,052	$ 176
		$ 678,671	$ 736,436	$ 753,571	$ 766,385	$ 798,674	$ 817,074	$ 834,880	$ 872,267	$ 998,845	$ 1,043,751	$ 1,156,618	$ 1,205,229	$ 1,257,180	$ 1,304,399	$ 1,354,036	$ 1,272,015	$ 403,834	$ 349,902	$ 329,617
31	New Signals and Signs	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,089,079	$ 1,145,298	$ 1,204,112	$ 1,265,637	$ 1,329,995	$ 1,397,315	$ 1,467,729	$ 1,541,377	$ 1,618,406	$ 1,698,966	$ 1,783,217	$ 1,600,000	$ 1,500,000	$ 2,000,000	$ 1,703,654
		$ 233,466	$ 282,266	$ 272,573	$ 252,370	$ 255,305	$ 240,114	$ 222,784	$ 214,982	$ 197,194	$ 180,700	$ 161,866	$ 141,658	$ 119,802	$ 91,691	$ 61,886	$ 17,081	$ -	$ -	$ -
		$ 1,233,466	$ 1,282,266	$ 1,272,573	$ 1,252,370	$ 1,344,384	$ 1,385,412	$ 1,426,896	$ 1,480,618	$ 1,527,189	$ 1,578,015	$ 1,629,595	$ 1,683,035	$ 1,738,208	$ 1,790,657	$ 1,845,103	$ 1,617,081	$ 1,500,000	$ 2,000,000	$ 1,703,654
32	Advanced Technology and Information Systems (SFgo)	$ 560,028	$ 589,434	$ 620,201	$ 705,023	$ 738,700	$ 773,931	$ 810,787	$ 849,339	$ 889,666	$ 931,846	$ 975,964	$ 1,022,106	$ 1,070,364	$ 1,120,833	$ 1,204,919	$ 529,337	$ -	$ -	$ -
		$ 42,938	$ 54,374	$ 55,947	$ 57,984	$ 68,090	$ 74,203	$ 80,129	$ 90,644	$ 98,427	$ 108,229	$ 118,542	$ 130,317	$ 144,211	$ 154,487	$ 166,794	$ 156,384	$ 104,246	$ 27,821	$ -
		$ 602,967	$ 643,809	$ 676,148	$ 763,007	$ 806,790	$ 848,135	$ 890,916	$ 939,983	$ 988,092	$ 1,040,075	$ 1,094,505	$ 1,152,423	$ 1,214,575	$ 1,275,320	$ 1,371,713	$ 685,721	$ 104,246	$ 27,821	$ -

2009 Prop K Strategic Plan (12.14.10 Board Approval)

Appendix G. Planned Allocations and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	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
33	Signals and Signs	$ 2,500,000	$ 2,845,127	$ 2,993,637	$ 3,149,014	$ 3,311,570	$ 3,481,626	$ 3,659,522	$ 3,845,611	$ 4,040,262	$ 4,243,861	$ 4,456,812	$ 4,679,535	$ 4,912,470	$ 5,156,079	$ 5,561,950	$ 5,933,860	$ 3,142,942	$ 3,050,642	$ -
		$ 237,808	$ 282,438	$ 279,318	$ 269,000	$ 285,448	$ 282,463	$ 278,024	$ 287,635	$ 286,650	$ 290,121	$ 293,295	$ 298,316	$ 306,010	$ 304,251	$ 308,427	$ 312,899	$ 322,163	$ 116,556	$ -
		$ 2,737,808	$ 3,127,565	$ 3,272,955	$ 3,418,014	$ 3,597,017	$ 3,764,089	$ 3,937,546	$ 4,133,245	$ 4,326,912	$ 4,533,982	$ 4,750,107	$ 4,977,851	$ 5,218,481	$ 5,460,330	$ 5,870,376	$ 6,246,758	$ 3,465,105	$ 3,167,197	$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 3,507,280	$ 3,615,753	$ 3,727,580	$ 3,842,866	$ 3,961,718	$ 4,084,245	$ 4,210,562	$ 4,340,786	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,223,037	$ 2,812,140	$ 2,880,756	$ 2,878,462	$ 3,165,047	$ 3,236,643	$ 3,288,122	$ 3,504,610	$ 3,435,843	$ 3,253,451	$ 3,036,766	$ 2,805,470	$ 2,559,932	$ 2,201,784	$ 1,821,613	$ 1,404,960	$ 955,728	$ 476,693	$ -
		$ 5,730,317	$ 6,427,893	$ 6,608,336	$ 6,721,328	$ 7,126,764	$ 7,320,888	$ 7,498,684	$ 7,845,396	$ 3,435,843	$ 3,253,451	$ 3,036,766	$ 2,805,470	$ 2,559,932	$ 2,201,784	$ 1,821,613	$ 1,404,960	$ 955,728	$ 476,693	$ -
35	Street Repair and Cleaning Equipment	$ 738,072	$ 776,826	$ 817,375	$ 859,799	$ 904,183	$ 950,615	$ 999,187	$ 1,049,996	$ 1,103,143	$ 1,158,733	$ 1,216,877	$ 1,277,689	$ 1,341,289	$ 1,407,803	$ 1,518,621	$ 1,620,166	$ 900,000	$ -	$ -
		$ 36,429	$ 45,867	$ 46,966	$ 46,849	$ 51,624	$ 53,207	$ 54,671	$ 59,193	$ 61,885	$ 65,842	$ 70,097	$ 75,202	$ 81,479	$ 85,675	$ 91,842	$ 98,702	$ 81,276	$ 2,929	$ -
		$ 774,501	$ 822,694	$ 864,341	$ 906,648	$ 955,807	$ 1,003,822	$ 1,053,858	$ 1,109,189	$ 1,165,028	$ 1,224,575	$ 1,286,974	$ 1,352,891	$ 1,422,768	$ 1,493,478	$ 1,610,463	$ 1,718,869	$ 981,276	$ 2,929	$ -
36	Embarcadero Roadway Incremental Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Pedestrian and Bicycle Facility Maintenance	$ 559,075	$ 584,233	$ 610,524	$ 637,997	$ 666,707	$ 696,709	$ 728,061	$ 760,823	$ 795,060	$ 830,838	$ 868,226	$ 907,296	$ 948,124	$ 990,790	$ 1,035,376	$ 1,081,967	$ -	$ -	$ -
		$ 79,138	$ 100,195	$ 102,688	$ 102,460	$ 112,463	$ 114,834	$ 116,451	$ 123,894	$ 126,671	$ 131,270	$ 135,595	$ 140,644	$ 146,886	$ 148,511	$ 150,370	$ 150,986	$ 115,965	$ 41,092	$ -
		$ 638,212	$ 684,428	$ 713,211	$ 740,457	$ 779,170	$ 811,543	$ 844,512	$ 884,718	$ 921,731	$ 962,108	$ 1,003,821	$ 1,047,940	$ 1,095,011	$ 1,139,301	$ 1,185,746	$ 1,232,953	$ 115,965	$ 41,092	$ -
38	Traffic Calming	$ 1,968,192	$ 2,071,537	$ 2,179,667	$ 2,292,798	$ 2,411,154	$ 2,534,972	$ 2,664,498	$ 2,799,990	$ 2,941,715	$ 3,089,956	$ 3,245,005	$ 3,407,170	$ 3,576,770	$ 3,754,141	$ 4,049,656	$ 4,320,444	$ 4,347,915	$ 3,608,728	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,086	$ -	$ -	$ -
		$ 1,968,192	$ 2,071,537	$ 2,179,667	$ 2,292,798	$ 2,411,154	$ 2,534,972	$ 2,664,498	$ 2,799,990	$ 2,941,715	$ 3,089,956	$ 3,245,005	$ 3,407,170	$ 3,576,770	$ 3,754,141	$ 4,049,656	$ 4,322,530	$ 4,347,915	$ 3,608,728	$ -
39	Bicycle Circulation/Safety	$ 893,456	$ 940,369	$ 989,454	$ 1,040,810	$ 1,094,537	$ 1,150,744	$ 1,209,542	$ 1,271,048	$ 1,335,384	$ 1,135,384	$ 1,523,895	$ 1,592,470	$ 1,664,131	$ 1,739,017	$ 1,817,273	$ 1,899,050	$ 1,984,508	$ 1,899,050	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 893,456	$ 940,369	$ 989,454	$ 1,040,810	$ 1,094,537	$ 1,150,744	$ 1,209,542	$ 1,271,048	$ 1,335,384	$ 1,135,384	$ 1,523,895	$ 1,592,470	$ 1,664,131	$ 1,739,017	$ 1,817,273	$ 1,899,050	$ 1,984,508	$ 1,899,050	$ -
40	Pedestrian Circulation/Safety	$ 750,000	$ 780,000	$ 800,000	$ 850,000	$ 943,840	$ 992,308	$ 1,043,011	$ 1,096,049	$ 1,151,527	$ 1,209,555	$ 1,270,249	$ 1,333,728	$ 1,400,117	$ 1,469,549	$ 1,585,227	$ 1,355,613	$ -	$ -	$ -
		$ 80,837	$ 100,686	$ 100,721	$ 97,827	$ 106,853	$ 110,684	$ 114,190	$ 123,959	$ 129,691	$ 137,903	$ 146,543	$ 156,763	$ 169,252	$ 177,311	$ 187,873	$ 232,895	$ 138,791	$ 32,821	$ -
		$ 830,837	$ 880,686	$ 900,721	$ 947,827	$ 1,050,693	$ 1,102,992	$ 1,157,201	$ 1,220,008	$ 1,281,218	$ 1,347,458	$ 1,416,792	$ 1,490,491	$ 1,569,370	$ 1,646,860	$ 1,773,100	$ 1,588,508	$ 138,791	$ 32,821	$ -
41	Curb Ramps	$ 763,969	$ 804,084	$ 846,055	$ 889,968	$ 935,909	$ 983,970	$ 1,034,246	$ 1,086,838	$ 1,141,850	$ 1,199,391	$ 1,259,574	$ 1,322,520	$ 1,388,352	$ 1,457,200	$ 1,571,906	$ 1,677,014	$ 1,776,503	$ 1,196,560	$ -
		$ 1,470	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 765,439	$ 804,084	$ 846,055	$ 889,968	$ 935,909	$ 983,970	$ 1,034,246	$ 1,086,838	$ 1,141,850	$ 1,199,391	$ 1,259,574	$ 1,322,520	$ 1,388,352	$ 1,457,200	$ 1,571,906	$ 1,677,014	$ 1,776,503	$ 1,196,560	$ -
42	Tree Planting and Maintenance	$ 1,045,000	$ 1,092,025	$ 1,141,166	$ 1,192,519	$ 1,246,182	$ 1,302,260	$ 1,360,862	$ 1,422,101	$ 1,486,095	$ 1,552,969	$ 1,622,853	$ 1,695,881	$ 1,772,196	$ 1,851,945	$ 1,935,282	$ 2,022,370	$ 2,113,377	$ 1,708,479	$ -
		$ 84,018	$ 106,610	$ 109,316	$ 108,777	$ 118,879	$ 120,736	$ 121,580	$ 128,264	$ 129,888	$ 133,120	$ 135,781	$ 138,822	$ 142,595	$ 141,415	$ 140,083	$ 135,208	$ 129,204	$ 95,197	$ -
		$ 1,129,018	$ 1,198,635	$ 1,250,482	$ 1,301,296	$ 1,365,061	$ 1,422,996	$ 1,482,442	$ 1,550,364	$ 1,615,983	$ 1,686,090	$ 1,758,634	$ 1,834,703	$ 1,914,791	$ 1,993,360	$ 2,075,365	$ 2,157,578	$ 2,242,581	$ 1,803,676	$ -
TOTAL STREETS AND TRAFFIC SAFETY		$ 14,787,446	$ 15,623,980	$ 16,273,473	$ 17,032,878	$ 17,901,032	$ 18,720,650	$ 19,576,079	$ 20,468,880	$ 17,020,183	$ 17,595,826	$ 18,862,195	$ 19,778,668	$ 20,736,813	$ 21,738,713	$ 23,205,815	$ 23,110,034	$ 16,031,980	$ 13,745,308	$ 2,033,094
		$ 5,627,419	$ 6,903,877	$ 6,864,653	$ 6,653,021	$ 7,096,084	$ 7,039,779	$ 6,933,451	$ 7,168,640	$ 6,962,884	$ 6,679,766	$ 6,336,575	$ 5,975,387	$ 5,600,510	$ 4,995,287	$ 4,364,362	$ 3,658,119	$ 2,629,171	$ 1,186,025	$ 1,364
		$ 20,414,865	$ 22,527,857	$ 23,138,126	$ 23,685,899	$ 24,997,116	$ 25,760,429	$ 26,509,530	$ 27,637,520	$ 23,983,067	$ 24,275,592	$ 25,198,770	$ 25,754,055	$ 26,337,323	$ 26,733,999	$ 27,570,176	$ 26,768,153	$ 18,661,150	$ 14,931,333	$ 2,034,458
TRANSPORTATION SYSTEMS MANAGEMEN																				
43	Transportation Demand Management/Parking Management	$ 412,000	$ 424,360	$ 437,091	$ 450,204	$ 463,710	$ 477,621	$ 491,950	$ 506,708	$ 521,909	$ 537,567	$ 553,694	$ 570,304	$ 587,413	$ 605,036	$ 623,187	$ 600,000	$ 661,139	$ -	$ -
		$ 41,723	$ 55,991	$ 60,112	$ 62,214	$ 70,263	$ 73,287	$ 75,413	$ 80,905	$ 82,900	$ 85,570	$ 87,482	$ 89,204	$ 90,910	$ 88,948	$ 86,314	$ 79,150	$ 73,756	$ 23,203	$ -
		$ 453,723	$ 480,351	$ 497,203	$ 512,417	$ 533,973	$ 550,908	$ 567,363	$ 587,613	$ 604,809	$ 623,137	$ 641,176	$ 659,508	$ 678,323	$ 693,984	$ 709,501	$ 679,150	$ 734,895	$ 23,203	$ -
44	Transportation/Land Use Coordination	$ 522,500	$ 546,013	$ 570,583	$ 596,259	$ 623,091	$ 651,130	$ 680,431	$ 711,050	$ 743,048	$ 776,485	$ 811,427	$ 847,941	$ 886,098	$ 925,972	$ 967,641	$ 1,011,185	$ 676,111	$ -	$ -
		$ 98,881	$ 122,977	$ 123,829	$ 121,432	$ 130,970	$ 131,360	$ 130,795	$ 136,549	$ 136,895	$ 138,987	$ 140,512	$ 142,473	$ 145,254	$ 143,127	$ 140,955	$ 137,128	$ 108,930	$ 31,695	$ -
		$ 621,381	$ 668,989	$ 694,412	$ 717,691	$ 754,061	$ 782,490	$ 811,226	$ 847,599	$ 879,942	$ 915,472	$ 951,938	$ 990,414	$ 1,031,352	$ 1,069,099	$ 1,108,596	$ 1,148,313	$ 785,041	$ 31,695	$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		$ 934,500	$ 970,373	$ 1,007,674	$ 1,046,463	$ 1,086,801	$ 1,128,751	$ 1,172,380	$ 1,217,758	$ 1,264,957	$ 1,314,051	$ 1,365,120	$ 1,418,245	$ 1,473,512	$ 1,531,008	$ 1,590,828	$ 1,611,185	$ 1,337,250	$ -	$ -
