

# **2014 Prop K Strategic Plan Policies and Appendices**

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## 2014 Prop K Strategic Plan Policies

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

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

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

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

### 4.1 | OPTIMIZING THE LEVERAGING OF SALES TAX FUNDS

#### 4.1.1 | NO SUBSTITUTION

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

#### 4.1.2 | CERTIFICATION OF COMMITTED FUNDS

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

#### 4.1.3 | REQUIRED MATCH CONSIDERATION

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

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

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

## 2014 Prop K Strategic Plan Policies

### 4.1.5 | RTP CONSISTENCY

Projects shall be consistent with the RTP.

## 4.2 | SUPPORT TIMELY AND COST-EFFECTIVE PROJECT DELIVERY

### 4.2.1 | 5YPP APPROVAL

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

### 4.2.2 | ALLOCATION BY PHASE

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

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

### 4.2.3 | OPERATIONS AND MAINTENANCE

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

### 4.2.4 | PREREQUISITE MILESTONES FOR ALLOCATION

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

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

## 2014 Prop K Strategic Plan Policies

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

### 4.2.5 | PROJECT READINESS

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

### 4.2.6 | PROJECT READINESS

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

### 4.2.7 | ALLOCATION REQUEST PACKAGE

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

### 4.2.8 | RETROACTIVE REIMBURSEMENTS NOT ALLOWED

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

### 4.2.9 | INDIRECT EXPENSES NOT ALLOWED

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

### 4.2.10 | CONTRACT AWARD AND ENCUMBRANCE

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

### 4.2.11 | REMAINING BALANCE REQUIRED TO SAME PROJECT FOR FUTURE PHASES

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

### 4.2.12 | REMAINING BALANCE RETURNED TO SAME CATEGORY

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

## 2014 Prop K Strategic Plan Policies

### 4.2.13 | COMMUNICATION

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

### 4.3 | MAXIMIZE THE COST-EFFECTIVENESS OF FINANCING

#### 4.3.1 | CASH FLOW DISTRIBUTION SCHEDULES

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

#### 4.3.2 | TIMELY-USE-OF-FUNDS REQUIREMENTS

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

#### 4.3.3 | PROPORTIONAL SPENDING

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

#### 4.3.4 | PRIORITY 1 VS. PRIORITY 2 FUNDING LEVELS

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

#### 4.3.5 | PRO-RATA (1/30<sup>TH</sup>) SHARE

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

## 2014 Prop K Strategic Plan Policies

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

### 4.3.6 | ADVANCING FUNDS

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

### 4.3.7 | FINANCING ASSIGNED BY CATEGORY

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

### 4.4 PREQUISITE MILESTONES FOR ALLOCATION

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

## 2014 Prop K Strategic Plan Policies

**Table F-1. Prerequisite Milestones for Allocation**

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

### 4.5 EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE

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

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

Phase	Expected Work Product/Deliverable <sup>1</sup>
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

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



## 2014 PROP K STRATEGIC PLAN

### Appendix A. San Francisco Expenditure Plan Summary

# SF Proposition K Expenditure Plan Summary

2003 \$Millions	Total Prop K <sup>1</sup>	Percentage of Prop K Funding <sup>2</sup>	Other Expected Funds	Total Expected Funding <sup>2</sup>
<b>A. TRANSIT</b>	<b>1,781.1</b>	<b>65.5%</b>	<b>8163.2</b>	<b>9,944.3</b>
<b>I. Major Capital Projects</b>	<b>689.6</b>		<b>3059.1</b>	<b>3,748.7</b>
a. MUNI	361.0		1041.0	1,402.0
Bus Rapid Transit/MUNI Metro Network	110.0		490.0	600.0
3rd Street Light Rail (Phase 1)	70.0		30.0	100.0
Central Subway (3rd St. LRT Phase 2)	126.0		521.0	647.0
Geary LRT	55.0		0.0	55.0
b. Caltrain	313.1		1827.9	2,141.0
Downtown Extension to a Rebuilt Transbay Terminal	270.0		1615.0	1,885.0
Electrification	20.5		162.0	182.5
Capital Improvement Program	22.6		50.9	73.5
c. BART Station Access, Safety and Capacity	10.5		89.5	100.0
d. Ferry	5.0		100.7	105.7
<b>ii. Transit Enhancements</b>	<b>52.5</b>		<b>148.2</b>	<b>200.7</b>
<b>iii. System Maintenance and Renovation</b>	<b>1,039.0</b>		<b>4955.9</b>	<b>5,994.9</b>
a. Vehicles	575.0		2911.0	3,486.0
b. Facilities	115.7		830.0	945.7
c. Guideways	348.3		1214.9	1,563.2
<b>B. PARATRANSIT<sup>4</sup></b>	<b>291.0</b>	<b>8.6%</b>	<b>105.3</b>	<b>396.3</b>
<b>C. STREETS AND TRAFFIC SAFETY</b>	<b>714.7</b>	<b>24.6%</b>	<b>1318.3</b>	<b>2,033.0</b>
<b>I Major Capital Projects</b>	<b>117.5</b>		<b>422.2</b>	<b>539.7</b>
a. Golden Gate Bridge South Access (Doyle Drive)	90.0		330.0	420.0
b. New and Upgraded Streets	27.5		92.2	119.7
<b>ii. System Operations, Efficiency and Safety</b>	<b>60.6</b>		<b>94.9</b>	<b>155.5</b>
a. New Signals and Signs	41.0		14.5	55.5
b. Advanced Technology and Information Systems (SFgo)	19.6		80.4	100.0
<b>iii. System Maintenance and Renovation</b>	<b>281.6</b>		<b>605.9</b>	<b>887.5</b>
a. Signals and Signs	99.8		70.7	170.5
b. Street Resurfacing, Rehabilitation, and Maintenance	162.7		517.5	680.2
c. Pedestrian and Bicycle Facility Maintenance	19.1		17.7	36.8
<b>iv. Bicycle and Pedestrian Improvements</b>	<b>255.0</b>		<b>195.3</b>	<b>450.3</b>
a. Traffic Calming	70.0		72.0	142.0
b. Bicycle Circulation/Safety	56.0		21.6	77.6
c. Pedestrian Circulation/Safety	52.0		17.7	69.7
d. Curb Ramps	36.0		30.0	66.0
e. Tree Planting and Maintenance	41.0		54.0	95.0
<b>D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES</b>	<b>33.2</b>	<b>1.3%</b>	<b>29.3</b>	<b>62.5</b>
<b>I. Transportation Demand Management/Parking Management</b>	<b>13.2</b>		<b>15.7</b>	<b>28.9</b>
<b>ii. Transportation/Land Use Coordination</b>	<b>20.0</b>		<b>13.6</b>	<b>33.6</b>
<b>TOTAL</b>	<b>2,820</b>	<b>100%</b>	<b>9616.1</b>	<b>12,436</b>
Total Prop K Priority 1 (conservative forecast)	2,350			
Total Prop K Priority 1 + 2 (medium forecast; most likely to materialize)	2,626			
Total Prop K Priority 1+2+3 (optimistic forecast) <sup>5</sup>	2,820			

#### NOTES

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

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

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

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

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



# Proposition K Transportation Sales Tax Reauthorization and Expenditure Plan

## San Francisco County Transportation Authority

1455 Market Street, 22nd Floor  
San Francisco, CA 94103  
TEL 415-522.4800  
FAX 415.522.4829  
EMAIL info@sftcta.org  
WEB www.sftcta.org

### Commissioners

John Avalos  
CHAIR

Scott Wiener  
VICE CHAIR

London Breed  
David Campos  
David Chiu

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Mark Farrell

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DEPUTY DIRECTOR FOR POLICY & PROGRAMMING

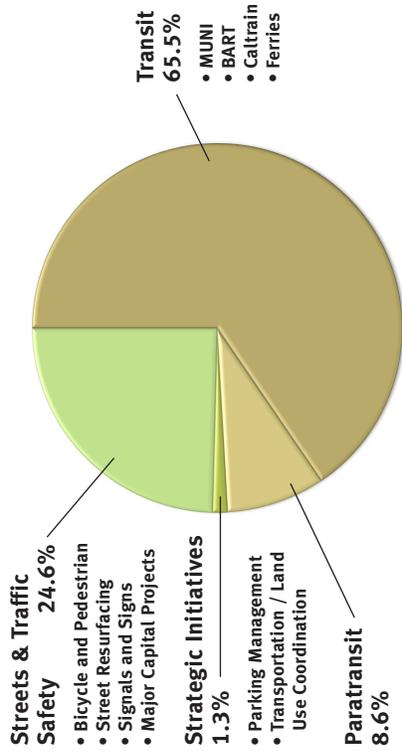
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Elizabeth Sall  
DEPUTY DIRECTOR FOR TECHNOLOGY, DATA, & ANALYSIS