		$ 140,605	$ 178,968	$ 183,942	$ 183,646	$ 201,233	$ 204,648	$ 206,208	$ 217,454	$ 219,795	$ 224,557	$ 227,994	$ 231,677	$ 236,164	$ 232,075	$ 227,269	$ 216,279	$ 182,687	$ 54,899	$ -
		$ 1,075,105	$ 1,149,341	$ 1,191,616	$ 1,230,108	$ 1,288,033	$ 1,333,399	$ 1,378,588	$ 1,435,212	$ 1,484,752	$ 1,538,609	$ 1,593,114	$ 1,649,922	$ 1,709,675	$ 1,763,083	$ 1,818,097	$ 1,827,464	$ 1,519,936	$ 54,899	$ -
TOTAL STRATEGIC PLAN		$ 62,441,958	$ 40,099,827	$ 50,849,317	$ 53,047,424	$ 55,120,043	$ 57,524,938	$ 52,784,324	$ 54,626,972	$ 51,109,692	$ 53,271,972	$ 56,138,002	$ 58,328,732	$ 59,352,219	$ 73,724,775	$ 79,290,789	$ 85,065,716	$ 80,618,669	$ 73,553,849	$ 61,407,585
		$ 26,763,479	$ 33,052,442	$ 32,794,509	$ 31,446,868	$ 33,121,884	$ 32,191,246	$ 30,503,635	$ 30,127,436	$ 28,198,778	$ 26,276,066	$ 24,028,539	$ 21,539,529	$ 18,872,403	$ 16,020,153	$ 12,971,944	$ 9,718,279	$ 6,247,324	$ 2,546,947	$ 108,983
		$ 89,205,437	$ 73,152,269	$ 83,643,826	$ 84,494,292	$ 88,241,927	$ 89,716,184	$ 83,287,959	$ 84,754,408	$ 79,308,470	$ 79,548,038	$ 80,166,541	$ 79,868,261	$ 78,224,622	$ 89,744,928	$ 92,262,733	$ 94,783,995	$ 86,865,993	$ 76,100,796	$ 61,516,568

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
TRANSIT																	
1	**Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network**	$ 127,221,174	29.38%	Programming	$ 81,315,787	$ 40,000	$ 704,421	$ 501,778	$ 885,229	$ 1,908,968	$ 1,425,643	$ 2,742,211	$ 4,211,937	$ 3,324,637	$ 4,266,009	$ 12,134,584	$ 16,707,722
				Finance Costs	$ 37,376,045	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 292,043	$ 1,302,683
				Total	$ 118,691,832	$ 40,000	$ 704,421	$ 501,778	$ 885,229	$ 1,908,968	$ 1,425,643	$ 2,742,211	$ 4,211,937	$ 3,324,637	$ 4,266,009	$ 12,426,626	$ 18,010,405
2	**3rd Street Light Rail (LRT)(Phase 1)**	$ 96,852,085	0.00%	Programming	$ 96,852,085	$ 50,000	$ 15,256,611	$ 18,397,304	$ 23,236,343	$ 31,430,493	$ 2,208,823	$ 352,780	$ -	$ -	$ -	$ 5,919,731	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 96,852,085	$ 50,000	$ 15,256,611	$ 18,397,304	$ 23,236,343	$ 31,430,493	$ 2,208,823	$ 352,780	$ -	$ -	$ -	$ 5,919,731	$ -
3	**Central Subway (3rd St. LRT Phase 2)**	$ 126,000,000	0.00%	Programming	$ 126,000,000	$ -	$ -	$ -	$ -	$ 1,438,013	$ 2,260,203	$ 2,150,416	$ 49,915,257	$ 28,913,251	$ 41,322,860	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 126,000,000	$ -	$ -	$ -	$ -	$ 1,438,013	$ 2,260,203	$ 2,150,416	$ 49,915,257	$ 28,913,251	$ 41,322,860	$ -	$ -
4	**Geary Light Rail**	$ -		Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5	**Downtown Extension to a Rebuilt Transbay Terminal**	$ 304,843,478	42.21%	Programming	$ 178,034,186	$ -	$ 569,870	$ 29,000,000	$ 3,315,884	$ 12,776,914	$ 27,026,550	$ 62,301,795	$ 12,582,000	$ -	$ -	$ -	$ -
				Finance Costs	$ 128,662,508	$ -	$ -	$ 674,303	$ 534,381	$ 624,052	$ 522,294	$ 4,380,548	$ 7,271,901	$ 6,172,796	$ 4,808,560	$ 8,160,597	$ 7,742,005
				Total	$ 306,696,694	$ -	$ 569,870	$ 29,674,303	$ 3,850,265	$ 13,400,966	$ 27,548,845	$ 66,682,343	$ 19,853,901	$ 6,172,796	$ 4,808,560	$ 8,160,597	$ 7,742,005
6	**Electrification**	$ 26,290,666	10.27%	Programming	$ 23,607,663	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,265,000	$ 3,730,000	$ 930,000	$ 930,000	$ 930,000	$ 465,000
				Finance Costs	$ 2,700,684	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 192,865	$ 196,192	$ 178,858	$ 350,078	$ 343,469
				Total	$ 26,308,347	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,265,000	$ 3,922,865	$ 1,126,192	$ 1,108,858	$ 1,280,078	$ 808,469
7	**Caltrain Capital Improvement Program**	$ 25,521,183	35.46%	Programming	$ 16,270,541	$ -	$ 44,683	$ 185	$ 630,133	$ 1,735,429	$ 788,401	$ 4,006,977	$ 994,389	$ 150,000	$ 150,000	$ 150,000	$ 837,114
				Finance Costs	$ 9,049,901	$ -	$ -	$ -	$ -	$ -	$ 2,295	$ 170,389	$ 296,091	$ 244,695	$ 184,467	$ 300,647	$ 322,025
				Total	$ 25,320,442	$ -	$ 44,683	$ 185	$ 630,133	$ 1,735,429	$ 790,696	$ 4,177,366	$ 1,290,480	$ 394,695	$ 334,467	$ 450,647	$ 1,159,138
8	**BART Station Access, Safety and Capacity**	$ 11,798,738	34.72%	Programming	$ 7,402,775	$ -	$ 209,524	$ -	$ 1,643,393	$ 591,920	$ 16,925	$ 1,544,656	$ 111,000	$ 110,400	$ 85,400	$ 73,200	$ 100,000
				Finance Costs	$ 4,096,098	$ -	$ -	$ -	$ 45,504	$ 49,071	$ 15,745	$ 114,668	$ 169,323	$ 144,620	$ 112,036	$ 187,659	$ 177,117
				Total	$ 11,498,873	$ -	$ 209,524	$ -	$ 1,688,897	$ 640,991	$ 32,670	$ 1,659,324	$ 280,323	$ 255,020	$ 197,436	$ 260,859	$ 277,117
9	**Ferry**	$ 5,642,875	26.40%	Programming	$ 4,058,874	$ -	$ 8,647	$ -	$ -	$ 27,973	$ (0)	$ 487,027	$ 215,000	$ -	$ 435,000	$ 435,000	$ 500,000
				Finance Costs	$ 1,489,731	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,797	$ 27,373	$ 54,697
				Total	$ 5,548,605	$ -	$ 8,647	$ -	$ -	$ 27,973	$ (0)	$ 487,027	$ 215,000	$ -	$ 436,797	$ 462,373	$ 554,697
10	**Extension of Trolleybus Lines/Motor Coach Conversion**	$ 9,969,355	15.54%	Programming	$ 8,280,751	$ -	$ -	$ -	$ -	$ -	$ -	$ 350,000	$ 1,530,000	$ 1,116,000	$ -	$ -	$ 200,000
				Finance Costs	$ 1,549,129	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,993	$ 70,796	$ 48,925	$ 71,048	$ 69,471
				Total	$ 9,829,880	$ -	$ -	$ -	$ -	$ -	$ -	$ 350,000	$ 1,549,993	$ 1,186,796	$ 48,925	$ 71,048	$ 269,471
11	**F-Line Extension to Fort Mason**	$ 5,247,029	19.73%	Programming	$ 4,158,738	$ -	$ -	$ -	$ -	$ -	$ -	$ 125,000	$ 375,000	$ 631,800	$ 1,338,200	$ -	$ -
				Finance Costs	$ 1,035,310	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,935	$ 64,413	$ 107,286	$ 99,646
				Total	$ 5,194,048	$ -	$ -	$ -	$ -	$ -	$ -	$ 125,000	$ 375,000	$ 642,735	$ 1,402,613	$ 107,286	$ 99,646
12	**Purchase/Rehabilitation Historic Street Cars**	$ 1,469,168	0.00%	Programming	$ 1,441,609	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,019
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 1,441,609	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,019
13	**Balboa Park BART/MTA-MUNI Station Access**	$ 10,200,224	3.46%	Programming	$ 9,563,706	$ -	$ -	$ 41,000	$ -	$ -	$ 100,000	$ 1,129,800	$ 1,286,400	$ 412,800	$ -	$ -	$ -
				Finance Costs	$ 352,945	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,047	$ 69,443	$ 47,585	$ 68,222	$ 51,532
				Total	$ 9,916,651	$ -	$ -	$ 41,000	$ -	$ -	$ 100,000	$ 1,129,800	$ 1,350,447	$ 482,243	$ 47,585	$ 68,222	$ 51,532
14	**Relocation of Paul Street Caltrain Station to Oakdale Avenue**	$ 8,321,788	33.96%	Programming	$ 5,488,559	$ -	$ -	$ 50,002	$ -	$ -	$ -	$ 200,000	$ -	$ 408,000	$ 816,000	$ 868,950	$ 921,900
				Finance Costs	$ 2,826,083	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,866	$ 91,672
				Total	$ 8,314,642	$ -	$ -	$ 50,002	$ -	$ -	$ -	$ 200,000	$ -	$ 408,000	$ 816,000	$ 906,816	$ 1,013,572
15	**Purchase Additional Light Rail Vehicles**	$ 6,086,554	32.88%	Programming	$ 3,650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ 2,650,000
				Finance Costs	$ 2,001,287	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 157,636
				Total	$ 5,651,287	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000	$ 2,807,636
16	**Other Transit Enhancements**	$ 13,852,157	15.14%	Programming	$ 11,170,551	$ -	$ 12,893	$ -	$ 6,662	$ 1,854	$ 89,642	$ 1,017,083	$ 2,233,800	$ 1,888,200	$ 557,200	$ -	$ -
				Finance Costs	$ 2,097,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 79,355	$ 164,181	$ 147,530	$ 242,522	$ 221,821
				Total	$ 13,268,278	$ -	$ 12,893	$ -	$ 6,662	$ 1,854	$ 89,642	$ 1,017,083	$ 2,313,155	$ 2,052,381	$ 704,730	$ 242,522	$ 221,821
	Total Transit Enhancements (10-16)	$ 55,146,275	17.88%	Programming	$ 43,753,913	$ -	$ 12,893	$ 91,002	$ 6,662	$ 1,854	$ 189,642	$ 2,821,883	$ 5,425,200	$ 4,456,800	$ 3,211,400	$ 1,368,950	$ 3,821,919
				Finance Costs	$ 9,862,480	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 163,394	$ 315,356	$ 308,454	$ 526,943	$ 691,778
				Total	$ 53,616,393	$ -	$ 12,893	$ 91,002	$ 6,662	$ 1,854	$ 189,642	$ 2,821,883	$ 5,588,594	$ 4,772,156	$ 3,519,854	$ 1,895,893	$ 4,513,697

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
17B	New and Renovated Vehicles - BART	$ 12,992,167	1.46%	Programming	$ 12,370,236	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ 1,429,600	$ 1,083,800	$ 345,800	$ 345,800	$ -	$ -
				Finance Costs	$ 189,115	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,758	$ 32,423	$ 29,917	$ 31,411	$ 9,427
				Total	$ 12,559,351	$ -	$ 5,000	$ -	$ -	$ -	$ -	$ 1,429,600	$ 1,114,558	$ 378,223	$ 375,717	$ 31,411	$ 9,427
17M	New and Renovated Vehicles - MUNI	$ 509,236,477	0.44%	Programming	$ 496,711,679	$ -	$ 1,225,536	$ 251,829	$ 7,029,157	$ 11,790,289	$ 2,735,551	$ 14,047,603	$ 12,341,423	$ 16,806,183	$ 22,540,090	$ 4,922,456	$ 15,755,448
				Finance Costs	$ 2,260,615	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 498,972,295	$ -	$ 1,225,536	$ 251,829	$ 7,029,157	$ 11,790,289	$ 2,735,551	$ 14,047,603	$ 12,341,423	$ 16,806,183	$ 22,540,090	$ 4,922,456	$ 15,755,448
17P	New and Renovated Vehicles - PCJPB	$ 25,984,335	19.03%	Programming	$ 19,704,706	$ -	$ 2,153	$ 56,000	$ 2,770	$ 8,377	$ 733,572	$ 2,099,765	$ 1,177,023	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,045,281
				Finance Costs	$ 4,945,995	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 23,802	$ 39,836	$ 104,767	$ 138,057
				Total	$ 24,650,702	$ -	$ 2,153	$ 56,000	$ 2,770	$ 8,377	$ 733,572	$ 2,099,765	$ 1,177,023	$ 1,023,802	$ 1,039,836	$ 1,104,767	$ 1,183,338
17U	New and Renovated Vehicles - Discretionary	$ 90,945,172	0.00%	Programming	$ 80,231,714	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 80,231,714	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Vehicles Subtotal	$ 639,158,152	1.16%	Programming	$ 609,018,336	$ -	$ 1,232,689	$ 307,829	$ 7,031,926	$ 11,798,666	$ 3,469,123	$ 17,576,968	$ 14,602,246	$ 18,151,983	$ 23,885,890	$ 5,922,456	$ 16,800,729
				Finance Costs	$ 7,395,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,758	$ 56,225	$ 69,753	$ 136,178	$ 147,484
				Total	$ 616,414,061	$ -	$ 1,232,689	$ 307,829	$ 7,031,926	$ 11,798,666	$ 3,469,123	$ 17,576,968	$ 14,633,004	$ 18,208,208	$ 23,955,643	$ 6,058,635	$ 16,948,213
18	Trolleybus Wheelchair-lift Operations & Maintenance	$ 2,520,679	0.00%	Programming	$ 2,520,679	$ -	$ 607,194	$ 378,938	$ 533,000	$ 219,102	$ 142,990	$ 207,010	$ 432,445	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,520,679	$ -	$ 607,194	$ 378,938	$ 533,000	$ 219,102	$ 142,990	$ 207,010	$ 432,445	$ -	$ -	$ -	$ -
19	F-Line Operations & Maintenance	$ 5,097,240	0.00%	Programming	$ 5,168,000	$ -	$ 1,240,000	$ 1,184,000	$ 1,084,000	$ 977,000	$ 683,000	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 5,168,000	$ -	$ 1,240,000	$ 1,184,000	$ 1,084,000	$ 977,000	$ 683,000	$ -	$ -	$ -	$ -	$ -	$ -
	Total Vehicles	$ 646,776,071	1.14%	Programming	$ 616,707,015	$ -	$ 3,079,883	$ 1,870,767	$ 8,648,926	$ 12,994,768	$ 4,295,113	$ 17,783,978	$ 15,034,692	$ 18,151,983	$ 23,885,890	$ 5,922,456	$ 16,800,729
				Finance Costs	$ 7,395,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,758	$ 56,225	$ 69,753	$ 136,178	$ 147,484
				Total	$ 624,102,741	$ -	$ 3,079,883	$ 1,870,767	$ 8,648,926	$ 12,994,768	$ 4,295,113	$ 17,783,978	$ 15,065,449	$ 18,208,208	$ 23,955,643	$ 6,058,635	$ 16,948,213
20B	Rehab/Upgrade Existing Facilities - BART	$ 2,154,552	25.87%	Programming	$ 1,446,606	$ -	$ -	$ -	$ -	$ 2,600	$ -	$ 708,264	$ 68,000	$ -	$ -	$ 120,000	$ 60,000
				Finance Costs	$ 557,398	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,068	$ 31,262	$ 25,551	$ 19,046	$ 40,041	$ 41,255
				Total	$ 2,004,004	$ -	$ -	$ -	$ -	$ 2,600	$ -	$ 727,332	$ 99,262	$ 25,551	$ 19,046	$ 160,041	$ 101,255
20M	Rehab/Upgrade Existing Facilities - MUNI	$ 86,900,270	32.90%	Programming	$ 58,018,079	$ -	$ 1,147,190	$ 21,312	$ 174,116	$ 395,063	$ 698,784	$ 12,576,190	$ 15,247,823	$ 6,336,908	$ 1,833,560	$ 1,625,560	$ -
				Finance Costs	$ 28,592,866	$ -	$ -	$ -	$ -	$ -	$ -	$ 143,995	$ 1,138,529	$ 1,286,887	$ 1,062,811	$ 1,896,577	$ 1,771,622
				Total	$ 86,610,945	$ -	$ 1,147,190	$ 21,312	$ 174,116	$ 395,063	$ 698,784	$ 12,720,184	$ 16,386,352	$ 7,623,795	$ 2,896,371	$ 3,522,137	$ 1,771,622
20P	Rehab/Upgrade Existing Facilities - PCJPB	$ 8,733,631	23.64%	Programming	$ 6,282,513	$ -	$ 3,426	$ -	$ 27,299	$ 2,145,209	$ 416,725	$ 1,011,001	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 2,064,522	$ -	$ -	$ -	$ -	$ 48,577	$ 21,862	$ 113,565	$ 164,777	$ 137,739	$ 105,441	$ 175,367	$ 162,610
				Total	$ 8,347,035	$ -	$ 3,426	$ -	$ 27,299	$ 2,193,786	$ 438,587	$ 1,124,566	$ 164,777	$ 137,739	$ 105,441	$ 175,367	$ 162,610
20U	Rehab/Upgrade Existing Facilities - Discretionary	$ 10,836,884	0.00%	Programming	$ 9,601,077	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 9,601,077	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Facilities Subtotal	$ 108,625,337	28.74%	Programming	$ 75,348,276	$ -	$ 1,150,616	$ 21,312	$ 201,415	$ 2,542,872	$ 1,115,509	$ 14,295,455	$ 15,315,823	$ 6,336,908	$ 1,833,560	$ 1,745,560	$ 60,000
				Finance Costs	$ 31,214,786	$ -	$ -	$ -	$ -	$ 48,577	$ 21,862	$ 276,628	$ 1,334,568	$ 1,450,177	$ 1,187,297	$ 2,111,985	$ 1,975,486
				Total	$ 106,563,062	$ -	$ 1,150,616	$ 21,312	$ 201,415	$ 2,591,449	$ 1,137,371	$ 14,572,083	$ 16,650,392	$ 7,787,085	$ 3,020,857	$ 3,857,545	$ 2,035,486
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	$ 16,556,153	0.00%	Programming	$ 16,781,000	$ -	$ 4,000,000	$ 3,819,000	$ 3,497,000	$ 3,151,000	$ 416,520	$ 1,897,480	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 16,781,000	$ -	$ 4,000,000	$ 3,819,000	$ 3,497,000	$ 3,151,000	$ 416,520	$ 1,897,480	$ -	$ -	$ -	$ -	$ -
	Total Facilities	$ 125,181,490	24.94%	Programming	$ 92,129,276	$ -	$ 5,150,616	$ 3,840,312	$ 3,698,415	$ 5,693,872	$ 1,532,029	$ 16,192,935	$ 15,315,823	$ 6,336,908	$ 1,833,560	$ 1,745,560	$ 60,000
				Finance Costs	$ 31,214,786	$ -	$ -	$ -	$ -	$ 48,577	$ 21,862	$ 276,628	$ 1,334,568	$ 1,450,177	$ 1,187,297	$ 2,111,985	$ 1,975,486
				Total	$ 123,344,062	$ -	$ 5,150,616	$ 3,840,312	$ 3,698,415	$ 5,742,449	$ 1,553,891	$ 16,469,563	$ 16,650,392	$ 7,787,085	$ 3,020,857	$ 3,857,545	$ 2,035,486
22B	Guideways - BART	$ 7,905,076	0.00%	Programming	$ 7,764,787	$ -	$ 3,378	$ -	$ -	$ -	$ -	$ 100,000	$ 570,500	$ 570,500	$ -	$ -	$ 181,075
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 7,764,787	$ -	$ 3,378	$ -	$ -	$ -	$ -	$ 100,000	$ 570,500	$ 570,500	$ -	$ -	$ 181,075
22M	Guideways - MUNI	$ 314,622,038	20.90%	Programming	$ 237,689,977	$ -	$ 253,245	$ 953,098	$ 4,034,725	$ 994,368	$ 1,537,723	$ 14,821,434	$ 34,919,746	$ 38,139,163	$ 32,167,175	$ 14,143,584	$ 1,600,000
				Finance Costs	$ 65,763,566	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 506,002	$ 2,290,776	$ 3,043,123	$ 6,056,656	$ 5,711,069
				Total	$ 303,453,543	$ -	$ 253,245	$ 953,098	$ 4,034,725	$ 994,368	$ 1,537,723	$ 14,821,434	$ 35,425,748	$ 40,429,939	$ 35,210,297	$ 20,200,241	$ 7,311,069

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
22P	Guideways - PCJPB	$ 31,507,376	15.06%	Programming	$ 21,883,317	$ -	$ 6,013	$ 6,634	$ 461,815	$ 377,418	$ 296,070	$ 1,788,758	$ 1,910,246	$ 1,300,000	$ 1,713,421	$ 1,300,000	$ 1,050,000
				Finance Costs	$ 4,745,321	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 28,144	$ 70,326	$ 173,675	$ 198,694
				Total	$ 26,628,638	$ -	$ 6,013	$ 6,634	$ 461,815	$ 377,418	$ 296,070	$ 1,788,758	$ 1,910,246	$ 1,328,144	$ 1,783,746	$ 1,473,675	$ 1,248,694
22U	Guideways - Discretionary	$ 39,299,522	3.51%	Programming	$ 34,923,628	$ 4,379,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 1,380,778	$ 848,735	$ 150,745	$ 160,001	$ 123,194	$ 66,417	$ 14,468	$ 17,217	$ -	$ -	$ -	$ -	$ -
				Total	$ 36,304,406	$ 5,227,735	$ 150,745	$ 160,001	$ 123,194	$ 66,417	$ 14,468	$ 17,217	$ -	$ -	$ -	$ -	$ -
	Total Guideways	$ 393,334,012	18.28%	Programming	$ 302,261,709	$ 4,379,000	$ 262,636	$ 959,732	$ 4,496,540	$ 1,371,786	$ 1,833,793	$ 16,710,192	$ 37,400,492	$ 40,009,663	$ 33,880,595	$ 15,443,584	$ 2,831,075
				Finance Costs	$ 71,889,665	$ 848,735	$ 150,745	$ 160,001	$ 123,194	$ 66,417	$ 14,468	$ 17,217	$ 506,002	$ 2,318,920	$ 3,113,448	$ 6,230,331	$ 5,909,763
				Total	$ 374,151,374	$ 5,227,735	$ 413,381	$ 1,119,733	$ 4,619,734	$ 1,438,203	$ 1,848,261	$ 16,727,410	$ 37,906,494	$ 42,328,584	$ 36,994,044	$ 21,673,915	$ 8,740,838
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	$ 1,165,291,574	9.48%	Programming	$ 1,011,098,001	$ 4,379,000	$ 8,493,135	$ 6,670,811	$ 16,843,882	$ 20,060,425	$ 7,660,935	$ 50,687,105	$ 67,751,007	$ 64,498,554	$ 59,600,045	$ 23,111,601	$ 19,691,804
				Finance Costs	$ 110,500,176	$ 848,735	$ 150,745	$ 160,001	$ 123,194	$ 114,995	$ 36,330	$ 293,845	$ 1,871,328	$ 3,825,322	$ 4,370,498	$ 8,478,494	$ 8,032,733
				Total	$ 1,121,598,177	$ 5,227,735	$ 8,643,880	$ 6,830,812	$ 16,967,076	$ 20,175,420	$ 7,697,265	$ 50,980,950	$ 69,622,335	$ 68,323,876	$ 63,970,543	$ 31,590,095	$ 27,724,537
TOTAL TRANSIT		$ 1,944,608,047	15.62%	Programming	$ 1,588,393,825	$ 4,469,000	$ 25,299,785	$ 54,661,080	$ 46,561,526	$ 69,971,991	$ 41,577,122	$ 130,359,849	$ 144,935,790	$ 102,383,642	$ 110,000,714	$ 44,123,065	$ 42,123,559
				Finance Costs	$ 303,737,623	$ 848,735	$ 150,745	$ 834,305	$ 703,079	$ 788,118	$ 576,665	$ 4,959,451	$ 9,964,903	$ 10,898,981	$ 9,964,671	$ 18,323,833	$ 18,666,507
				Total	$ 1,892,131,448	$ 5,317,735	$ 25,450,530	$ 55,495,385	$ 47,264,605	$ 70,760,109	$ 42,153,787	$ 135,319,300	$ 154,900,693	$ 113,282,623	$ 119,965,385	$ 62,446,898	$ 60,790,065
PARATRANSIT																	
23	Paratransit	$ 258,930,998	37.80%	Programming	$ 160,545,600	$ -	$ -	$ 6,161,607	$ 11,308,283	$ 11,540,110	$ 19,340,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000
				Finance Costs	$ 97,864,580	$ -	$ -	$ -	$ -	$ 132,020	$ 241,713	$ 1,054,261	$ 1,915,013	$ 1,975,703	$ 1,820,503	$ 3,594,319	$ 3,904,705
				Total	$ 258,410,180	$ -	$ -	$ 6,161,607	$ 11,308,283	$ 11,672,130	$ 19,581,713	$ 10,724,261	$ 11,585,013	$ 11,645,703	$ 11,490,503	$ 13,264,319	$ 13,574,705
TOTAL PARATRANSIT		$ 258,930,998	37.80%	Programming	$ 160,545,600	$ -	$ -	$ 6,161,607	$ 11,308,283	$ 11,540,110	$ 19,340,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000