Cynthia Fong  
DEPUTY DIRECTOR FOR FINANCE & ADMINISTRATION

Lee Saage  
DEPUTY DIRECTOR FOR CAPITAL PROJECTS

## EXPENDITURES BY CATEGORY



## Inside the Plan

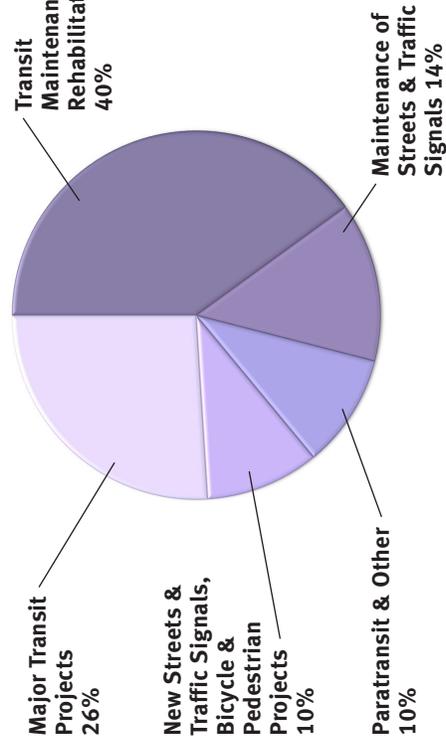
### MAJOR CAPITAL PROJECTS

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

### PROJECTS AND PROGRAMS

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

## EXPENDITURES BY TYPE



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

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

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

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

# Draft 2009 Strategic Plan

## 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

<b>EP</b>	<b>1</b>	<b>Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network</b>	
		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

<b>EP</b>	<b>2</b>	<b>3rd Street Light Rail (Phase 1)</b>	
		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

<b>EP</b>	<b>3</b>	<b>Central Subway (3rd St. Light Rail - Phase 2)</b>	
		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

# Draft 2009 Strategic Plan

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

<b>EP</b>	<b>4</b>	<b>Geary Light Rail</b>	<p>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.</p>		
				Programming	\$0
				Finance Cost	\$0
				TOTAL	\$0
				Available Funds	\$0
				Difference	\$0

### b. Caltrain

<b>EP</b>	<b>5</b>	<b>Downtown Extension to a Rebuilt Transbay Terminal</b>	<p>See <b>Appendix D</b> 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&amp;ED phase of the project than anticipated in the 2005 Strategic Plan, and less on the PS&amp;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</p>		
				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

<b>EP</b>	<b>6</b>	<b>Electrification</b>	<p>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.</p>		
				Programming	\$23,128,788
				Finance Cost	\$2,586,234
				TOTAL	\$25,715,022
				Available Funds	\$26,372,212
				Difference	\$657,190

# Draft 2009 Strategic Plan

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

<b>EP 7 Caltrain Capital Improvement Program</b>	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

<b>EP 8 BART Station Access, Safety and Capacity</b>	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

<b>EP 9 Ferry</b>	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.

<b>EP 10 MUNI Extension of Trolleybus Lines</b>	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

<b>EP 11 F-Line Extension to Fort Mason</b>	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

<b>EP 12 Purchase/Rehab Historic Street Cars</b>	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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## Appendix C. Expenditure Plan Line Item Summary (YOE \$'s)

<b>EP</b>	<b>13</b>	<b>Balboa Park BART/MUNI Station Access</b> 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
<b>EP</b>	<b>14</b>	<b>Caltrain Relocation of Paul Street to Oakdale</b> 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
<b>EP</b>	<b>15</b>	<b>Purchase Additional Light Rail Vehicles</b> 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
<b>EP</b>	<b>16</b>	<b>Other Transit Enhancements</b> 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

# Draft 2009 Strategic Plan

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

### III. System Maintenance and Renovation

#### a. Vehicles

<p><b>EP 17 Vehicles</b></p> <p>The EP line item Vehicles contains capital funding as well as incremental operations and maintenance for two grandfathered projects: the F-Line Historic Streetcar Operations and Maintenance and Trolleybus-wheelchair lifts. The EP line item Vehicles has more assigned funding in the original Expenditure Plan than any other EP line item. Totalling \$500 million in Priority 1 funds, the eligible sponsors are Muni, BART, and Caltrain. The Strategic Plan reflects the minimum amounts guaranteed in the Expenditure Plan for each sponsor in the line item. There is also an amount undesignated to any of the eligible sponsors:</p> <p>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</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>A - Allocate Undesignated funds to cover Muni's need so as to avoid additional debt issuance; or</li> <li>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.</li> </ul> <p>All Undesignated funds will be held without specific programming to allow these or other future needs to be addressed.</p>	<table> <tr> <td>Programming</td> <td>\$614,402,772</td> </tr> <tr> <td>Finance Cost</td> <td>\$1,473,685</td> </tr> <tr> <td>TOTAL</td> <td>\$615,876,458</td> </tr> <tr> <td>Available Funds</td> <td>\$641,140,639</td> </tr> <tr> <td>Difference</td> <td>\$25,264,181</td> </tr> </table>	Programming	\$614,402,772	Finance Cost	\$1,473,685	TOTAL	\$615,876,458	Available Funds	\$641,140,639	Difference	\$25,264,181
Programming	\$614,402,772										
Finance Cost	\$1,473,685										
TOTAL	\$615,876,458										
Available Funds	\$641,140,639										
Difference	\$25,264,181										

<p><b>EP 18 Trolley Operations and Maintenance (O&amp;M)</b></p> <p>See description under EP 19.</p> <p>This is the only Operation and Maintenance Project with funds remaining for allocation. They are the result of partial de-obligations of prior allocations.</p>	<table> <tr> <td>Programming</td> <td>\$2,520,679</td> </tr> <tr> <td>Finance Cost</td> <td>\$0</td> </tr> <tr> <td>TOTAL</td> <td>\$2,520,679</td> </tr> <tr> <td>Available Funds</td> <td>\$2,520,679</td> </tr> <tr> <td>Difference</td> <td>\$0</td> </tr> </table>	Programming	\$2,520,679	Finance Cost	\$0	TOTAL	\$2,520,679	Available Funds	\$2,520,679	Difference	\$0
Programming	\$2,520,679										
Finance Cost	\$0										
TOTAL	\$2,520,679										
Available Funds	\$2,520,679										
Difference	\$0										

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

<b>EP 19 F-Line Operations &amp; Maintenance</b>		
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.		
	Programming	\$5,168,000
	Finance Cost	\$0
	TOTAL	\$5,168,000
	Available Funds	\$5,097,240
	Difference	(\$70,760)
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.		

### b. Facilities

<b>EP 20 Facilities</b>		
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.		
	Programming	\$67,400,688
	Finance Cost	\$39,932,114
	TOTAL	\$107,332,802
	Available Funds	\$108,962,262
	Difference	\$1,629,460
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.		

<b>EP 21 Muni Metro Extension Operations &amp; Maintenance</b>		
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)

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

### c. Guideways

<b>EP 22 Guideways</b>	<p>Most of Muni's funding in this EP line item serves as the required match to federal funds, FTA Section 5309 Fixed Guideway funds. While the federal match need is spread throughout the 30-year program, Muni has a significant project need not covered by federal funds in the early years of the Strategic Plan, with their Radio Communication System replacement. Totalling \$72 million in Prop K need, this project meets an FCC requirement that all transit operators switch to a new radio frequency and meet minimum standards for their service. The system must be in place by 2012.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<table> <tr><td>Programming</td><td>\$319,235,777</td></tr> <tr><td>Finance Cost</td><td>\$63,908,391</td></tr> <tr><td><b>TOTAL</b></td><td><b>\$383,144,168</b></td></tr> <tr><td>Available Funds</td><td>\$394,554,023</td></tr> <tr><td>Difference</td><td>\$11,409,855</td></tr> </table>	Programming	\$319,235,777	Finance Cost	\$63,908,391	<b>TOTAL</b>	<b>\$383,144,168</b>	Available Funds	\$394,554,023	Difference	\$11,409,855
Programming	\$319,235,777											
Finance Cost	\$63,908,391											
<b>TOTAL</b>	<b>\$383,144,168</b>											
Available Funds	\$394,554,023											
Difference	\$11,409,855											

## B. PARATRANSIT

<b>EP 23 Paratransit</b>	<p>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.</p>	<table> <tr><td>Programming</td><td>\$161,295,600</td></tr> <tr><td>Finance Cost</td><td>\$97,701,191</td></tr> <tr><td><b>TOTAL</b></td><td><b>\$258,996,791</b></td></tr> <tr><td>Available Funds</td><td>\$259,734,129</td></tr> <tr><td>Difference</td><td>\$737,337</td></tr> </table>	Programming	\$161,295,600	Finance Cost	\$97,701,191	<b>TOTAL</b>	<b>\$258,996,791</b>	Available Funds	\$259,734,129	Difference	\$737,337
Programming	\$161,295,600											
Finance Cost	\$97,701,191											
<b>TOTAL</b>	<b>\$258,996,791</b>											
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)

<b>EP 24 Golden Gate Bridge South Access (Doyle Drive)</b>	<p>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.</p>	<table> <tr><td>Programming</td><td>\$56,066,085</td></tr> <tr><td>Finance Cost</td><td>\$45,361,438</td></tr> <tr><td><b>TOTAL</b></td><td><b>\$101,427,523</b></td></tr> <tr><td>Available Funds</td><td>\$101,886,790</td></tr> <tr><td>Difference</td><td>\$459,267</td></tr> </table>	Programming	\$56,066,085	Finance Cost	\$45,361,438	<b>TOTAL</b>	<b>\$101,427,523</b>	Available Funds	\$101,886,790	Difference	\$459,267
Programming	\$56,066,085											
Finance Cost	\$45,361,438											
<b>TOTAL</b>	<b>\$101,427,523</b>											
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