				Finance Costs	$ 97,864,580	$ -	$ -	$ -	$ -	$ 132,020	$ 241,713	$ 1,054,261	$ 1,915,013	$ 1,975,703	$ 1,820,503	$ 3,594,319	$ 3,904,705
				Total	$ 258,410,180	$ -	$ -	$ 6,161,607	$ 11,308,283	$ 11,672,130	$ 19,581,713	$ 10,724,261	$ 11,585,013	$ 11,645,703	$ 11,490,503	$ 13,264,319	$ 13,574,705
STREETS AND TRAFFIC SAFETY																	
24	Golden Gate Bridge South Access (Doyle Drive)	$ 101,571,744	45.00%	Programming	$ 55,881,085	$ 70,000	$ 4,740,678	$ 1	$ 688,625	$ 1,373,938	$ 1,036,835	$ 7,312,922	$ 13,990,830	$ 17,716,599	$ 5,153,851	$ 2,278,084	$ 1,518,723
				Finance Costs	$ 45,711,300	$ -	$ 74,676	$ -	$ -	$ -	$ -	$ 65,355	$ 905,351	$ 1,718,001	$ 1,554,925	$ 2,811,538	$ 2,784,730
				Total	$ 101,592,385	$ 70,000	$ 4,815,354	$ 1	$ 688,625	$ 1,373,938	$ 1,036,835	$ 7,378,277	$ 14,896,181	$ 19,434,599	$ 6,708,776	$ 5,089,622	$ 4,303,453
25	Bernal Heights Street System Upgrading	$ 2,552,000	0.00%	Programming	$ 2,552,000	$ -	$ 370,800	$ 927,000	$ 556,200	$ -	$ 350,000	$ 348,000	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,552,000	$ -	$ 370,800	$ 927,000	$ 556,200	$ -	$ 350,000	$ 348,000	$ -	$ -	$ -	$ -	$ -
26	Great Highway Erosion Repair	$ 2,603,417	49.03%	Programming	$ 1,330,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,330,000	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ 1,276,482	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,598	$ 66,009	$ 56,223	$ 43,964	$ 74,932	$ 71,426
				Total	$ 2,606,482	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,374,598	$ 66,009	$ 56,223	$ 43,964	$ 74,932	$ 71,426
27	Visitacion Valley Watershed Area projects (San Francisco share)	$ 19,237,073	13.06%	Programming	$ 16,698,768	$ -	$ -	$ 31,931	$ 68,069	$ 50,000	$ 22,500	$ 1,022,500	$ 1,000,000	$ 1,000,000	$ 2,000,000	$ -	$ 470,250
				Finance Costs	$ 2,512,808	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 60,032	$ 74,955	$ 77,286
				Total	$ 19,211,576	$ -	$ -	$ 31,931	$ 68,069	$ 50,000	$ 22,500	$ 1,022,500	$ 1,000,000	$ 1,000,000	$ 2,060,032	$ 74,955	$ 547,536
28	Illinois Street Bridge	$ 2,000,000	0.00%	Programming	$ 2,000,000	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,000,000	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Golden Gate Park/SR1 Traffic Study	$ 256,494	0.00%	Programming	$ 251,013	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,700
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 251,013	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,700
30	Other Upgrades to Major Arterials	$ 4,559,186	6.72%	Programming	$ 4,019,481	$ -	$ -	$ 36,500	$ 36,500	$ -	$ 90,825	$ 95,867	$ -	$ 500,000	$ 500,000	$ 500,000	$ -
				Finance Costs	$ 306,599	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,513	$ 59,136	$ 52,051
				Total	$ 4,326,080	$ -	$ -	$ 36,500	$ 36,500	$ -	$ 90,825	$ 95,867	$ -	$ 500,000	$ 515,513	$ 559,136	$ 52,051
	Total New and Upgraded Streets	$ 31,208,170	13.12%	Programming	$ 26,851,262	$ -	$ 2,370,800	$ 995,431	$ 660,769	$ 50,000	$ 463,325	$ 2,796,367	$ 1,000,000	$ 1,500,000	$ 2,500,000	$ 500,000	$ 480,950
				Finance Costs	$ 4,095,890	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,598	$ 66,009	$ 56,223	$ 119,510	$ 209,023	$ 200,763
				Total	$ 30,947,152	$ -	$ 2,370,800	$ 995,431	$ 660,769	$ 50,000	$ 463,325	$ 2,840,964	$ 1,066,009	$ 1,556,223	$ 2,619,510	$ 709,023	$ 681,713
31	New Signals and Signs	$ 46,297,222	7.91%	Programming	$ 41,373,387	$ -	$ 566,645	$ 530,821	$ 868,399	$ 1,575,548	$ 1,649,231	$ 1,667,927	$ 1,302,532	$ 1,305,000	$ 1,437,500	$ 2,112,500	$ 1,512,500
				Finance Costs	$ 3,664,300	$ -	$ -	$ -	$ -	$ -	$ -	$ 24,561	$ 55,357	$ 71,037	$ 79,096	$ 227,173	$ 261,340
				Total	$ 45,037,687	$ -	$ 566,645	$ 530,821	$ 868,399	$ 1,575,548	$ 1,649,231	$ 1,692,488	$ 1,357,889	$ 1,376,037	$ 1,516,596	$ 2,339,673	$ 1,773,840
32	Advanced Technology and Information Systems (SFgo)	$ 22,186,757	8.65%	Programming	$ 19,631,323	$ -	$ 35,903	$ 203,017	$ -	$ 209,000	$ 669,850	$ 1,614,450	$ 980,570	$ 791,050	$ 586,502	$ 616,579	$ 265,963
				Finance Costs	$ 1,918,150	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,084	$ 30,647	$ 30,475	$ 64,529	$ 46,647
				Total	$ 21,549,473	$ -	$ 35,903	$ 203,017	$ -	$ 209,000	$ 669,850	$ 1,614,450	$ 992,654	$ 821,697	$ 616,977	$ 681,107	$ 312,610

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15
33	Signals and Signs	$ 112,729,246	5.83%	Programming	$ 102,552,674	$ -	$ 256,885	$ 3,550,000	$ 4,316,203	$ 7,322,819	$ 2,891,612	$ 1,945,635	$ 560,000	$ 1,820,000	$ 1,820,000	$ 2,645,000	$ 3,460,000
				Finance Costs	$ 6,569,803	$ -	$ -	$ -	$ 5,527	$ 161,447	$ 69,761	$ 234,621	$ 229,943	$ 179,950	$ 122,499	$ 231,303	$ 293,930
				Total	$ 109,122,476	$ -	$ 256,885	$ 3,550,000	$ 4,321,730	$ 7,484,266	$ 2,961,374	$ 2,180,257	$ 789,943	$ 1,999,950	$ 1,942,499	$ 2,876,303	$ 3,753,930
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 151,716,380	38.05%	Programming	$ 93,889,458	$ -	$ 2,555,291	$ 6,798,057	$ 5,815,667	$ 12,645,007	$ 10,756,147	$ 6,800,937	$ 2,725,500	$ 3,050,000	$ 3,150,000	$ 3,250,000	$ 3,351,031
				Finance Costs	$ 57,728,815	$ -	$ -	$ 85,404	$ 201,080	$ 486,472	$ 290,665	$ 1,176,961	$ 1,798,888	$ 1,614,121	$ 1,330,375	$ 2,394,020	$ 2,409,772
				Total	$ 151,618,273	$ -	$ 2,555,291	$ 6,883,461	$ 6,016,747	$ 13,131,479	$ 11,046,811	$ 7,977,898	$ 4,524,388	$ 4,664,121	$ 4,480,375	$ 5,644,020	$ 5,760,803
35	Street Repair and Cleaning Equipment	$ 29,240,350	4.11%	Programming	$ 26,697,704	$ -	$ 795,000	$ 533,625	$ 575,081	$ 329,589	$ 335,000	$ 559,700	$ 1,480,800	$ 745,000	$ 777,500	$ 811,000	$ 764,517
				Finance Costs	$ 1,201,075	$ -	$ 146	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,852	$ 11,824	$ 33,687	$ 39,830
				Total	$ 27,898,779	$ -	$ 795,146	$ 533,625	$ 575,081	$ 329,589	$ 335,000	$ 559,700	$ 1,480,800	$ 750,852	$ 789,324	$ 844,687	$ 804,347
36	Embarcadero Roadway Incremental Operations & Maintenance	$ 2,121,184	0.00%	Programming	$ 2,149,645	$ -	$ 500,000	$ 477,000	$ 436,998	$ 394,000	$ 341,647	$ -	$ -	$ -	$ -	$ -	$ -
				Finance Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 2,149,645	$ -	$ 500,000	$ 477,000	$ 436,998	$ 394,000	$ 341,647	$ -	$ -	$ -	$ -	$ -	$ -
37	Pedestrian and Bicycle Facility Maintenance	$ 22,315,004	11.20%	Programming	$ 19,370,814	$ -	$ 8,500	$ 495,880	$ 590,800	$ 555,758	$ 1,244,290	$ 649,780	$ 620,000	$ 638,000	$ 656,000	$ 675,000	$ 267,500
				Finance Costs	$ 2,498,183	$ -	$ -	$ -	$ -	$ -	$ 3,346	$ 22,939	$ 43,594	$ 49,944	$ 49,438	$ 103,147	$ 85,663
				Total	$ 21,868,997	$ -	$ 8,500	$ 495,880	$ 590,800	$ 555,758	$ 1,247,636	$ 672,719	$ 663,594	$ 687,944	$ 705,438	$ 778,147	$ 353,163
38	Traffic Calming	$ 77,974,268	0.00%	Programming	$ 75,415,811	$ -	$ 1,038,630	$ 764,100	$ 1,412,178	$ 1,374,789	$ 760,770	$ 1,236,821	$ 2,643,860	$ 3,403,049	$ 2,184,500	$ 2,248,440	$ 2,149,652
				Finance Costs	$ 2,086	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 75,417,897	$ -	$ 1,038,630	$ 764,100	$ 1,412,178	$ 1,374,789	$ 760,770	$ 1,236,821	$ 2,643,860	$ 3,403,049	$ 2,184,500	$ 2,248,440	$ 2,149,652
39	Bicycle Circulation/Safety	$ 35,396,214	0.18%	Programming	$ 34,173,155	$ -	$ 619,669	$ 181,980	$ 559,831	$ 634,041	$ 657,788	$ 911,135	$ 1,489,574	$ 1,304,206	$ 1,060,500	$ 1,015,500	$ 344,586
				Finance Costs	$ 63,759	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,833	$ 42,548	$ 7,378
				Total	$ 34,236,915	$ -	$ 619,669	$ 181,980	$ 559,831	$ 634,041	$ 657,788	$ 911,135	$ 1,489,574	$ 1,304,206	$ 1,074,333	$ 1,058,048	$ 351,964
40	Pedestrian Circulation/Safety	$ 30,522,822	8.40%	Programming	$ 27,000,086	$ -	$ 364,656	$ 276,776	$ 455,745	$ 414,357	$ 726,773	$ 896,275	$ 1,192,950	$ 1,263,000	$ 1,275,000	$ 1,082,000	$ 655,891
				Finance Costs	$ 2,564,932	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,211	$ 33,350	$ 91,526	$ 88,244
				Total	$ 29,565,017	$ -	$ 364,656	$ 276,776	$ 455,745	$ 414,357	$ 726,773	$ 896,275	$ 1,192,950	$ 1,269,211	$ 1,308,350	$ 1,173,526	$ 744,134
41	Curb Ramps	$ 30,266,328	0.02%	Programming	$ 29,554,985	$ -	$ 871,446	$ 20,000	$ 622,760	$ 618,240	$ 41,160	$ 1,192,560	$ 893,170	$ 763,990	$ 797,050	$ 832,080	$ 862,759
				Finance Costs	$ 6,928	$ -	$ 1,908	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,549
				Total	$ 29,561,913	$ -	$ 873,354	$ 20,000	$ 622,760	$ 618,240	$ 41,160	$ 1,192,560	$ 893,170	$ 763,990	$ 797,050	$ 832,080	$ 866,308
42	Tree Planting and Maintenance	$ 42,065,066	5.94%	Programming	$ 38,991,009	$ -	$ 1,231,400	$ 857,000	$ 893,999	$ 929,155	$ 975,463	$ 1,016,000	$ 1,060,000	$ 1,106,000	$ 1,154,000	$ 1,204,429	$ 1,000,000
				Finance Costs	$ 2,497,058	$ -	$ 3,385	$ 283	$ 43	$ -	$ -	$ 7,448	$ 18,431	$ 31,328	$ 37,546	$ 88,533	$ 90,568
				Total	$ 41,488,067	$ -	$ 1,234,785	$ 857,283	$ 894,042	$ 929,155	$ 975,463	$ 1,023,448	$ 1,078,431	$ 1,137,328	$ 1,191,546	$ 1,292,962	$ 1,090,568
TOTAL STREETS AND TRAFFIC SAFETY		$ 735,610,754	17.47%	Programming	$ 593,532,398	$ 70,000	$ 15,955,503	$ 15,683,690	$ 17,897,055	$ 28,426,240	$ 22,549,891	$ 28,600,509	$ 29,939,785	$ 35,405,894	$ 22,552,403	$ 19,270,611	$ 16,634,071