# Draft 2009 Strategic Plan

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

### b. New and Upgraded Streets

<b>EP 25</b>	<b>Bernal Heights Street System Upgrade</b> 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	\$2,552,000
		Finance Cost	\$0
		TOTAL	\$2,552,000
		Available Funds	\$2,552,000
		Difference	\$0
<b>EP 26</b>	<b>Great Highway Erosion Repair</b> 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	\$2,402,637
		Finance Cost	\$0
		TOTAL	\$2,402,637
		Available Funds	\$2,611,492
		Difference	\$208,855
<b>EP 27</b>	<b>Visitacion Valley Watershed</b> Planning funds are included next year, FY 2005-06, for the Bi-County Study Update, to identify needed transportation improvements to support planned development in San Francisco and San Mateo County, along with planning funds for a Visitacion Valley Watershed Neighborhood Transportation Plan. Both plans will identify a recommended set of short and medium term capital improvement projects. The highest priority projects, including those with the best funding plans, will then receive funds for design, environmental clearance and implementation. Planned improvements will receive Design funding in the next two years, FY 2005-06 and FY 2006-07. Construction funding will start to be available in FY 2006-07 and continue until the project's 90% P1 cap is reached.	Programming	\$18,476,119
		Finance Cost	\$181,460
		TOTAL	\$18,657,579
		Available Funds	\$19,296,741
		Difference	\$639,162
<b>EP 28</b>	<b>Illinois Street Bridge</b> 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	\$2,000,000
		Finance Cost	\$0
		TOTAL	\$2,000,000
		Available Funds	\$2,000,000
		Difference	\$0
<b>EP 29</b>	<b>Golden Gate Park SR1 Traffic Study</b> 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	\$251,013
		Finance Cost	\$0
		TOTAL	\$251,013
		Available Funds	\$257,290
		Difference	\$6,277
<b>EP 30</b>	<b>Other Upgrades to Major Arterials</b> 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: <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> The undesignated funding will be programmed as a placeholder to allow future needs to be addressed.	Programming	\$4,044,789
		Finance Cost	\$414,048
		TOTAL	\$4,458,837
		Available Funds	\$4,573,328
		Difference	\$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

<b>EP 31 New Signals and Signs</b>		
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

<b>EP 32 Advanced Technology and Information Systems (SFgo)</b>		
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

<b>EP 33 Signals and Signs</b>		
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

<b>EP 34 Street Resurfacing, Rehabilitation, and Maintenance</b>		
Improvements in this EP line item include repaving and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry standard pavement management system designed to inform cost effective roadway maintenance. Individual projects may include sidewalk rehabilitation, curb ramps and landscaping, subject to approved prioritization program. Funds will be advanced beyond the pro-rata share through FY 2006/07. This is to enable a continuing level of street resurfacing activities. Beginning in FY 2007/08, programming of Prop K funds will be significantly reduced, as the current Governor's budget calls for the reinstatement of Prop 42 funds for Local Streets and Roads purposes to cities and counties, including a share to San Francisco. Simultaneously, federal funds will be made available through the region for street resurfacing purposes.		
	Programming	\$93,551,330
	Finance Cost	\$56,319,511
	TOTAL	\$149,870,841
	Available Funds	\$152,186,961
	Difference	\$2,316,120

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

# Draft 2009 Strategic Plan

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

<b>EP 36</b>	<b>Embarcadero Roadway Incremental Operations and Maintenance</b>	Programming	\$2,149,942
	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,	Finance Cost	\$0
	“ 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.”	TOTAL	\$2,149,942
	This project is grandfathered in its entirety from Prop B and is therefore not subject to finance costs.	Available Funds	\$2,121,184
	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.	Difference	(\$28,758)

### c. Pedestrian and Bicycle Facility Maintenance

<b>EP 37</b>	<b>Pedestrian and Bicycle Facility Maintenance</b>	Programming	\$18,933,675
	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.	Finance Cost	\$2,614,962
		TOTAL	\$21,548,637
		Available Funds	\$22,384,219
		Difference	\$835,582

## IV. Bicycle and Pedestrian Improvements

### a. Traffic Calming

<b>EP 38</b>	<b>Traffic Calming</b>	Programming	\$75,489,750
	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.	Finance Cost	\$0
		TOTAL	\$75,489,750
		Available Funds	\$78,216,122
		Difference	\$2,726,372

### b. Bicycle Circulation and Safety

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

### c. Pedestrian Circulation and Safety

<b>EP 40</b>	<b>Pedestrian Circulation/Safety</b>	Programming	\$26,944,100
	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.	Finance Cost	\$2,432,453
		TOTAL	\$29,376,553
		Available Funds	\$30,617,495
		Difference	\$1,240,942

# Draft 2009 Strategic Plan

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

### d. Curb Ramps

<b>EP 41 Curb Ramps</b>	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
		<b>TOTAL</b>	<b>\$28,553,454</b>
		Available Funds	\$30,360,205
		Difference	\$1,806,751

### e. Tree Planting and Maintenance

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

## D. Transportation System Management/Strategic Initiatives

### I. Transportation Demand Management/Parking Management

<b>EP 43 Transportation Demand Management/Parking Management</b>	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
		<b>TOTAL</b>	<b>\$14,386,234</b>
		Available Funds	\$14,922,813
		Difference	\$536,579

### II. Transportation/Land Use Coordination

<b>EP 44 Transportation/Land Use Coordination</b>	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
		<b>TOTAL</b>	<b>\$21,933,388</b>
		Available Funds	\$22,641,509
		Difference	\$708,121

## Total Strategic Plan

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

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

**Central Subway**

**Scope**

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

**Status**

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

The total project budget is \$1.58 billion, and the SFMTA has identified full funding from a combination of local, state, and federal sources. We have been working with SFMTA over the past few years and we will continue working together to ensure that bridge funding is available to the project, given that most of the remaining \$75.5 million in San Francisco Regional Improvement Program (RIP) funds committed by the Transportation Authority to the project<sup>1</sup> are not likely to be available when needed to meet the project's cash flow needs.

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

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

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

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

**Central Subway**

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

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

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

**Schedule**

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

**Cost**

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

**Funding** (see next page)

Central Subway Full Funding Plan  
Updated: August 2014

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

## Central Subway Full Funding Plan Updated: August 2014

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

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

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

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

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

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

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

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**Appendix D. Prop K Major Capital Projects – Summary Update**

**Doyle Drive Replacement (Re-envisioned as Presidio Parkway)**

**Scope**

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

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

**Status**

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

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

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

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

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

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

**Doyle Drive Replacement (Re-envisioned as Presidio Parkway)**

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

**Schedule**

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

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

Capital Cost<sup>1</sup>

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

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

**Funding** (see next page)

**Presidio Parkway Funding Plan**  
Updated: September 2014

Source <sup>3</sup>	Type	Status	Project Phases <sup>1,2</sup>				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
HPP	Federal	Allocated	\$5,700,000	\$4,275,000	\$2,622,000	\$0	\$12,597,000	\$12,597,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
PLH	Federal	Allocated	\$7,200,000	\$1,904,000	\$3,961,000	\$3,704,000	\$16,769,000	\$16,769,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
STP/CMAQ <sup>4</sup>	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$34,000,000
		Programmed	\$0	\$0	\$0	\$34,000,000	\$34,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
TIGER	Federal	Allocated	\$0	\$0	\$0	\$46,000,000	\$46,000,000	\$46,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
UPP	Federal	Allocated	\$0	\$20,000,000	\$27,300,000	\$0	\$47,300,000	\$47,300,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
ARRA-SHOPP	State	Allocated	\$0	\$0	\$0	\$86,681,000	\$86,681,000	\$86,681,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Marina	State	Allocated	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$4,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-SF	State	Allocated	\$0	\$6,374,000	\$10,492,000	\$67,235,000	\$84,101,000	\$84,101,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP-Sonoma	State	Allocated	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHA <sup>5</sup>	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$735,700,000
		Programmed	\$0	\$0	\$0	\$735,700,000	\$735,700,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHOPP	State	Allocated	\$0	\$20,240,000	\$33,400,000	\$215,650,000	\$269,290,000	\$269,290,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SLPP	State	Allocated	\$0	\$0	\$0	\$19,366,000	\$19,366,000	\$19,366,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
TCRP	State	Allocated	\$9,000,000	\$4,700,000	\$0	\$1,300,000	\$15,000,000	\$15,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
BATA	Local	Allocated	\$0	\$0	\$0	\$80,000,000	\$80,000,000	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
GGHTBD	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$75,000,000
		Programmed	\$0	\$0	\$0	\$75,000,000	\$75,000,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$5,873,000	\$3,004,000	\$6,000,000	\$32,567,000	\$47,444,000	\$65,561,000
		Programmed	\$0	\$0	\$0	\$18,117,000	\$18,117,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Totals		Allocated	\$27,773,000	\$60,497,000	\$83,775,000	\$557,503,000	\$729,548,000	\$1,592,365,000
		Programmed	\$0	\$0	\$0	\$862,817,000	\$862,817,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
			<b>\$27,773,000</b>	<b>\$60,497,000</b>	<b>\$83,775,000</b>	<b>\$1,420,320,000</b>	<b>\$1,592,365,000</b>	

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

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

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

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

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

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

**Caltrain Electrification**

**Scope**

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

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

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

**Status**

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

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

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

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**Caltrain Electrification**

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

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

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

**Schedule**

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

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

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

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Caltrain Electrification

**Schedule**

CBOSS Schedule:

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

\* This is a design/build contract.

Electrification and EMUs Schedule:

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

**Cost**

CBOSS Cost:

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

Electrification and EMUs Cost:

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

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Appendix D. Prop K Major Capital Projects – Summary Update**

**Caltrain Electrification**

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

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

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

MOU Funding Plan Notes:

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

## 2014 Strategic Plan

### Appendix D. Prop K Major Capital Projects – Summary Update

#### Caltrain Electrification

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

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

**Caltrain Electrification Funding Plan**  
**Updated: August 2014**

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

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

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

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

**Caltrain Electrification Funding Plan**  
**Updated: August 2014**

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

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

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

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

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>						TOTAL
			PE/ENV	PS&E	ROW	CON	Total by Status		
FRA	Federal	Allocated	\$17,250,000	\$0	\$0	\$0	\$0	\$17,250,000	\$17,250,000
		Programmed	\$0	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
FTA/FHWA Funds (Caltrain)	Federal	Allocated	\$0	\$0	\$0	\$2,830,000	\$2,830,000	\$2,830,000	\$30,260,000
		Programmed	\$0	\$0	\$0	\$27,430,000	\$27,430,000	\$27,430,000	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$8,200,000	\$0	\$97,250,000	\$105,450,000	\$105,450,000	\$105,450,000
		Programmed	\$0	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
Prop 1B-Caltrain	State	Allocated	\$4,230,000	\$0	\$0	\$2,500,000	\$6,730,000	\$6,730,000	\$18,830,000
		Programmed	\$0	\$0	\$0	\$12,100,000	\$12,100,000	\$12,100,000	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
Previous Local Commitment <sup>5</sup>	Local	Allocated	\$4,240,000	\$0	\$0	\$0	\$4,240,000	\$4,240,000	\$4,240,000
		Programmed	\$0	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
Prop K <sup>3,4</sup>	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000	\$5,460,000	\$12,930,000
		Programmed	\$0	\$0	\$0	\$7,470,000	\$7,470,000	\$7,470,000	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
San Francisco Local Member Share/RIP <sup>4</sup>	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$5,390,000
		Programmed	\$0	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$5,390,000	\$5,390,000	\$5,390,000	
SMCTA <sup>6</sup>	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000	\$5,460,000	\$18,320,000
		Programmed	\$0	\$0	\$0	\$12,860,000	\$12,860,000	\$12,860,000	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
VTA	Local	Allocated	\$3,000,000	\$0	\$0	\$2,460,000	\$5,460,000	\$5,460,000	\$18,320,000
		Programmed	\$0	\$0	\$0	\$12,860,000	\$12,860,000	\$12,860,000	
		Planned	\$0	\$0	\$0	\$0	\$0	\$0	
Totals	Totals	Allocated	\$34,720,000	\$8,200,000	\$0	\$109,960,000	\$152,880,000	\$152,880,000	\$230,990,000
		Programmed	\$0	\$0	\$0	\$72,720,000	\$72,720,000	\$72,720,000	
		Planned	\$0	\$0	\$0	\$5,390,000	\$5,390,000	\$5,390,000	
			\$34,720,000	\$8,200,000	\$0	\$188,070,000	\$230,990,000	\$230,990,000	

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

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

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

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

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

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

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

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

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

**Scope**

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

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

**Status**

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

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

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

**2014 Strategic Plan**

**Appendix D. Prop K Major Capital Projects – Summary Update**

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

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

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

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

**Schedule**

**Phase 1 (Transbay Transit Center)**

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

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Appendix D. Prop K Major Capital Projects – Summary Update**

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

**Phase 2 (Downtown Extension)\***

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

\* Schedule subject to funding availability

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

**Funding** (see next page)

**Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan**  
**Updated August 2014**

**Phase 1: Transbay Transit Center**

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

**Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan**  
**Updated August 2014**

**Phase 1: Transbay Transit Center**

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

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

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

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

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

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

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

**Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan  
Updated August 2014**

**Phase 2: Downtown Extension**

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL <sup>3</sup>
			PE/ENV	PS&E	ROW	CON		
TIFIA Loan	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$134,241,101
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$134,241,101	\$134,241,101	
Alternatives Analysis Grant	Federal	Allocated	\$1,240,000	\$0	\$0	\$0	\$1,240,000	\$1,240,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Regional Measure 2	State	Allocated	\$6,983,557	\$0	\$0	\$0	\$6,983,557	\$6,983,557
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Land Sales	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$80,000,000	\$80,000,000	
SMCTA	State	Allocated	\$0	\$0	\$18,862,415	\$0	\$18,862,415	\$18,862,415
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K <sup>6</sup>	Local	Allocated	\$20,028,809	\$1,519,000	\$29,000,000	\$0	\$50,547,809	\$83,332,880
		Programmed	\$0	\$0	\$0	\$30,161,173	\$30,161,173	
		Planned	\$0	\$2,623,898	\$0	\$0	\$2,623,898	
RIP-SF <sup>4</sup>	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$17,800,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$17,800,000	\$17,800,000	
New Starts	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$650,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$650,000,000	\$650,000,000	
New Bridge Tolls	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$300,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$300,000,000	\$300,000,000	
High Speed Rail	Federal or State	Allocated	\$0	\$0	\$0	\$0	\$0	\$557,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$557,000,000	\$557,000,000	
Sales Tax Extension / Other Local	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$350,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$350,000,000	\$350,000,000	
Joint Development <sup>5</sup>	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$396,157,102
		Programmed	\$0	\$55,238,102	\$154,126,640	\$186,792,360	\$396,157,102	
		Planned	\$0	\$0	\$0	\$0	\$0	
<b>Totals</b>		<b>Allocated</b>	<b>\$28,252,366</b>	<b>\$1,519,000</b>	<b>\$47,862,415</b>	<b>\$0</b>	<b>\$77,633,781</b>	<b>\$2,598,240,953</b>
		<b>Programmed</b>	<b>\$0</b>	<b>\$57,862,000</b>	<b>\$154,126,640</b>	<b>\$216,953,533</b>	<b>\$428,942,173</b>	
		<b>Planned</b>	<b>\$0</b>	<b>\$2,623,898</b>	<b>\$0</b>	<b>\$2,089,041,101</b>	<b>\$2,091,664,999</b>	
			<b>\$28,252,366</b>	<b>\$62,004,898</b>	<b>\$201,989,055</b>	<b>\$2,305,994,634</b>	<b>\$2,598,240,953</b>	

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

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

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

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

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

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

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

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

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

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

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

2014 Prop K Strategic Plan

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

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

2014 Prop K Strategic Plan

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

EP No.	EP Category	Priority 1 Funding Limit <sup>1</sup>	Priority 1 Pro - Rata Share <sup>2</sup>	Available Funds <sup>3</sup>	% of Priority 1 <sup>4</sup>
<b>STREETS AND TRAFFIC SAFETY</b>					
24	Golden Gate Bridge South Access (Doyle Drive)	79,200,000	3.33%	63,411,662	80%
25	Bernal Heights	2,552,000	0.11%	2,552,000	100%
26	Great Highway Erosion Repair	2,030,000	0.09%	1,625,324	80%
27	Visitacion Valley Watershed	15,000,000	0.63%	12,009,784	80%
28	Illinois Street Bridge	2,000,000	0.08%	2,000,000	100%
29	Golden Gate Park/SR1 Traffic Study	200,000	0.01%	160,130	80%
30	Other Upgrades to Major Arterials	3,555,000	0.15%	2,846,319	80%
31	New Signals and Signs	36,100,000	1.52%	28,903,548	80%
32	Systems (Sfgo)	17,300,000	0.73%	13,851,285	80%
33	Signals and Signs	87,900,000	3.70%	70,377,337	80%
34	Street Resurfacing, Rehabilitation, and Maintenance	118,300,000	4.98%	94,717,167	80%
35	Street Repair and Cleaning Equipment	22,800,000	0.96%	18,254,872	80%
36	Embarcadero Roadway incremental operations and maintenance	2,200,000	0.09%	1,980,000	90%
37	Pedestrian and Bicycle Facility Maintenance	17,400,000	0.73%	13,931,350	80%
38	Traffic Calming	60,800,000	2.56%	48,679,660	80%
39	Bicycle Circulation/Safety	27,600,000	1.16%	22,098,003	80%
40	Pedestrian Circulation/Safety	23,800,000	1.00%	19,055,525	80%
41	Curb Ramps	23,600,000	0.99%	18,895,394	80%
42	Tree Planting and Maintenance	32,800,000	1.38%	26,261,395	80%
		<b>575,137,000</b>	<b>24.19%</b>	<b>461,610,756</b>	<b>80%</b>
<b>TSM / STRATEGIC INITIATIVES</b>					
43	Transportation Demand Management/Parking Management	11,600,000	0.49%	9,287,567	80%
44	Transportation/Land Use Coordination	17,600,000	0.74%	14,091,480	80%
		<b>29,200,000</b>	<b>1.23%</b>	<b>23,379,047</b>	<b>80%</b>
<b>TOTAL STRATEGIC PLAN</b>		<b>2,377,889,085</b>	<b>100%</b>	<b>1,951,909,018</b>	<b>82%</b>

Notes:

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

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

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

<sup>4</sup>2014 forecast of available funds (2003\$'s) as a portion of Priority 1 revenues (2003\$'s). Expenditure Plan Line items 2, 3, 18, 19, 21, 28 and 36 were grandfathered from Prop B into Prop K. Expenditure Plan line items 2, 3, 25, and 28 receive 100% of their Priority 1 cap. The amount of funding for incremental operations and maintenance projects (Expenditure Plan line item 18, 19, 28 and 36) is subject to a formula in the Expenditure Plan that steps down the annual amount to zero in year 10.