				Finance Costs	$ 128,522,277	$ -	$ 80,114	$ 85,687	$ 206,649	$ 647,919	$ 363,772	$ 1,576,484	$ 3,129,657	$ 3,763,313	$ 3,382,870	$ 6,297,026	$ 6,312,414
				Total	$ 722,054,675	$ 70,000	$ 16,035,617	$ 15,769,377	$ 18,103,704	$ 29,074,159	$ 22,913,663	$ 30,176,993	$ 33,069,442	$ 39,169,207	$ 25,935,273	$ 25,567,637	$ 22,946,485
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																	
43	Transportation Demand Management/Parking Management	$ 14,876,670	9.53%	Programming	$ 13,099,381	$ -	$ 443,000	$ 271,704	$ 348,597	$ 199,814	$ 191,110	$ 311,864	$ 558,100	$ 618,100	$ 314,100	$ 519,100	$ 400,000
				Finance Costs	$ 1,417,625	$ -	$ 1,469	$ -	$ 406	$ -	$ -	$ -	$ -	$ 15,704	$ 12,855	$ 37,819	$ 42,025
				Total	$ 14,517,006	$ -	$ 444,469	$ 271,704	$ 349,003	$ 199,814	$ 191,110	$ 311,864	$ 558,100	$ 633,804	$ 326,955	$ 556,919	$ 442,025
44	Transportation/Land Use Coordination	$ 22,571,499	10.83%	Programming	$ 19,528,558	$ -	$ 18,990	$ 149,000	$ 296,000	$ 73,560	$ 672,344	$ 620,734	$ 802,858	$ 1,017,844	$ 1,103,988	$ 1,086,276	$ 1,140,000
				Finance Costs	$ 2,445,052	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,929	$ 63,396	$ 108,978
				Total	$ 21,973,610	$ -	$ 18,990	$ 149,000	$ 296,000	$ 73,560	$ 672,344	$ 620,734	$ 802,858	$ 1,017,844	$ 1,113,917	$ 1,149,672	$ 1,248,978
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		$ 37,448,168	10.31%	Programming	$ 32,627,938	$ -	$ 461,990	$ 420,704	$ 644,597	$ 273,374	$ 863,454	$ 932,599	$ 1,360,958	$ 1,635,944	$ 1,418,088	$ 1,605,376	$ 1,540,000
				Finance Costs	$ 3,862,677	$ -	$ 1,469	$ -	$ 406	$ -	$ -	$ -	$ -	$ 15,704	$ 22,784	$ 101,215	$ 151,003
				Total	$ 36,490,616	$ -	$ 463,458	$ 420,704	$ 645,003	$ 273,374	$ 863,454	$ 932,599	$ 1,360,958	$ 1,651,648	$ 1,440,872	$ 1,706,591	$ 1,691,003
TOTAL STRATEGIC PLAN		$ 2,976,597,968	17.94%	Programming	$ 2,375,099,761	$ 4,539,000	$ 41,717,278	$ 76,927,081	$ 76,411,461	$ 110,211,715	$ 84,330,466	$ 169,562,956	$ 185,906,533	$ 149,095,480	$ 143,641,205	$ 74,669,053	$ 69,967,630
				Finance Costs	$ 533,987,157	$ 848,735	$ 232,328	$ 919,992	$ 910,134	$ 1,568,056	$ 1,182,150	$ 7,590,196	$ 15,009,572	$ 16,653,701	$ 15,190,827	$ 28,316,393	$ 29,034,629
				Total	$ 2,909,086,918	$ 5,387,735	$ 41,949,605	$ 77,847,072	$ 77,321,595	$ 111,779,772	$ 85,512,617	$ 177,153,153	$ 200,916,105	$ 165,749,180	$ 158,832,032	$ 102,985,446	$ 99,002,258

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																				
1	**Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network**	$ 16,327,111	$ 6,282,215	$ 1,339,915	$ 1,400,211	$ 1,463,220	$ 1,529,065	$ 1,597,873	$ 1,669,778	$ 853,261	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,050,553	$ 2,849,049	$ 2,796,743	$ 2,676,579	$ 2,816,064	$ 2,752,325	$ 2,668,238	$ 2,708,392	$ 2,573,951	$ 2,401,744	$ 2,200,234	$ 1,983,204	$ 1,749,290	$ 1,431,608	$ 1,093,356	$ 720,480	$ 309,509	$ -	$ -
		$ 18,377,664	$ 9,131,264	$ 4,136,657	$ 4,076,790	$ 4,279,284	$ 4,281,390	$ 4,266,111	$ 4,378,169	$ 3,427,211	$ 2,401,744	$ 2,200,234	$ 1,983,204	$ 1,749,290	$ 1,431,608	$ 1,093,356	$ 720,480	$ 309,509	$ -	$ -
2	**3rd Street Light Rail (LRT)(Phase 1)**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3	**Central Subway (3rd St. LRT Phase 2)**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
4	**Geary Light Rail**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5	**Downtown Extension to a Rebuilt Transbay Terminal**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,461,173
		$ 6,725,606	$ 7,992,403	$ 7,674,048	$ 7,166,079	$ 7,333,571	$ 6,945,815	$ 6,494,944	$ 6,321,245	$ 5,851,701	$ 5,419,251	$ 4,916,028	$ 4,372,250	$ 3,782,934	$ 3,003,862	$ 2,173,335	$ 1,255,700	$ 235,696	$ -	$ 106,602
		$ 6,725,606	$ 7,992,403	$ 7,674,048	$ 7,166,079	$ 7,333,571	$ 6,945,815	$ 6,494,944	$ 6,321,245	$ 5,851,701	$ 5,419,251	$ 4,916,028	$ 4,372,250	$ 3,782,934	$ 3,003,862	$ 2,173,335	$ 1,255,700	$ 235,696	$ -	$ 30,567,776
6	**Electrification**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 605,788	$ 656,714	$ 1,094,606	$ 1,148,146	$ 1,203,061	$ 1,260,588	$ 1,320,869	$ 1,418,917	$ 1,508,980	$ 1,591,459	$ 1,548,535
		$ 278,084	$ 302,962	$ 260,921	$ 211,369	$ 177,836	$ 125,694	$ 69,828	$ 11,511	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,017
		$ 278,084	$ 302,962	$ 260,921	$ 211,369	$ 177,836	$ 125,694	$ 69,828	$ 11,511	$ 605,788	$ 656,714	$ 1,094,606	$ 1,148,146	$ 1,203,061	$ 1,260,588	$ 1,320,869	$ 1,418,917	$ 1,508,980	$ 1,591,459	$ 1,549,552
7	**Caltrain Capital Improvement Program**	$ 853,856	$ 870,933	$ 888,352	$ 906,119	$ 924,241	$ 942,726	$ 961,580	$ 435,423	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 313,703	$ 416,783	$ 446,187	$ 464,036	$ 529,382	$ 560,113	$ 587,393	$ 607,057	$ 571,406	$ 540,313	$ 503,440	$ 464,040	$ 422,138	$ 361,521	$ 297,154	$ 226,565	$ 150,264	$ 67,798	$ -
		$ 1,167,558	$ 1,287,716	$ 1,334,538	$ 1,370,154	$ 1,453,624	$ 1,502,839	$ 1,548,973	$ 1,042,480	$ 571,406	$ 540,313	$ 503,440	$ 464,040	$ 422,138	$ 361,521	$ 297,154	$ 226,565	$ 150,264	$ 67,798	$ -
8	**BART Station Access, Safety and Capacity**	$ 205,000	$ 215,250	$ 226,013	$ 237,313	$ 249,179	$ 261,638	$ 274,720	$ 288,456	$ 302,878	$ 318,022	$ 250,389	$ 87,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 159,248	$ 196,525	$ 196,629	$ 192,079	$ 206,661	$ 206,982	$ 206,109	$ 215,490	$ 216,609	$ 220,835	$ 218,911	$ 205,667	$ 185,623	$ 157,183	$ 126,958	$ 93,760	$ 57,663	$ 17,420	$ -
		$ 364,248	$ 411,775	$ 422,642	$ 429,393	$ 455,840	$ 468,620	$ 480,829	$ 503,946	$ 519,487	$ 538,858	$ 469,300	$ 293,167	$ 185,623	$ 157,183	$ 126,958	$ 93,760	$ 57,663	$ 17,420	$ -
9	**Ferry**	$ 500,000	$ -	$ -	$ -	$ -	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 125,114	$ 125,114	$ -
		$ 73,806	$ 83,092	$ 74,750	$ 64,383	$ 59,429	$ 133,980	$ 125,828	$ 123,108	$ 114,703	$ 107,098	$ 98,195	$ 88,609	$ 78,283	$ 64,222	$ 49,253	$ 32,755	$ 22,732	$ 11,636	$ -
		$ 573,806	$ 83,092	$ 74,750	$ 64,383	$ 59,429	$ 1,333,980	$ 125,828	$ 123,108	$ 114,703	$ 107,098	$ 98,195	$ 88,609	$ 78,283	$ 64,222	$ 49,253	$ 32,755	$ 147,846	$ 136,750	$ -
10	**Extension of Trolleybus Lines/Motor Coach Conversion**	$ 203,162	$ 213,896	$ 225,127	$ 236,878	$ 249,173	$ 262,035	$ 275,491	$ 289,568	$ 304,292	$ 319,695	$ 335,805	$ 352,655	$ 370,278	$ 388,710	$ 407,986	$ 450,000	$ 200,000	$ -	$ -
		$ 61,787	$ 75,403	$ 74,590	$ 71,970	$ 76,449	$ 75,579	$ 74,246	$ 76,537	$ 75,822	$ 76,130	$ 76,176	$ 76,510	$ 77,337	$ 75,628	$ 73,987	$ 73,150	$ 55,216	$ 22,378	$ -
		$ 264,949	$ 289,298	$ 299,717	$ 308,848	$ 325,621	$ 337,614	$ 349,737	$ 366,105	$ 380,114	$ 395,825	$ 411,981	$ 429,165	$ 447,615	$ 464,338	$ 481,973	$ 523,150	$ 255,216	$ 22,378	$ -
11	**F-Line Extension to Fort Mason**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 229,324	$ 240,739	$ 252,676	$ 272,564	$ 290,788	$ 308,037	$ 94,609
		$ 84,461	$ 97,518	$ 90,527	$ 81,188	$ 79,098	$ 70,485	$ 60,964	$ 53,482	$ 42,800	$ 31,724	$ 19,327	$ 5,616	$ 5,760	$ 5,734	$ 5,744	$ 5,810	$ 6,002	$ 6,789	$ -
		$ 84,461	$ 97,518	$ 90,527	$ 81,188	$ 79,098	$ 70,485	$ 60,964	$ 53,482	$ 42,800	$ 31,724	$ 19,327	$ 5,616	$ 235,085	$ 246,473	$ 258,420	$ 278,374	$ 296,790	$ 314,827	$ 94,609
12	**Purchase/Rehabilitation Historic Street Cars**	$ 51,598	$ 53,460	$ 55,407	$ 57,445	$ 59,577	$ 61,807	$ 64,141	$ 66,581	$ 69,135	$ 71,806	$ 74,599	$ 77,521	$ 80,577	$ 83,773	$ 87,115	$ 92,684	$ 97,787	$ 102,616	$ 83,962
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 51,598	$ 53,460	$ 55,407	$ 57,445	$ 59,577	$ 61,807	$ 64,141	$ 66,581	$ 69,135	$ 71,806	$ 74,599	$ 77,521	$ 80,577	$ 83,773	$ 87,115	$ 92,684	$ 97,787	$ 102,616	$ 83,962
13	**Balboa Park BART/MTA-MUNI Station Access**	$ -	$ -	$ -	$ 285,204	$ 300,006	$ 315,492	$ 331,692	$ 348,638	$ 366,366	$ 384,908	$ 404,304	$ 424,590	$ 445,807	$ 467,996	$ 491,203	$ 529,864	$ 565,291	$ 598,824	$ 333,520
		$ 31,778	$ 20,163	$ 175	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 31,778	$ 20,163	$ 175	$ 285,204	$ 300,006	$ 315,492	$ 331,692	$ 348,638	$ 366,366	$ 384,908	$ 404,304	$ 424,590	$ 445,807	$ 467,996	$ 491,203	$ 529,864	$ 565,291	$ 598,824	$ 333,520
14	**Relocation of Paul Street Caltrain Station to Oakdale Avenue**	$ 1,209,575	$ 748,625	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 265,507
		$ 149,163	$ 231,457	$ 223,268	$ 209,598	$ 215,819	$ 205,877	$ 194,152	$ 190,900	$ 178,944	$ 168,343	$ 155,844	$ 142,442	$ 128,106	$ 107,923	$ 86,468	$ 62,886	$ 37,184	$ 8,174	$ -
		$ 1,358,738	$ 980,082	$ 223,268	$ 209,598	$ 215,819	$ 205,877	$ 194,152	$ 190,900	$ 178,944	$ 168,343	$ 155,844	$ 142,442	$ 128,106	$ 107,923	$ 86,468	$ 62,886	$ 37,184	$ 8,174	$ 265,507
15	**Purchase Additional Light Rail Vehicles**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 137,132	$ 163,221	$ 157,002	$ 146,914	$ 150,711	$ 143,145	$ 134,303	$ 131,244	$ 122,105	$ 113,801	$ 104,094	$ 93,633	$ 82,347	$ 67,090	$ 50,841	$ 32,922	$ 13,145	$ -	$ -
		$ 137,132	$ 163,221	$ 157,002	$ 146,914	$ 150,711	$ 143,145	$ 134,303	$ 131,244	$ 122,105	$ 113,801	$ 104,094	$ 93,633	$ 82,347	$ 67,090	$ 50,841	$ 32,922	$ 13,145	$ -	$ -
16	**Other Transit Enhancements**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ 547,653	$ 575,021	$ 603,644	$ 633,578	$ 683,452	$ 729,152	$ 772,409	$ 418,309