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17			
<b>TRANSIT</b>																					
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ 124,679,193	16.46%	Programming	\$ 100,344,190	\$ 600,000	\$ 397,423	\$ 856,966	\$ 3,487,710	\$ 1,925,401	\$ 940,750	\$ (281,856)	\$ 5,526,515	\$ 100,000	\$ 2,291,419	\$ 16,123,598	\$ 20,019,280	\$ 42,802,484	\$ 3,025,500		
				Finance Costs	\$ 20,521,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,345	\$ 333,566
				Total	\$ 120,865,306	\$ 600,000	\$ 397,423	\$ 856,966	\$ 3,487,710	\$ 1,925,401	\$ 940,750	\$ (281,856)	\$ 5,526,515	\$ 100,000	\$ 2,291,419	\$ 16,123,598	\$ 20,019,280	\$ 42,856,829	\$ 3,359,066		
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,795,276	\$ 700,000	\$ 74,906,794	\$ 10,254,560	\$ 5,071,000	\$ -	\$ -	\$ (56,809)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ 3,890,149		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,795,276	\$ 700,000	\$ 74,906,794	\$ 10,254,560	\$ 5,071,000	\$ -	\$ -	\$ (56,809)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ 3,890,149
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ 11,861,000	\$ -	\$ (7,718,868)	\$ -	\$ -	\$ 863,000	\$ 27,295,701	\$ 15,479,025	\$ 57,533,174	\$ 19,782,000	\$ -	\$ 904,968	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 126,000,000	\$ 11,861,000	\$ -	\$ (7,718,868)	\$ -	\$ -	\$ 863,000	\$ 27,295,701	\$ 15,479,025	\$ 57,533,174	\$ 19,782,000	\$ -	\$ 904,968	\$ -	\$ -		
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,752,463	9.15%	Programming	\$ 223,176,074	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,007	\$ 56,209,006	\$ 25,110,000	\$ (3,133,634)	\$ -	\$ -	\$ -	\$ 7,950,000	\$ 44,265,950	\$ 11,935,674	\$ 5,664,675		
				Finance Costs	\$ 27,331,130	\$ -	\$ -	\$ 746,214	\$ 394,491	\$ 792,996	\$ 14,830	\$ 651,764	\$ 686,327	\$ 531,394	\$ -	\$ 619,149	\$ -	\$ 211,404	\$ 734,924		
				Total	\$ 250,507,204	\$ -	\$ 20,350,000	\$ 13,621,214	\$ 15,223,498	\$ 57,002,002	\$ 25,124,830	\$ (2,481,871)	\$ 686,327	\$ 531,394	\$ -	\$ 8,569,149	\$ 44,265,950	\$ 12,147,078	\$ 6,399,599		
6	Electrification	\$ 25,765,358	17.45%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000		
				Finance Costs	\$ 4,494,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,098	\$ 89,960	
				Total	\$ 25,394,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ 19,098	\$ 4,129,960
7	Caltrain Capital Improvement Program	\$ 25,011,250	13.28%	Programming	\$ 20,400,085	\$ -	\$ 797,683	\$ 1,193,695	\$ 1,053,064	\$ 1,214,066	\$ 1,901,301	\$ 1,699,109	\$ 340,000	\$ 150,000	\$ 150,000	\$ 1,014,869	\$ 1,002,747	\$ 1,287,571	\$ 1,095,729		
				Finance Costs	\$ 3,320,947	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230	\$ 14,893	\$ 27,942	\$ 23,420	\$ -	\$ 32,555	\$ -	\$ 8,224	\$ 32,080		
				Total	\$ 23,721,032	\$ -	\$ 797,683	\$ 1,193,695	\$ 1,053,064	\$ 1,214,066	\$ 1,901,531	\$ 1,714,002	\$ 367,942	\$ 173,420	\$ 150,000	\$ 1,047,424	\$ 1,002,747	\$ 1,295,795	\$ 1,127,809		
8	BART Station Access, Safety and Capacity	\$ 11,562,990	13.53%	Programming	\$ 9,079,412	\$ -	\$ 564,418	\$ 2,322,000	\$ -	\$ -	\$ -	\$ (306,953)	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,440,000	\$ -	\$ 327,025		
				Finance Costs	\$ 1,564,728	\$ -	\$ -	\$ -	\$ 106,833	\$ 126,334	\$ 568	\$ 13,561	\$ 8,660	\$ 4,485	\$ -	\$ 6,456	\$ -	\$ 1,552	\$ 18,930		
				Total	\$ 10,644,140	\$ -	\$ 564,418	\$ 2,322,000	\$ 106,833	\$ 126,334	\$ 568	\$ (293,392)	\$ 315,613	\$ 4,485	\$ -	\$ 534,756	\$ 2,440,000	\$ 1,552	\$ 345,955		
9	Ferry	\$ 5,530,126	9.78%	Programming	\$ 4,708,352	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ -	\$ (272,027)	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 2,200,000	\$ -	\$ -		
				Finance Costs	\$ 540,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485	\$ -	\$ 3,046	\$ 12,622		
				Total	\$ 5,249,036	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ -	\$ (272,027)	\$ -	\$ -	\$ 1,300,000	\$ 485	\$ 2,200,000	\$ 3,046	\$ 12,622		
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,770,159	0.91%	Programming	\$ 9,388,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 89,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,478,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -		
11	F-Line Extension to Fort Mason	\$ 5,142,189	0.00%	Programming	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 205,611	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 205,611		
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,439,813	0.00%	Programming	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 267,929	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 267,929		
13	Balboa Park BART/MUNI Station Access	\$ 9,996,416	5.62%	Programming	\$ 9,103,720	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ (34,969)	\$ -	\$ 615,819	\$ 82,094	\$ 60,000	\$ 3,192,087	\$ -	\$ 750,000		
				Finance Costs	\$ 561,316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,256	\$ 11,158	
				Total	\$ 9,665,036	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ (34,969)	\$ -	\$ 615,819	\$ 82,094	\$ 60,000	\$ 3,192,087	\$ 3,256	\$ 761,158		
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,155,512	1.60%	Programming	\$ 4,213,339	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ (9,662)	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 2,705,000	\$ 118,000	\$ -		
				Finance Costs	\$ 130,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,261	\$ 6,257		
				Total	\$ 4,343,613	\$ -	\$ 50,002	\$ -	\$ -	\$ (9,662)	\$ 74,000	\$ 402,027	\$ 123,972	\$ 2,705,000	\$ 120,261	\$ 6,257					
15	Purchase Additional Light Rail Vehicles	\$ 5,964,939	13.46%	Programming	\$ 4,602,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ -	\$ -			
				Finance Costs	\$ 803,014	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,574		
				Total	\$ 5,405,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ -	\$ 8,574		
16	Other Transit Enhancements	\$ 13,575,379	15.57%	Programming	\$ 10,967,431	\$ -	\$ 13,077	\$ 372,257	\$ -	\$ 192,000	\$ -	\$ (170,903)	\$ 3,090,000	\$ -	\$ 157,000	\$ 64,000	\$ -	\$ 1,496,000	\$ 3,000,000		
				Finance Costs	\$ 2,114,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,796	\$ -	\$ 3,657	\$ -	\$ 833	\$ 14,809	
				Total	\$ 13,081,494	\$ -	\$ 13,077	\$ 372,257	\$ -	\$ 192,000	\$ -	\$ (170,903)	\$ 3,090,000	\$ 4,796	\$ 157,000	\$ 67,657	\$ -	\$ 1,496,833	\$ 3,014,809		
Total Transit Enhancements (10-16)	\$ 54,044,408	6.84%	Programming	\$ 40,217,065	\$ -	\$ 13,077	\$ 992,259	\$ -	\$ 192,000	\$ -	\$ (215,534)	\$ 3,090,000	\$ 689,819	\$ 659,121	\$ 247,972	\$ 10,489,577	\$ 2,087,540	\$ 3,750,000			
			Finance Costs	\$ 3,698,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,796	\$ -	\$ 3,657	\$ -	\$ 6,351	\$ 40,798		
			Total	\$ 43,915,127	\$ -	\$ 13,077	\$ 992,259	\$ -	\$ 192,000	\$ -	\$ (215,534)	\$ 3,090,000	\$ 694,615	\$ 659,121	\$ 251,629	\$ 10,489,577	\$ 2,093,891	\$ 3,790,798			

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17		
17B	New and Renovated Vehicles - BART	\$ 12,732,574	0.00%	Programming	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17M	New and Renovated Vehicles - MUNI	\$ 499,061,527	14.41%	Programming	\$ 424,976,935	\$ -	\$ 28,750,091	\$ 398,424	\$ 3,292,847	\$ 3,821,299	\$ 4,234,615	\$ 2,438,286	\$ -	\$ 486,338	\$ 15,952,581	\$ 16,696,040	\$ 77,536,310	\$ 136,719,650	\$ 64,559,767	
				Finance Costs	\$ 71,912,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,316	\$ 541,561
				Total	\$ 496,889,060	\$ -	\$ 28,750,091	\$ 398,424	\$ 3,292,847	\$ 3,821,299	\$ 4,234,615	\$ 2,438,286	\$ -	\$ 486,338	\$ 15,952,581	\$ 16,696,040	\$ 77,536,310	\$ 136,724,966	\$ 65,101,328	
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,147	8.64%	Programming	\$ 19,024,458	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,362	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,000,000	\$ 1,042,857	\$ 1,670,455	\$ 2,109,105	
				Finance Costs	\$ 2,199,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530	\$ -	\$ 3,922	\$ 21,879
				Total	\$ 21,223,566	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,362	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,002,530	\$ 1,042,857	\$ 1,674,377	\$ 2,130,984	
17U	New and Renovated Vehicles - Discretionary	\$ 89,128,015	5.16%	Programming	\$ 81,002,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342	\$ -	\$ -	
				Finance Costs	\$ 4,603,106	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 85,605,374	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342	\$ -	\$ -
	Vehicles Subtotal	\$ 626,387,263	12.57%	Programming	\$ 537,214,070	\$ -	\$ 28,813,244	\$ 791,804	\$ 3,588,347	\$ 4,635,563	\$ 4,640,615	\$ 3,850,649	\$ 953,161	\$ 1,532,843	\$ 16,952,581	\$ 17,696,040	\$ 145,023,509	\$ 138,390,105	\$ 66,668,872	
				Finance Costs	\$ 78,714,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530	\$ -	\$ 9,238	\$ 563,440
				Total	\$ 615,928,409	\$ -	\$ 28,813,244	\$ 791,804	\$ 3,588,347	\$ 4,635,563	\$ 4,640,615	\$ 3,850,649	\$ 953,161	\$ 1,532,843	\$ 16,952,581	\$ 17,698,570	\$ 145,023,509	\$ 138,399,343	\$ 67,232,312	
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ 2,518,814	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ (72,148)	\$ 432,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ (72,148)	\$ 432,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line Operations & Maintenance	\$ 5,093,785	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Vehicles	\$ 633,999,862	12.42%	Programming	\$ 544,830,601	\$ -	\$ 30,660,438	\$ 2,354,742	\$ 5,205,347	\$ 5,831,665	\$ 5,673,615	\$ 3,778,501	\$ 1,385,606	\$ 1,532,843	\$ 16,952,581	\$ 17,696,040	\$ 145,023,509	\$ 138,390,105	\$ 66,668,872	
				Finance Costs	\$ 78,714,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530	\$ -	\$ 9,238	\$ 563,440
				Total	\$ 623,544,940	\$ -	\$ 30,660,438	\$ 2,354,742	\$ 5,205,347	\$ 5,831,665	\$ 5,673,615	\$ 3,778,501	\$ 1,385,606	\$ 1,532,843	\$ 16,952,581	\$ 17,698,570	\$ 145,023,509	\$ 138,399,343	\$ 67,232,312	
20B	Rehab/Upgrade Existing Facilities - BART	\$ 2,111,502	2.90%	Programming	\$ 1,800,018	\$ -	\$ 10,000	\$ 496,864	\$ -	\$ -	\$ -	\$ (113,249)	\$ -	\$ -	\$ -	\$ -	\$ 625,249	\$ -	\$ -	
				Finance Costs	\$ 61,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586	\$ 36	\$ -	\$ -	\$ -	\$ 223	\$ 2,482
				Total	\$ 1,861,298	\$ -	\$ 10,000	\$ 496,864	\$ -	\$ -	\$ -	\$ (113,249)	\$ 586	\$ 36	\$ -	\$ -	\$ 625,249	\$ 223	\$ 2,482	
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 85,163,933	10.01%	Programming	\$ 72,770,646	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,259,985	\$ 15,172,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 17,277,000	\$ -	\$ -	
				Finance Costs	\$ 8,528,841	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,078	\$ 186,916	
				Total	\$ 81,299,487	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,259,985	\$ 15,172,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 17,277,000	\$ 51,078	\$ 186,916	
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,559,126	15.02%	Programming	\$ 6,571,882	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 693,599	\$ (163,421)	\$ 160,000	\$ -	\$ -	\$ -	\$ 210,989	\$ 532,989	\$ 394,462	
				Finance Costs	\$ 1,285,283	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 23,463	\$ 18,041	\$ -	\$ 18,355	\$ -	\$ 3,694	\$ 14,446	
				Total	\$ 7,857,165	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 495,508	\$ 694,345	\$ (143,212)	\$ 183,463	\$ 18,041	\$ -	\$ 18,355	\$ 210,989	\$ 536,683	\$ 408,908	
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 10,620,355	0.00%	Programming	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Facilities Subtotal	\$ 106,454,916	9.28%	Programming	\$ 91,072,864	\$ -	\$ 2,893,007	\$ 1,941,636	\$ 530,683	\$ 592,981	\$ 693,599	\$ 11,983,315	\$ 15,332,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 18,113,238	\$ 532,989	\$ 394,462	
				Finance Costs	\$ 9,875,404	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 18,355	\$ -	\$ 54,995	\$ 203,844	
				Total	\$ 100,948,268	\$ -	\$ 2,893,007	\$ 1,941,636	\$ 530,683	\$ 723,293	\$ 694,345	\$ 12,003,524	\$ 15,356,049	\$ 2,858,671	\$ 16,000	\$ 3,718,355	\$ 18,113,238	\$ 587,984	\$ 598,306	
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ 16,541,195	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
	Total Facilities	\$ 122,996,111	8.03%	Programming	\$ 107,853,864	\$ -	\$ 6,893,007	\$ 5,760,636	\$ 4,027,683	\$ 3,743,981	\$ 3,007,599	\$ 11,983,315	\$ 15,332,000	\$ 2,840,594	\$ 16,000	\$ 3,700,000	\$ 18,113,238	\$ 532,989	\$ 394,462	
				Finance Costs	\$ 9,875,404	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 18,355	\$ -	\$ 54,995	\$ 203,844	
				Total	\$ 117,729,268	\$ -	\$ 6,893,007	\$ 5,760,636	\$ 4,027,683	\$ 3,874,293	\$ 3,008,345	\$ 12,003,524	\$ 15,356,049	\$ 2,858,671	\$ 16,000	\$ 3,718,355	\$ 18,113,238	\$ 587,984	\$ 598,306	
22B	Guideways - BART	\$ 7,747,127	0.00%	Programming	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 160,000	
22M	Guideways - MUNI	\$ 308,335,639	5.77%	Programming	\$ 291,660,626	\$ -	\$ 5,253,649	\$ 1,256,023	\$ 3,316,253	\$ 5,218,436	\$ 6,856,095	\$ 72,098,597	\$ 2,013,714	\$ 21,203,282	\$ 15,000	\$ 338,000	\$ -	\$ 5,716,000	\$ 10,874,512	
				Finance Costs	\$ 17,798,107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,052	\$ 194,425
				Total	\$ 309,458,733	\$ -	\$ 5,253,649	\$ 1,256,023	\$ 3,316,253	\$ 5,218,436	\$ 6,856,095	\$ 72,098,597	\$ 2,013,714	\$ 21,203,282	\$ 15,000	\$ 338,000	\$ -	\$ 5,769,052	\$ 11,068,937	
				Programming	\$ 25,385,280	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,994	\$ 625,131	\$ 1,881,492	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,243,407	\$ 1,319,130	\$ 1,358,704	