		$ 184,564	$ 208,303	$ 187,990	$ 162,606	$ 150,983	$ 125,866	$ 98,571	$ 73,305	$ 41,914	$ 8,217	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 184,564	$ 208,303	$ 187,990	$ 162,606	$ 150,983	$ 125,866	$ 98,571	$ 73,305	$ 41,914	$ 8,217	$ 400,000	$ 547,653	$ 575,021	$ 603,644	$ 633,578	$ 683,452	$ 729,152	$ 772,409	$ 418,309
	Total Transit Enhancements (10-16)	$ 1,464,335	$ 1,015,980	$ 280,534	$ 579,527	$ 608,756	$ 639,334	$ 671,323	$ 704,788	$ 739,793	$ 776,409	$ 1,214,708	$ 1,402,418	$ 1,701,007	$ 1,784,862	$ 1,872,559	$ 2,028,564	$ 1,883,018	$ 1,781,887	$ 1,195,907
		$ 648,885	$ 796,065	$ 733,553	$ 672,276	$ 673,059	$ 620,952	$ 562,236	$ 525,467	$ 461,585	$ 398,215	$ 355,441	$ 318,201	$ 293,550	$ 256,375	$ 217,040	$ 174,768	$ 111,547	$ 37,342	$ -
		$ 2,113,220	$ 1,812,046	$ 1,014,087	$ 1,251,804	$ 1,281,815	$ 1,260,286	$ 1,233,559	$ 1,230,254	$ 1,201,378	$ 1,174,624	$ 1,570,148	$ 1,720,619	$ 1,994,557	$ 2,041,237	$ 2,089,598	$ 2,203,332	$ 1,994,565	$ 1,819,228	$ 1,195,907

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	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
17B	New and Renovated Vehicles - BART	$ 307,968	$ 324,848	$ 341,994	$ 359,943	$ 378,734	$ 398,405	$ 418,999	$ 440,558	$ 463,129	$ 486,760	$ 511,504	$ 537,415	$ 564,552	$ 592,980	$ 622,770	$ 672,267	$ 717,809	$ 761,144	$ 258,456
		$ 7,736	$ 8,673	$ 7,820	$ 6,698	$ 6,195	$ 5,244	$ 4,265	$ 3,480	$ 2,565	$ 1,691	$ 813	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 315,704	$ 333,521	$ 349,814	$ 366,641	$ 384,929	$ 403,649	$ 423,263	$ 444,037	$ 465,694	$ 488,452	$ 512,317	$ 537,415	$ 564,552	$ 592,980	$ 622,770	$ 672,267	$ 717,809	$ 761,144	$ 258,456
17M	New and Renovated Vehicles - MUNI	$ 15,607,177	$ 15,380,055	$ 15,018,782	$ 15,717,838	$ 16,488,869	$ 17,260,328	$ 18,105,354	$ 18,990,039	$ 19,916,291	$ 20,886,135	$ 21,901,731	$ 22,965,400	$ 24,079,659	$ 25,947,281	$ 27,187,341	$ 28,972,397	$ 30,670,943	$ 23,589,284	$ 8,581,209
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 69,251	$ 216,677	$ 375,285	$ 534,294	$ 710,225	$ 354,883	$ -
		$ 15,607,177	$ 15,380,055	$ 15,018,782	$ 15,717,838	$ 16,488,869	$ 17,260,328	$ 18,105,354	$ 18,990,039	$ 19,916,291	$ 20,886,135	$ 21,901,731	$ 22,965,400	$ 24,148,910	$ 26,163,958	$ 27,562,626	$ 29,506,691	$ 31,381,169	$ 23,944,167	$ 8,581,209
17P	New and Renovated Vehicles - PCJPB	$ 778,818	$ 813,865	$ 850,489	$ 888,761	$ 928,756	$ 970,550	$ 1,014,224	$ 1,059,864	$ 1,107,558	$ 1,157,398	$ 1,209,481	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 136,858	$ 185,223	$ 202,147	$ 214,351	$ 249,538	$ 269,678	$ 289,076	$ 324,761	$ 350,236	$ 382,610	$ 416,437	$ 423,805	$ 377,451	$ 313,447	$ 245,348	$ 170,383	$ 88,183	$ -	$ -
		$ 915,677	$ 999,088	$ 1,052,636	$ 1,103,112	$ 1,178,294	$ 1,240,228	$ 1,303,300	$ 1,384,625	$ 1,457,795	$ 1,540,009	$ 1,625,918	$ 1,223,805	$ 377,451	$ 313,447	$ 245,348	$ 170,383	$ 88,183	$ -	$ -
17U	New and Renovated Vehicles - Discretionary	$ -	$ 1,734,955	$ 1,795,223	$ 1,858,282	$ 1,924,256	$ 3,986,558	$ 4,130,973	$ 4,282,045	$ 4,440,076	$ 4,605,377	$ 4,778,277	$ 4,959,119	$ 5,148,259	$ 5,346,072	$ 7,230,305	$ 7,632,577	$ 8,008,678	$ 8,370,683	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ 1,734,955	$ 1,795,223	$ 1,858,282	$ 1,924,256	$ 3,986,558	$ 4,130,973	$ 4,282,045	$ 4,440,076	$ 4,605,377	$ 4,778,277	$ 4,959,119	$ 5,148,259	$ 5,346,072	$ 7,230,305	$ 7,632,577	$ 8,008,678	$ 8,370,683	$ -
	Vehicles Subtotal	$ 16,693,964	$ 18,253,723	$ 18,006,489	$ 18,824,825	$ 19,720,615	$ 22,615,840	$ 23,669,550	$ 24,772,507	$ 25,927,053	$ 27,135,670	$ 28,400,994	$ 29,261,934	$ 29,792,471	$ 31,886,334	$ 35,040,416	$ 37,277,241	$ 39,397,430	$ 32,721,110	$ 8,839,665
		$ 144,595	$ 193,895	$ 209,967	$ 221,049	$ 255,733	$ 274,922	$ 293,341	$ 328,241	$ 352,802	$ 384,302	$ 417,250	$ 423,805	$ 446,702	$ 530,124	$ 620,633	$ 704,677	$ 798,408	$ 354,883	$ -
		$ 16,838,558	$ 18,447,619	$ 18,216,455	$ 19,045,873	$ 19,976,348	$ 22,890,762	$ 23,962,891	$ 25,100,747	$ 26,279,855	$ 27,519,972	$ 28,818,244	$ 29,685,739	$ 30,239,173	$ 32,416,458	$ 35,661,049	$ 37,981,917	$ 40,195,839	$ 33,075,994	$ 8,839,665
18	Trolleybus Wheelchair-lift Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
19	F-Line Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Vehicles	$ 16,693,964	$ 18,253,723	$ 18,006,489	$ 18,824,825	$ 19,720,615	$ 22,615,840	$ 23,669,550	$ 24,772,507	$ 25,927,053	$ 27,135,670	$ 28,400,994	$ 29,261,934	$ 29,792,471	$ 31,886,334	$ 35,040,416	$ 37,277,241	$ 39,397,430	$ 32,721,110	$ 8,839,665
		$ 144,595	$ 193,895	$ 209,967	$ 221,049	$ 255,733	$ 274,922	$ 293,341	$ 328,241	$ 352,802	$ 384,302	$ 417,250	$ 423,805	$ 446,702	$ 530,124	$ 620,633	$ 704,677	$ 798,408	$ 354,883	$ -
		$ 16,838,558	$ 18,447,619	$ 18,216,455	$ 19,045,873	$ 19,976,348	$ 22,890,762	$ 23,962,891	$ 25,100,747	$ 26,279,855	$ 27,519,972	$ 28,818,244	$ 29,685,739	$ 30,239,173	$ 32,416,458	$ 35,661,049	$ 37,981,917	$ 40,195,839	$ 33,075,994	$ 8,839,665
20B	Rehab/Upgrade Existing Facilities - BART	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 111,898	$ 139,381	$ 176,463
		$ 38,816	$ 45,333	$ 42,662	$ 38,906	$ 38,705	$ 35,424	$ 31,747	$ 29,268	$ 25,225	$ 21,157	$ 16,560	$ 11,505	$ 5,868	$ -	$ -	$ -	$ -	$ -	$ -
		$ 98,816	$ 45,333	$ 42,662	$ 38,906	$ 38,705	$ 35,424	$ 31,747	$ 29,268	$ 25,225	$ 21,157	$ 16,560	$ 11,505	$ 5,868	$ -	$ -	$ -	$ 111,898	$ 139,381	$ 176,463
20M	Rehab/Upgrade Existing Facilities - MUNI	$ -	$ 1,281,750	$ 3,845,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,000,000	$ 3,135,000	$ 3,276,075	$ 3,423,498
		$ 1,511,788	$ 1,857,781	$ 2,035,026	$ 1,888,036	$ 1,917,523	$ 1,799,870	$ 1,664,879	$ 1,598,871	$ 1,455,475	$ 1,318,864	$ 1,161,700	$ 990,711	$ 803,320	$ 569,218	$ 318,990	$ 234,572	$ 138,676	$ 27,146	$ -
		$ 1,511,788	$ 3,139,531	$ 5,880,276	$ 1,888,036	$ 1,917,523	$ 1,799,870	$ 1,664,879	$ 1,598,871	$ 1,455,475	$ 1,318,864	$ 1,161,700	$ 990,711	$ 803,320	$ 569,218	$ 318,990	$ 3,234,572	$ 3,273,676	$ 3,303,221	$ 3,423,498
20P	Rehab/Upgrade Existing Facilities - PCJPB	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,708	$ 420,577	$ 453,680	$ 484,013	$ 512,725	$ 407,150
		$ 137,557	$ 158,445	$ 146,662	$ 131,060	$ 127,099	$ 112,576	$ 96,558	$ 83,669	$ 65,638	$ 46,851	$ 25,856	$ 2,612	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 137,557	$ 158,445	$ 146,662	$ 131,060	$ 127,099	$ 112,576	$ 96,558	$ 83,669	$ 65,638	$ 46,851	$ 25,856	$ 2,612	$ -	$ 400,708	$ 420,577	$ 453,680	$ 484,013	$ 512,725	$ 407,150
20U	Rehab/Upgrade Existing Facilities - Discretionary	$ -	$ 207,934	$ 215,116	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 639,429	$ 865,151	$ 913,085	$ 957,901	$ 1,001,037	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ 207,934	$ 215,116	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 639,429	$ 865,151	$ 913,085	$ 957,901	$ 1,001,037	$ -
	Facilities Subtotal	$ 60,000	$ 1,489,684	$ 4,060,366	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 1,040,137	$ 1,285,729	$ 4,366,765	$ 4,688,813	$ 4,929,218	$ 4,007,111
		$ 1,688,161	$ 2,061,559	$ 2,224,350	$ 2,058,002	$ 2,083,326	$ 1,947,869	$ 1,793,184	$ 1,711,809	$ 1,546,339	$ 1,386,872	$ 1,204,115	$ 1,004,828	$ 809,188	$ 569,218	$ 318,990	$ 234,572	$ 138,676	$ 27,146	$ -
		$ 1,748,161	$ 3,551,244	$ 6,284,715	$ 2,280,632	$ 2,313,818	$ 2,425,301	$ 2,287,824	$ 2,224,450	$ 2,077,811	$ 1,938,041	$ 1,775,887	$ 1,598,148	$ 1,425,046	$ 1,609,354	$ 1,604,719	$ 4,601,337	$ 4,827,489	$ 4,956,364	$ 4,007,111
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Facilities	$ 60,000	$ 1,489,684	$ 4,060,366	$ 222,630	$ 230,491	$ 477,432	$ 494,640	$ 512,641	$ 531,472	$ 551,169	$ 571,772	$ 593,320	$ 615,858	$ 1,040,137	$ 1,285,729	$ 4,366,765	$ 4,688,813	$ 4,929,218	$ 4,007,111
		$ 1,688,161	$ 2,061,559	$ 2,224,350	$ 2,058,002	$ 2,083,326	$ 1,947,869	$ 1,793,184	$ 1,711,809	$ 1,546,339	$ 1,386,872	$ 1,204,115	$ 1,004,828	$ 809,188	$ 569,218	$ 318,990	$ 234,572	$ 138,676	$ 27,146	$ -
		$ 1,748,161	$ 3,551,244	$ 6,284,715	$ 2,280,632	$ 2,313,818	$ 2,425,301	$ 2,287,824	$ 2,224,450	$ 2,077,811	$ 1,938,041	$ 1,775,887	$ 1,598,148	$ 1,425,046	$ 1,609,354	$ 1,604,719	$ 4,601,337	$ 4,827,489	$ 4,956,364	$ 4,007,111
22B	Guideways - BART	$ 189,573	$ 199,588	$ 210,067	$ 221,031	$ 232,502	$ 244,503	$ 257,058	$ 270,191	$ 283,930	$ 298,300	$ 313,331	$ 674,549	$ -	$ 362,693	$ 380,677	$ 410,640	$ 438,095	$ 464,083	$ 888,524
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 189,573	$ 199,588	$ 210,067	$ 221,031	$ 232,502	$ 244,503	$ 257,058	$ 270,191	$ 283,930	$ 298,300	$ 313,331	$ 674,549	$ -	$ 362,693	$ 380,677	$ 410,640	$ 438,095	$ 464,083	$ 888,524
22M	Guideways - MUNI	$ 1,045,000	$ 1,092,025	$ 1,141,166	$ 1,192,519	$ 1,246,182	$ 1,302,260	$ 1,360,862	$ 1,422,101	$ 1,486,095	$ 1,552,969	$ 1,622,853	$ 1,695,881	$ 1,772,196	$ 11,977,660	$ 12,060,998	$ 12,148,086	$ 12,239,092	$ 15,334,194	$ 12,433,576
		$ 4,885,175	$ 5,701,695	$ 5,361,214	$ 4,883,452	$ 4,850,709	$ 4,430,805	$ 3,960,362	$ 3,637,777	$ 3,118,910	$ 2,594,835	$ 2,002,928	$ 1,351,264	$ 623,538	$ 471,007	$ 276,248	$ 6,022	$ -	$ -	$ -