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17		
22P	Guideways - PCJPB	\$ 30,877,833	13.40%	Finance Costs	\$ 4,138,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,996	\$ -	\$ 10,676	\$ 40,503	
				Total	\$ 29,523,693	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,994	\$ 625,131	\$ 1,881,492	\$ 2,120,300	\$ 3,222,763	\$ 1,858,324	\$ 1,243,407	\$ 1,329,806	\$ 1,399,207	
	Guideways - Discretionary	\$ 38,514,287	5.24%	Programming	\$ 35,536,511	\$ 4,379,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 2,016,960	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>				<b>Total</b>	<b>\$ 37,553,471</b>	<b>\$ 5,227,735</b>	<b>\$ 352,017</b>	<b>\$ 305,834</b>	<b>\$ 293,152</b>	<b>\$ 204,547</b>	<b>\$ 718</b>	<b>\$ 9,981</b>	<b>\$ 1,977</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Total Guideways</b>				<b>Programming</b>	<b>\$ 359,935,353</b>	<b>\$ 4,379,000</b>	<b>\$ 5,646,959</b>	<b>\$ 2,119,340</b>	<b>\$ 3,750,718</b>	<b>\$ 5,513,436</b>	<b>\$ 7,422,089</b>	<b>\$ 72,723,729</b>	<b>\$ 5,136,206</b>	<b>\$ 23,323,582</b>	<b>\$ 3,237,763</b>	<b>\$ 2,151,328</b>	<b>\$ 1,493,407</b>	<b>\$ 7,195,130</b>	<b>\$ 12,233,216</b>	
				<b>Finance Costs</b>	<b>\$ 23,953,482</b>	<b>\$ 848,735</b>	<b>\$ 352,017</b>	<b>\$ 305,834</b>	<b>\$ 293,152</b>	<b>\$ 204,547</b>	<b>\$ 718</b>	<b>\$ 9,981</b>	<b>\$ 1,977</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 44,996</b>	<b>\$ -</b>	<b>\$ 63,728</b>	<b>\$ 234,928</b>	
				<b>Total</b>	<b>\$ 383,888,835</b>	<b>\$ 5,227,735</b>	<b>\$ 5,998,976</b>	<b>\$ 2,425,174</b>	<b>\$ 4,043,870</b>	<b>\$ 5,717,983</b>	<b>\$ 7,422,807</b>	<b>\$ 72,733,710</b>	<b>\$ 5,138,183</b>	<b>\$ 23,323,582</b>	<b>\$ 3,237,763</b>	<b>\$ 2,196,324</b>	<b>\$ 1,493,407</b>	<b>\$ 7,258,858</b>	<b>\$ 12,468,144</b>	
<b>Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)</b>				<b>Programming</b>	<b>\$ 1,012,619,818</b>	<b>\$ 4,379,000</b>	<b>\$ 43,200,404</b>	<b>\$ 10,234,718</b>	<b>\$ 12,983,748</b>	<b>\$ 15,089,082</b>	<b>\$ 16,103,303</b>	<b>\$ 88,485,545</b>	<b>\$ 21,853,812</b>	<b>\$ 27,697,019</b>	<b>\$ 20,206,344</b>	<b>\$ 23,547,368</b>	<b>\$ 164,630,154</b>	<b>\$ 146,118,224</b>	<b>\$ 79,296,550</b>	
				<b>Finance Costs</b>	<b>\$ 112,543,224</b>	<b>\$ 848,735</b>	<b>\$ 352,017</b>	<b>\$ 305,834</b>	<b>\$ 293,152</b>	<b>\$ 334,858</b>	<b>\$ 1,465</b>	<b>\$ 30,190</b>	<b>\$ 26,026</b>	<b>\$ 18,077</b>	<b>\$ -</b>	<b>\$ 65,880</b>	<b>\$ -</b>	<b>\$ 127,962</b>	<b>\$ 1,002,212</b>	
				<b>Total</b>	<b>\$ 1,125,163,042</b>	<b>\$ 5,227,735</b>	<b>\$ 43,552,421</b>	<b>\$ 10,540,552</b>	<b>\$ 13,276,899</b>	<b>\$ 15,423,941</b>	<b>\$ 16,104,768</b>	<b>\$ 88,515,735</b>	<b>\$ 21,879,838</b>	<b>\$ 27,715,096</b>	<b>\$ 20,206,344</b>	<b>\$ 23,613,248</b>	<b>\$ 164,630,154</b>	<b>\$ 146,246,186</b>	<b>\$ 80,298,762</b>	
<b>TOTAL TRANSIT</b>				<b>Programming</b>	<b>\$ 1,654,240,273</b>	<b>\$ 17,540,000</b>	<b>\$ 140,238,447</b>	<b>\$ 31,310,330</b>	<b>\$ 37,424,529</b>	<b>\$ 74,629,555</b>	<b>\$ 44,918,354</b>	<b>\$ 113,213,541</b>	<b>\$ 46,596,305</b>	<b>\$ 86,170,012</b>	<b>\$ 47,388,884</b>	<b>\$ 55,802,107</b>	<b>\$ 253,422,676</b>	<b>\$ 206,261,075</b>	<b>\$ 101,089,628</b>	
				<b>Finance Costs</b>	<b>\$ 174,014,772</b>	<b>\$ 848,735</b>	<b>\$ 352,017</b>	<b>\$ 1,052,048</b>	<b>\$ 794,475</b>	<b>\$ 1,254,188</b>	<b>\$ 17,092</b>	<b>\$ 710,408</b>	<b>\$ 748,956</b>	<b>\$ 582,172</b>	<b>\$ -</b>	<b>\$ 728,183</b>	<b>\$ -</b>	<b>\$ 431,982</b>	<b>\$ 2,265,092</b>	
				<b>Total</b>	<b>\$ 1,828,255,044</b>	<b>\$ 18,388,735</b>	<b>\$ 140,590,464</b>	<b>\$ 32,362,378</b>	<b>\$ 38,219,004</b>	<b>\$ 75,883,744</b>	<b>\$ 44,935,446</b>	<b>\$ 113,923,949</b>	<b>\$ 47,345,261</b>	<b>\$ 86,752,184</b>	<b>\$ 47,388,884</b>	<b>\$ 56,530,290</b>	<b>\$ 253,422,676</b>	<b>\$ 206,693,057</b>	<b>\$ 103,354,720</b>	
<b>PARATRANSIT</b>				<b>Programming</b>	<b>\$ 207,553,283</b>	<b>\$ -</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 4,483,283</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 10,193,010</b>					
				<b>Finance Costs</b>	<b>\$ 29,507,982</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 72,273</b>	<b>\$ 294,650</b>	<b>\$ 7,627</b>	<b>\$ 234,349</b>	<b>\$ 290,719</b>	<b>\$ 245,015</b>	<b>\$ -</b>	<b>\$ 342,069</b>	<b>\$ -</b>	<b>\$ 79,609</b>	<b>\$ 298,758</b>	
				<b>Total</b>	<b>\$ 237,061,265</b>	<b>\$ -</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,742,273</b>	<b>\$ 9,964,650</b>	<b>\$ 9,677,627</b>	<b>\$ 4,717,632</b>	<b>\$ 9,960,719</b>	<b>\$ 9,915,015</b>	<b>\$ 9,670,000</b>	<b>\$ 10,012,069</b>	<b>\$ 9,670,000</b>	<b>\$ 9,749,609</b>	<b>\$ 10,491,768</b>	
<b>TOTAL PARATRANSIT</b>				<b>Programming</b>	<b>\$ 207,553,283</b>	<b>\$ -</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 4,483,283</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 10,193,010</b>					
				<b>Finance Costs</b>	<b>\$ 29,507,982</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 72,273</b>	<b>\$ 294,650</b>	<b>\$ 7,627</b>	<b>\$ 234,349</b>	<b>\$ 290,719</b>	<b>\$ 245,015</b>	<b>\$ -</b>	<b>\$ 342,069</b>	<b>\$ -</b>	<b>\$ 79,609</b>	<b>\$ 298,758</b>	
				<b>Total</b>	<b>\$ 237,061,265</b>	<b>\$ -</b>	<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ 9,742,273</b>	<b>\$ 9,964,650</b>	<b>\$ 9,677,627</b>	<b>\$ 4,717,632</b>	<b>\$ 9,960,719</b>	<b>\$ 9,915,015</b>	<b>\$ 9,670,000</b>	<b>\$ 10,012,069</b>	<b>\$ 9,670,000</b>	<b>\$ 9,749,609</b>	<b>\$ 10,491,768</b>	
<b>STREETS AND TRAFFIC SAFETY</b>				<b>Programming</b>	<b>\$ 70,592,195</b>	<b>\$ 2,832,840</b>	<b>\$ 1,977,839</b>	<b>\$ -</b>	<b>\$ 1,062,563</b>	<b>\$ 3,003,835</b>	<b>\$ 6,000,000</b>	<b>\$ 1,504,008</b>	<b>\$ 25,665,487</b>	<b>\$ 5,397,165</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,150,000</b>	<b>\$ 1,998,458</b>	<b>\$ -</b>	
				<b>Finance Costs</b>	<b>\$ 10,753,575</b>	<b>\$ -</b>	<b>\$ 173,648</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 122,035</b>	<b>\$ 157,326</b>	<b>\$ -</b>	<b>\$ 191,546</b>	<b>\$ -</b>	<b>\$ 82,067</b>	<b>\$ 280,671</b>				
				<b>Total</b>	<b>\$ 81,345,770</b>	<b>\$ 2,832,840</b>	<b>\$ 2,151,487</b>	<b>\$ -</b>	<b>\$ 1,062,563</b>	<b>\$ 3,003,835</b>	<b>\$ 6,000,000</b>	<b>\$ 1,504,008</b>	<b>\$ 25,787,522</b>	<b>\$ 5,554,491</b>	<b>\$ -</b>	<b>\$ 191,546</b>	<b>\$ 21,150,000</b>	<b>\$ 2,080,525</b>	<b>\$ 280,671</b>	
24 Golden Gate Bridge South Access (Doyle Drive)				<b>Programming</b>	<b>\$ 2,550,584</b>	<b>\$ -</b>	<b>\$ 1,854,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 698,000</b>	<b>\$ (1,416)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>					
				<b>Finance Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 2,550,584</b>	<b>\$ -</b>	<b>\$ 1,854,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 698,000</b>	<b>\$ (1,416)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>					
25 Bernal Heights Street System Upgrading				<b>Programming</b>	<b>\$ 1,854,087</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 104,491</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 49,596</b>	<b>\$ 400,000</b>	<b>\$ 1,300,000</b>	<b>\$ -</b>	
				<b>Finance Costs</b>	<b>\$ 306,512</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,271</b>	<b>\$ 8,975</b>	<b>\$ 6,548</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 991</b>	<b>\$ 7,524</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 2,160,598</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 108,761</b>	<b>\$ 8,975</b>	<b>\$ 6,548</b>	<b>\$ -</b>	<b>\$ 49,596</b>	<b>\$ 400,000</b>	<b>\$ 1,300,991</b>	<b>\$ 7,524</b>	<b>\$ -</b>	
26 Great Highway Erosion Repair				<b>Programming</b>	<b>\$ 17,565,456</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 45,000</b>	<b>\$ -</b>	<b>\$ 55,000</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 228,830</b>	<b>\$ 3,500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	
				<b>Finance Costs</b>	<b>\$ 438,946</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 18,004,402</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 45,000</b>	<b>\$ -</b>	<b>\$ 55,000</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 228,830</b>	<b>\$ 3,500,000</b>	<b>\$ 500,000</b>	<b>\$ -</b>	
27 Visitation Valley Watershed Area projects (San Francisco share)				<b>Programming</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>					
				<b>Finance Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>					
28 Illinois Street Bridge				<b>Programming</b>	<b>\$ 212,712</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
				<b>Finance Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 212,712</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
29 Golden Gate Park/SR1 Traffic Study				<b>Programming</b>	<b>\$ 3,148,827</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 73,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 186,692</b>	<b>\$ (26,221)</b>	<b>\$ -</b>	<b>\$ 415,356</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	
				<b>Finance Costs</b>	<b>\$ 387,710</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 737</b>	<b>\$ 5,195</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 3,536,537</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 73,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 186,692</b>	<b>\$ (26,221)</b>	<b>\$ -</b>	<b>\$ 415,356</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 1,000,737</b>	<b>\$ 5,195</b>	
<b>Total New and Upgraded Streets</b>				<b>Programming</b>	<b>\$ 27,331,666</b>	<b>\$ -</b>	<b>\$ 3,854,000</b>	<b>\$ 123,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 929,692</b>	<b>\$ 76,854</b>	<b>\$ 55,000</b>	<b>\$ 415,356</b>	<b>\$ 200,000</b>	<b>\$ 49,596</b>	<b>\$ 1,128,830</b>	<b>\$ 5,800,000</b>	<b>\$ 500,000</b>	
				<b>Finance Costs</b>	<b>\$ 1,133,167</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,271</b>	<b>\$ 8,975</b>	<b>\$ 6,548</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,728</b>	<b>\$ 12,718</b>	<b>\$ -</b>	
				<b>Total</b>	<b>\$ 28,464,833</b>	<b>\$ -</b>	<b>\$ 3,854,000</b>	<b>\$ 123,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 929,692</b>	<b>\$ 81,124</b>	<b>\$ 63,975</b>	<b>\$ 421,904</b>	<b>\$ 200,000</b>	<b>\$ 49,596</b>	<b>\$ 1,128,830</b>	<b>\$ 5,801,728</b>	<b>\$ 512,718</b>	
31 New Signals and Signs				<b>Programming</b>	<b>\$ 43,744,970</b>	<b>\$ -</b>	<b>\$ 817,843</b>	<b>\$ 599,021</b>	<b>\$ 1,752,000</b>	<b>\$ 1,641,718</b>	<b>\$ 1,831,616</b>	<b>\$ (243,011)</b>	<b>\$ 45,000</b>	<b>\$ 2,353,984</b>	<b>\$ 2,071,509</b>	<b>\$ 315,000</b>	<b>\$ 525,000</b>	<b>\$ 2,235,000</b>	<b>\$ 4,368,473</b>	
				<b>Finance Costs</b>	<b>\$ 548,170</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24</b>	<b>\$ 2,443</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,790</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,22</b>	