		$ 5,930,175	$ 6,793,720	$ 6,502,380	$ 6,075,970	$ 6,096,890	$ 5,733,065	$ 5,321,224	$ 5,059,878	$ 4,605,005	$ 4,147,804	$ 3,625,782	$ 3,047,145	$ 2,395,735	$ 12,448,667	$ 12,337,246	$ 12,154,108	$ 12,239,092	$ 15,334,194	$ 12,433,576

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	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
22P	Guideways - PCJPB	$ 818,000	$ 854,810	$ 893,276	$ 933,474	$ 975,480	$ 1,019,377	$ 1,065,249	$ 1,113,185	$ 1,163,278	$ 1,215,626	$ 931,188	$ 500,000	$ 190,000	$ -	$ -	$ -	$ -	$ -	$ -
		$ 187,045	$ 241,471	$ 252,443	$ 257,291	$ 288,666	$ 301,378	$ 312,721	$ 340,665	$ 356,799	$ 379,053	$ 378,828	$ 347,691	$ 291,777	$ 206,921	$ 116,221	$ 15,513	$ -	$ -	$ -
		$ 1,005,045	$ 1,096,281	$ 1,145,719	$ 1,190,765	$ 1,264,146	$ 1,320,755	$ 1,377,970	$ 1,453,850	$ 1,520,078	$ 1,594,679	$ 1,310,016	$ 847,691	$ 481,777	$ 206,921	$ 116,221	$ 15,513	$ -	$ -	$ -
22U	Guideways - Discretionary	$ -	$ 705,717	$ 731,760	$ 759,010	$ 787,519	$ 1,555,303	$ 1,617,708	$ 1,682,990	$ 1,751,279	$ 1,822,709	$ 1,897,424	$ 1,975,569	$ 2,057,301	$ 2,142,781	$ 2,532,898	$ 2,694,284	$ 2,843,784	$ 2,986,590	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ 705,717	$ 731,760	$ 759,010	$ 787,519	$ 1,555,303	$ 1,617,708	$ 1,682,990	$ 1,751,279	$ 1,822,709	$ 1,897,424	$ 1,975,569	$ 2,057,301	$ 2,142,781	$ 2,532,898	$ 2,694,284	$ 2,843,784	$ 2,986,590	$ -
	Total Guideways	$ 2,052,573	$ 2,852,140	$ 2,976,270	$ 3,106,033	$ 3,241,683	$ 4,121,443	$ 4,300,877	$ 4,488,467	$ 4,684,582	$ 4,889,605	$ 4,764,796	$ 4,846,000	$ 4,019,498	$ 14,483,134	$ 14,974,573	$ 15,253,009	$ 15,520,972	$ 18,784,868	$ 13,322,099
		$ 5,072,220	$ 5,943,166	$ 5,613,657	$ 5,140,742	$ 5,139,375	$ 4,732,182	$ 4,273,083	$ 3,978,442	$ 3,475,709	$ 2,973,888	$ 2,381,757	$ 1,698,955	$ 915,315	$ 677,927	$ 392,470	$ 21,535	$ -	$ -	$ -
		$ 7,124,792	$ 8,795,305	$ 8,589,926	$ 8,246,775	$ 8,381,057	$ 8,853,626	$ 8,573,960	$ 8,466,909	$ 8,160,291	$ 7,863,493	$ 7,146,553	$ 6,544,955	$ 4,934,813	$ 15,161,062	$ 15,367,043	$ 15,274,544	$ 15,520,972	$ 18,784,868	$ 13,322,099
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	$ 18,806,536	$ 22,595,547	$ 25,043,124	$ 22,153,487	$ 23,192,789	$ 27,214,715	$ 28,465,067	$ 29,773,615	$ 31,143,107	$ 32,576,444	$ 33,737,561	$ 34,701,254	$ 34,427,826	$ 47,409,605	$ 51,300,718	$ 56,897,015	$ 59,607,215	$ 56,435,196	$ 26,168,876
		$ 6,904,975	$ 8,198,620	$ 8,047,973	$ 7,419,793	$ 7,478,435	$ 6,954,974	$ 6,359,608	$ 6,018,491	$ 5,374,849	$ 4,745,062	$ 4,003,122	$ 3,127,587	$ 2,171,206	$ 1,777,269	$ 1,332,093	$ 960,783	$ 937,084	$ 382,029	$ -
		$ 25,711,511	$ 30,794,168	$ 33,091,097	$ 29,573,280	$ 30,671,223	$ 34,169,689	$ 34,824,675	$ 35,792,107	$ 36,517,957	$ 37,321,506	$ 37,740,683	$ 37,828,842	$ 36,599,032	$ 49,186,874	$ 52,632,811	$ 57,857,799	$ 60,544,299	$ 56,817,225	$ 26,168,876
TOTAL TRANSIT		$ 38,156,839	$ 30,979,926	$ 27,777,937	$ 25,276,657	$ 26,438,184	$ 31,787,478	$ 31,970,563	$ 32,872,059	$ 33,644,827	$ 34,327,589	$ 36,297,264	$ 37,339,319	$ 37,331,894	$ 50,455,054	$ 54,494,146	$ 60,344,496	$ 63,124,326	$ 59,933,655	$ 59,374,491
		$ 17,154,859	$ 20,835,499	$ 20,230,804	$ 18,866,595	$ 19,274,438	$ 18,300,835	$ 17,074,183	$ 16,530,761	$ 15,164,803	$ 13,832,519	$ 12,295,371	$ 10,559,558	$ 8,683,023	$ 7,052,040	$ 5,289,188	$ 3,464,812	$ 1,824,496	$ 516,225	$ 107,620
		$ 55,311,698	$ 51,815,425	$ 48,008,741	$ 44,143,252	$ 45,712,622	$ 50,088,312	$ 49,044,747	$ 49,402,820	$ 48,809,630	$ 48,160,108	$ 48,592,636	$ 47,898,877	$ 46,014,918	$ 57,507,095	$ 59,783,334	$ 63,809,308	$ 64,948,822	$ 60,449,880	$ 59,482,110
PARATRANSIT																				
23	Paratransit	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 5,825,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,840,595	$ 5,134,097	$ 5,515,111	$ 5,743,607	$ 6,550,129	$ 6,645,984	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
		$ 13,510,595	$ 14,804,097	$ 15,185,111	$ 15,413,607	$ 16,220,129	$ 12,471,584	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
TOTAL PARATRANSIT		$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 9,670,000	$ 5,825,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,840,595	$ 5,134,097	$ 5,515,111	$ 5,743,607	$ 6,550,129	$ 6,645,984	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
		$ 13,510,595	$ 14,804,097	$ 15,185,111	$ 15,413,607	$ 16,220,129	$ 12,471,584	$ 6,289,792	$ 6,210,581	$ 5,851,297	$ 5,539,223	$ 5,168,599	$ 4,772,907	$ 4,352,706	$ 3,740,751	$ 3,091,124	$ 2,379,070	$ 1,610,970	$ 789,799	$ -
STREETS AND TRAFFIC SAFETY																				
24	Golden Gate Bridge South Access (Doyle Drive)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,431,981	$ 2,907,455	$ 2,810,610	$ 2,644,992	$ 2,731,156	$ 2,613,792	$ 2,474,309	$ 2,443,855	$ 2,303,274	$ 2,181,356	$ 2,036,484	$ 1,881,863	$ 1,717,756	$ 1,478,152	$ 1,223,826	$ 945,115	$ 644,699	$ 324,864	$ 1,187
		$ 2,431,981	$ 2,907,455	$ 2,810,610	$ 2,644,992	$ 2,731,156	$ 2,613,792	$ 2,474,309	$ 2,443,855	$ 2,303,274	$ 2,181,356	$ 2,036,484	$ 1,881,863	$ 1,717,756	$ 1,478,152	$ 1,223,826	$ 945,115	$ 644,699	$ 324,864	$ 1,187
25	Bernal Heights Street System Upgrading	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
26	Great Highway Erosion Repair	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 62,381	$ 74,581	$ 72,101	$ 67,857	$ 70,072	$ 67,067	$ 63,494	$ 62,720	$ 59,121	$ 56,001	$ 52,294	$ 48,337	$ 44,138	$ 38,002	$ 31,489	$ 24,351	$ 16,661	$ 8,487	$ 176
		$ 62,381	$ 74,581	$ 72,101	$ 67,857	$ 70,072	$ 67,067	$ 63,494	$ 62,720	$ 59,121	$ 56,001	$ 52,294	$ 48,337	$ 44,138	$ 38,002	$ 31,489	$ 24,351	$ 16,661	$ 8,487	$ 176
27	Visitacion Valley Watershed Area projects (San Francisco share)	$ 491,411	$ 513,525	$ 536,633	$ 560,782	$ 586,017	$ 612,388	$ 639,945	$ 668,743	$ 698,836	$ 730,284	$ 763,147	$ 797,488	$ 833,375	$ 870,877	$ 910,067	$ 820,000	$ -	$ -	$ -
		$ 72,687	$ 93,675	$ 97,698	$ 99,211	$ 110,841	$ 115,204	$ 118,946	$ 128,884	$ 134,238	$ 141,773	$ 149,313	$ 157,995	$ 168,447	$ 174,007	$ 180,160	$ 177,451	$ 120,438	$ 59,565	$ -
		$ 564,099	$ 607,200	$ 634,331	$ 659,992	$ 696,858	$ 727,592	$ 758,892	$ 797,627	$ 833,075	$ 872,057	$ 912,460	$ 955,483	$ 1,001,823	$ 1,044,884	$ 1,090,226	$ 997,451	$ 120,438	$ 59,565	$ -
28	Illinois Street Bridge	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
29	Golden Gate Park/SR1 Traffic Study	$ 10,963	$ 11,067	$ 11,180	$ 11,303	$ 11,437	$ 11,584	$ 11,744	$ 11,920	$ 12,114	$ 12,326	$ 12,561	$ 12,820	$ 13,107	$ 13,425	$ 13,780	$ 14,301	$ 14,843	$ 15,420	$ 14,419
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 10,963	$ 11,067	$ 11,180	$ 11,303	$ 11,437	$ 11,584	$ 11,744	$ 11,920	$ 12,114	$ 12,326	$ 12,561	$ 12,820	$ 13,107	$ 13,425	$ 13,780	$ 14,301	$ 14,843	$ 15,420	$ 14,419
30	Other Upgrades to Major Arterials	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 94,536	$ 103,367	$ 179,304	$ 188,589	$ 198,112	$ 208,088	$ 218,541	$ 235,911	$ 251,892	$ 266,429	$ 315,022
		$ 41,229	$ 43,588	$ 35,960	$ 27,234	$ 20,307	$ 10,832	$ 750	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 41,229	$ 43,588	$ 35,960	$ 27,234	$ 20,307	$ 10,832	$ 750	$ -	$ 94,536	$ 103,367	$ 179,304	$ 188,589	$ 198,112	$ 208,088	$ 218,541	$ 235,911	$ 251,892	$ 266,429	$ 315,022
	Total New and Upgraded Streets	$ 502,374	$ 524,591	$ 547,813	$ 572,084	$ 597,454	$ 623,971	$ 651,689	$ 680,663	$ 805,486	$ 845,977	$ 955,011	$ 998,897	$ 1,044,594	$ 1,092,390	$ 1,142,388	$ 1,070,212	$ 266,735	$ 281,849	$ 329,440
		$ 176,297	$ 211,844	$ 205,758	$ 194,301	$ 201,220	$ 193,103	$ 183,191	$ 191,604	$ 193,359	$ 197,774	$ 201,607	$ 206,332	$ 212,586	$ 212,009	$ 211,648	$ 201,802	$ 137,099	$ 68,052	$ 176
		$ 678,671	$ 736,436	$ 753,571	$ 766,385	$ 798,674	$ 817,074	$ 834,880	$ 872,267	$ 998,845	$ 1,043,751	$ 1,156,618	$ 1,205,229	$ 1,257,180	$ 1,304,399	$ 1,354,036	$ 1,272,015	$ 403,834	$ 349,902	$ 329,617
31	New Signals and Signs	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,044,539	$ 1,117,189	$ 1,174,705	$ 1,234,874	$ 1,297,816	$ 1,363,655	$ 1,432,522	$ 1,504,553	$ 1,579,892	$ 1,658,686	$ 1,741,092	$ 1,691,609	$ 1,550,000	$ 1,750,000	$ 2,703,654
		$ 233,466	$ 282,266	$ 272,573	$ 252,370	$ 255,305	$ 240,114	$ 222,784	$ 214,982	$ 197,194	$ 180,700	$ 161,866	$ 141,658	$ 119,802	$ 91,691	$ 61,886	$ 17,081	$ -	$ -	$ -
		$ 1,233,466	$ 1,282,266	$ 1,272,573	$ 1,252,370	$ 1,299,844	$ 1,357,302	$ 1,397,489	$ 1,449,856	$ 1,495,010	$ 1,544,355	$ 1,594,388	$ 1,646,211	$ 1,699,694	$ 1,750,376	$ 1,802,977	$ 1,708,689	$ 1,550,000	$ 1,750,000	$ 2,703,654
32	Advanced Technology and Information Systems (SFgo)	$ 545,977	$ 574,731	$ 604,818	$ 662,612	$ 721,862	$ 756,316	$ 792,359	$ 830,063	$ 869,502	$ 910,756	$ 953,905	$ 999,035	$ 1,046,235	$ 1,095,598	$ 1,162,876	$ 867,128	$ 264,668	$ -	$ -
		$ 42,938	$ 54,374	$ 55,947	$ 57,984	$ 68,090	$ 74,203	$ 80,129	$ 90,644	$ 98,427	$ 108,229	$ 118,542	$ 130,317	$ 144,211	$ 154,487	$ 166,794	$ 156,384	$ 104,246	$ 27,821	$ -
		$ 588,915	$ 629,106	$ 660,765	$ 720,596	$ 789,952	$ 830,519	$ 872,488	$ 920,707	$ 967,929	$ 1,018,984	$ 1,072,446	$ 1,129,352	$ 1,190,446	$ 1,250,085	$ 1,329,670	$ 1,023,512	$ 368,915	$ 27,821	$ -

Proposed 2009 Prop K Strategic Plan Amendment

Appendix H. Planned Cash Flow and Financing Costs By Expenditure Plan Line Item (YOE $'s)

EP No.	EP Line Item	FY2015/16	FY2016/17	FY2017/18	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
33	Signals and Signs	$ 2,250,000	$ 2,672,564	$ 2,919,382	$ 3,071,326	$ 3,230,292	$ 3,396,598	$ 3,570,574	$ 3,752,566	$ 3,942,936	$ 4,142,062	$ 4,350,336	$ 4,568,173	$ 4,796,003	$ 5,034,274	$ 5,359,014	$ 5,747,905	$ 6,109,872	$ 3,050,642	$ -
		$ 237,808	$ 282,438	$ 279,318	$ 269,000	$ 285,448	$ 282,463	$ 278,024	$ 287,635	$ 286,650	$ 290,121	$ 293,295	$ 298,316	$ 306,010	$ 304,251	$ 308,427	$ 312,899	$ 322,163	$ 116,556	$ -
		$ 2,487,808	$ 2,955,002	$ 3,198,700	$ 3,340,325	$ 3,515,740	$ 3,679,061	$ 3,848,598	$ 4,040,201	$ 4,229,586	$ 4,432,183	$ 4,643,631	$ 4,866,490	$ 5,102,013	$ 5,338,526	$ 5,667,441	$ 6,060,803	$ 6,432,035	$ 3,167,197	$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 3,454,671	$ 3,561,517	$ 3,671,667	$ 3,785,223	$ 3,902,292	$ 4,022,981	$ 4,147,404	$ 4,275,674	$ 2,170,393	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,223,037	$ 2,812,140	$ 2,880,756	$ 2,878,462	$ 3,165,047	$ 3,236,643	$ 3,288,122	$ 3,504,610	$ 3,435,843	$ 3,253,451	$ 3,036,766	$ 2,805,470	$ 2,559,932	$ 2,201,784	$ 1,821,613	$ 1,404,960	$ 955,728	$ 476,693	$ -
		$ 5,677,708	$ 6,373,657	$ 6,552,422	$ 6,663,685	$ 7,067,339	$ 7,259,624	$ 7,435,525	$ 7,780,284	$ 5,606,236	$ 3,253,451	$ 3,036,766	$ 2,805,470	$ 2,559,932	$ 2,201,784	$ 1,821,613	$ 1,404,960	$ 955,728	$ 476,693	$ -
35	Street Repair and Cleaning Equipment	$ 719,553	$ 757,449	$ 797,101	$ 838,587	$ 881,991	$ 927,399	$ 974,901	$ 1,024,592	$ 1,076,570	$ 1,130,938	$ 1,187,805	$ 1,247,283	$ 1,309,489	$ 1,374,546	$ 1,463,212	$ 1,569,394	$ 1,260,083	$ 450,000	$ -
		$ 36,429	$ 45,867	$ 46,966	$ 46,849	$ 51,624	$ 53,207	$ 54,671	$ 59,193	$ 61,885	$ 65,842	$ 70,097	$ 75,202	$ 81,479	$ 85,675	$ 91,842	$ 98,702	$ 81,276	$ 2,929	$ -
		$ 755,982	$ 803,317	$ 844,067	$ 885,436	$ 933,615	$ 980,606	$ 1,029,572	$ 1,083,785	$ 1,138,455	$ 1,196,780	$ 1,257,903	$ 1,322,485	$ 1,390,968	$ 1,460,221	$ 1,555,054	$ 1,668,096	$ 1,341,360	$ 452,929	$ -
36	Embarcadero Roadway Incremental Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Pedestrian and Bicycle Facility Maintenance	$ 547,037	$ 571,654	$ 597,378	$ 624,260	$ 652,352	$ 681,708	$ 712,385	$ 744,442	$ 777,942	$ 812,949	$ 849,532	$ 887,761	$ 927,710	$ 969,457	$ 1,013,083	$ 1,058,672	$ 540,984	$ -	$ -
		$ 79,138	$ 100,195	$ 102,688	$ 102,460	$ 112,463	$ 114,834	$ 116,451	$ 123,894	$ 126,671	$ 131,270	$ 135,595	$ 140,644	$ 146,886	$ 148,511	$ 150,370	$ 150,986	$ 115,965	$ 41,092	$ -
		$ 626,175	$ 671,849	$ 700,066	$ 726,720	$ 764,815	$ 796,542	$ 828,836	$ 868,337	$ 904,613	$ 944,219	$ 985,127	$ 1,028,405	$ 1,074,597	$ 1,117,968	$ 1,163,453	$ 1,209,657	$ 656,949	$ 41,092	$ -
38	Traffic Calming	$ 1,918,808	$ 2,019,865	$ 2,125,602	$ 2,236,233	$ 2,351,976	$ 2,473,063	$ 2,599,735	$ 2,732,244	$ 2,870,853	$ 3,015,836	$ 3,167,480	$ 3,326,087	$ 3,491,970	$ 3,665,456	$ 3,901,899	$ 4,185,050	$ 4,334,180	$ 3,978,322	$ 1,804,364
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,086	$ -	$ -	$ -
		$ 1,918,808	$ 2,019,865	$ 2,125,602	$ 2,236,233	$ 2,351,976	$ 2,473,063	$ 2,599,735	$ 2,732,244	$ 2,870,853	$ 3,015,836	$ 3,167,480	$ 3,326,087	$ 3,491,970	$ 3,665,456	$ 3,901,899	$ 4,187,136	$ 4,334,180	$ 3,978,322	$ 1,804,364
39	Bicycle Circulation/Safety	$ 692,347	$ 898,562	$ 945,712	$ 995,044	$ 1,046,657	$ 1,100,654	$ 1,157,142	$ 1,216,234	$ 1,278,048	$ 1,262,517	$ 1,291,937	$ 1,466,765	$ 1,600,253	$ 1,672,265	$ 1,747,517	$ 1,826,155	$ 1,908,332	$ 1,941,779	$ 1,346,427
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 692,347	$ 898,562	$ 945,712	$ 995,044	$ 1,046,657	$ 1,100,654	$ 1,157,142	$ 1,216,234	$ 1,278,048	$ 1,262,517	$ 1,291,937	$ 1,466,765	$ 1,600,253	$ 1,672,265	$ 1,747,517	$ 1,826,155	$ 1,908,332	$ 1,941,779	$ 1,346,427
40	Pedestrian Circulation/Safety	$ 740,891	$ 765,000	$ 790,000	$ 825,000	$ 896,920	$ 968,074	$ 1,017,660	$ 1,069,530	$ 1,123,788	$ 1,180,541	$ 1,239,902	$ 1,301,988	$ 1,366,922	$ 1,434,833	$ 1,527,388	$ 2,148,227	$ -	$ -	$ -
		$ 80,837	$ 100,686	$ 100,721	$ 97,827	$ 106,853	$ 110,684	$ 114,190	$ 123,959	$ 129,691	$ 137,903	$ 146,543	$ 156,763	$ 169,252	$ 177,311	$ 187,873	$ 232,895	$ 138,791	$ 32,821	$ -
		$ 821,728	$ 865,686	$ 890,721	$ 922,827	$ 1,003,773	$ 1,078,758	$ 1,131,850	$ 1,193,489	$ 1,253,479	$ 1,318,444	$ 1,386,445	$ 1,458,751	$ 1,536,175	$ 1,612,144	$ 1,715,261	$ 2,381,122	$ 138,791	$ 32,821	$ -
41	Curb Ramps	$ 726,782	$ 765,173	$ 805,343	$ 847,372	$ 891,346	$ 937,350	$ 985,478	$ 1,035,824	$ 1,088,488	$ 1,143,576	$ 1,201,196	$ 1,261,463	$ 1,324,495	$ 1,390,417	$ 1,460,641	$ 1,575,059	$ 1,679,999	$ 1,759,105	$ 1,160,663
		$ 1,470	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 728,252	$ 765,173	$ 805,343	$ 847,372	$ 891,346	$ 937,350	$ 985,478	$ 1,035,824	$ 1,088,488	$ 1,143,576	$ 1,201,196	$ 1,261,463	$ 1,324,495	$ 1,390,417	$ 1,460,641	$ 1,575,059	$ 1,679,999	$ 1,759,105	$ 1,160,663
42	Tree Planting and Maintenance	$ 1,045,000	$ 1,092,025	$ 1,141,166	$ 1,192,519	$ 1,246,182	$ 1,302,260	$ 1,360,862	$ 1,422,101	$ 1,486,095	$ 1,552,969	$ 1,622,853	$ 1,695,881	$ 1,772,196	$ 1,851,945	$ 1,935,282	$ 2,022,370	$ 2,113,377	$ 1,708,479	$ -
		$ 84,018	$ 106,610	$ 109,316	$ 108,777	$ 118,879	$ 120,736	$ 121,580	$ 128,264	$ 129,888	$ 133,120	$ 135,781	$ 138,822	$ 142,595	$ 141,415	$ 140,083	$ 135,208	$ 129,204	$ 95,197	$ -
		$ 1,129,018	$ 1,198,635	$ 1,250,482	$ 1,301,296	$ 1,365,061	$ 1,422,996	$ 1,482,442	$ 1,550,364	$ 1,615,983	$ 1,686,090	$ 1,758,634	$ 1,834,703	$ 1,914,791	$ 1,993,360	$ 2,075,365	$ 2,157,578	$ 2,242,581	$ 1,803,676	$ -
TOTAL STREETS AND TRAFFIC SAFETY		$ 14,143,440	$ 15,203,130	$ 15,945,081	$ 16,650,260	$ 17,463,862	$ 18,307,563	$ 19,144,893	$ 20,018,807	$ 18,787,916	$ 17,361,776	$ 18,252,481	$ 19,257,887	$ 20,259,758	$ 21,239,868	$ 22,454,391	$ 23,761,779	$ 20,028,230	$ 14,920,175	$ 7,344,548
		$ 5,627,419	$ 6,903,877	$ 6,864,653	$ 6,653,021	$ 7,096,084	$ 7,039,779	$ 6,933,451	$ 7,168,640	$ 6,962,884	$ 6,679,766	$ 6,336,575	$ 5,975,387	$ 5,600,510	$ 4,995,287	$ 4,364,362	$ 3,658,119	$ 2,629,171	$ 1,186,025	$ 1,364
		$ 19,770,859	$ 22,107,008	$ 22,810,634	$ 23,303,281	$ 24,559,947	$ 25,347,342	$ 26,078,344	$ 27,187,446	$ 25,750,800	$ 24,041,542	$ 24,589,056	$ 25,233,274	$ 25,860,268	$ 26,235,154	$ 26,818,753	$ 27,419,898	$ 22,657,400	$ 16,106,199	$ 7,345,912
TRANSPORTATION SYSTEMS MANAGEMEN																				
43	Transportation Demand Management/Parking Management	$ 412,000	$ 424,360	$ 437,091	$ 450,204	$ 463,710	$ 477,621	$ 491,950	$ 506,708	$ 521,909	$ 537,567	$ 553,694	$ 570,304	$ 587,413	$ 605,036	$ 623,187	$ 600,000	$ 661,139	$ -	$ -
		$ 41,723	$ 55,991	$ 60,112	$ 62,214	$ 70,263	$ 73,287	$ 75,413	$ 80,905	$ 82,900	$ 85,570	$ 87,482	$ 89,204	$ 90,910	$ 88,948	$ 86,314	$ 79,150	$ 73,756	$ 23,203	$ -
		$ 453,723	$ 480,351	$ 497,203	$ 512,417	$ 533,973	$ 550,908	$ 567,363	$ 587,613	$ 604,809	$ 623,137	$ 641,176	$ 659,508	$ 678,323	$ 693,984	$ 709,501	$ 679,150	$ 734,895	$ 23,203	$ -
44	Transportation/Land Use Coordination	$ 522,500	$ 546,013	$ 570,583	$ 596,259	$ 623,091	$ 651,130	$ 680,431	$ 711,050	$ 743,048	$ 776,485	$ 811,427	$ 847,941	$ 886,098	$ 925,972	$ 967,641	$ 1,011,185	$ 676,111	$ -	$ -
		$ 98,881	$ 122,977	$ 123,829	$ 121,432	$ 130,970	$ 131,360	$ 130,795	$ 136,549	$ 136,895	$ 138,987	$ 140,512	$ 142,473	$ 145,254	$ 143,127	$ 140,955	$ 137,128	$ 108,930	$ 31,695	$ -
		$ 621,381	$ 668,989	$ 694,412	$ 717,691	$ 754,061	$ 782,490	$ 811,226	$ 847,599	$ 879,942	$ 915,472	$ 951,938	$ 990,414	$ 1,031,352	$ 1,069,099	$ 1,108,596	$ 1,148,313	$ 785,041	$ 31,695	$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		$ 934,500	$ 970,373	$ 1,007,674	$ 1,046,463	$ 1,086,801	$ 1,128,751	$ 1,172,380	$ 1,217,758	$ 1,264,957	$ 1,314,051	$ 1,365,120	$ 1,418,245	$ 1,473,512	$ 1,531,008	$ 1,590,828	$ 1,611,185	$ 1,337,250	$ -	$ -
		$ 140,605	$ 178,968	$ 183,942	$ 183,646	$ 201,233	$ 204,648	$ 206,208	$ 217,454	$ 219,795	$ 224,557	$ 227,994	$ 231,677	$ 236,164	$ 232,075	$ 227,269	$ 216,279	$ 182,687	$ 54,899	$ -
		$ 1,075,105	$ 1,149,341	$ 1,191,616	$ 1,230,108	$ 1,288,033	$ 1,333,399	$ 1,378,588	$ 1,435,212	$ 1,484,752	$ 1,538,609	$ 1,593,114	$ 1,649,922	$ 1,709,675	$ 1,763,083	$ 1,818,097	$ 1,827,464	$ 1,519,936	$ 54,899	$ -
TOTAL STRATEGIC PLAN		$ 62,904,778	$ 56,823,429	$ 54,401,592	$ 52,643,380	$ 54,658,847	$ 57,049,392	$ 52,287,837	$ 54,108,624	$ 53,697,700	$ 53,003,416	$ 55,914,865	$ 58,015,450	$ 59,065,164	$ 73,225,930	$ 78,539,365	$ 85,717,461	$ 84,489,806	$ 74,853,829	$ 66,719,039
		$ 26,763,479	$ 33,052,442	$ 32,794,509	$ 31,446,868	$ 33,121,884	$ 32,191,246	$ 30,503,635	$ 30,127,436	$ 28,198,778	$ 26,276,066	$ 24,028,539	$ 21,539,529	$ 18,872,403	$ 16,020,153	$ 12,971,944	$ 9,718,279	$ 6,247,324	$ 2,546,947	$ 108,983
		$ 89,668,257	$ 89,875,871	$ 87,196,101	$ 84,090,248	$ 87,780,731	$ 89,240,637	$ 82,791,471	$ 84,236,060	$ 81,896,478	$ 79,279,482	$ 79,943,405	$ 79,554,979	$ 77,937,567	$ 89,246,083	$ 91,511,309	$ 95,435,740	$ 90,737,130	$ 77,400,777	$ 66,828,022