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOY \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17		
				\$ 109,431,622	\$ -	\$ 2,393,676	\$ 8,887,685	\$ 355,434	\$ 8,133,230	\$ 600,044	\$ (3,451,804)	\$ 444,202	\$ 1,046,170	\$ 1,936,736	\$ 2,492,550	\$ 3,653,371	\$ 13,540,229	\$ 5,101,477		
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 148,684,966	15.58%	Programming	\$ 120,229,932	\$ -	\$ 10,946,606	\$ 12,630,000	\$ 3,250,000	\$ 13,920,000	\$ 2,880,000	\$ (71,571)	\$ 3,000,000	\$ 3,100,000	\$ 3,374,005	\$ 4,540,463	\$ 8,602,785	\$ 5,365,230	\$ 5,018,663	
				Finance Costs	\$ 23,163,330	\$ -	\$ -	\$ 557,528	\$ 1,221,926	\$ 1,666,528	\$ 11,420	\$ 270,036	\$ 284,726	\$ 220,257	\$ -	\$ 213,607	\$ -	\$ 62,963	\$ 226,654	
				Total	\$ 143,393,262	\$ -	\$ 10,946,606	\$ 13,187,528	\$ 4,471,926	\$ 15,586,528	\$ 2,891,420	\$ 198,465	\$ 3,284,726	\$ 3,320,257	\$ 3,374,005	\$ 4,754,070	\$ 8,602,785	\$ 5,428,193	\$ 5,245,317	
35	Street Repair and Cleaning Equipment	\$ 28,656,105	1.24%	Programming	\$ 27,580,801	\$ -	\$ 1,033,625	\$ 535,166	\$ 664,504	\$ 642,000	\$ 670,000	\$ 543,507	\$ 729,000	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 1,499,408	
				Finance Costs	\$ 354,499	\$ -	\$ 79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,322	\$ -	\$ 361	\$ 8,650
				Total	\$ 27,935,301	\$ -	\$ 1,033,704	\$ 535,166	\$ 664,504	\$ 642,000	\$ 670,000	\$ 543,507	\$ 729,000	\$ 761,000	\$ 576,000	\$ 1,188,912	\$ 701,034	\$ 738,433	\$ 1,508,058	
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ 2,118,664	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	Pedestrian and Bicycle Facility Maintenance	\$ 21,869,133	3.29%	Programming	\$ 20,550,350	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 626,300	\$ 539,120	\$ 548,950	\$ 620,000	\$ 586,960	\$ 603,520	\$ 625,000	\$ 642,200	\$ 664,349	\$ 687,494	
				Finance Costs	\$ 719,836	\$ -	\$ -	\$ -	\$ -	\$ 64	\$ 3,849	\$ 5,930	\$ 5,401	\$ -	\$ 8,137	\$ -	\$ 1,868	\$ -	\$ 1,868	
				Total	\$ 21,270,186	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 626,300	\$ 539,184	\$ 552,799	\$ 625,930	\$ 592,361	\$ 603,520	\$ 633,137	\$ 642,200	\$ 666,217	\$ 694,459	
38	Traffic Calming	\$ 76,416,280	0.00%	Programming	\$ 75,564,169	\$ -	\$ 1,050,380	\$ 1,450,483	\$ 1,367,315	\$ 1,738,170	\$ 240,900	\$ 1,719,483	\$ 508,000	\$ 3,199,414	\$ 358,222	\$ 985,402	\$ 4,268,627	\$ 3,877,459	\$ 2,247,022	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 75,564,169	\$ -	\$ 1,050,380	\$ 1,450,483	\$ 1,367,315	\$ 1,738,170	\$ 240,900	\$ 1,719,483	\$ 508,000	\$ 3,199,414	\$ 358,222	\$ 985,402	\$ 4,268,627	\$ 3,877,459	\$ 2,247,022	
39	Bicycle Circulation/Safety	\$ 34,688,969	3.46%	Programming	\$ 32,660,600	\$ -	\$ 619,669	\$ 477,917	\$ 713,340	\$ 572,562	\$ 713,736	\$ (141,192)	\$ 1,125,400	\$ 1,475,000	\$ 1,380,888	\$ 839,629	\$ 2,967,024	\$ 2,047,091	\$ 927,431	
				Finance Costs	\$ 1,200,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,471	\$ 18,341	
				Total	\$ 33,860,979	\$ -	\$ 619,669	\$ 477,917	\$ 713,340	\$ 572,562	\$ 713,736	\$ (141,192)	\$ 1,125,400	\$ 1,475,000	\$ 1,380,888	\$ 839,629	\$ 2,967,024	\$ 2,051,562	\$ 945,772	
40	Pedestrian Circulation/Safety	\$ 29,912,952	6.15%	Programming	\$ 26,764,328	\$ -	\$ 364,656	\$ 401,388	\$ 600,260	\$ 222,258	\$ 1,097,850	\$ 265,638	\$ 571,000	\$ 607,900	\$ 1,648,138	\$ 577,284	\$ 6,408,893	\$ 850,000	\$ 228,996	
				Finance Costs	\$ 1,840,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,807	\$ 30,353	
				Total	\$ 28,604,929	\$ -	\$ 364,656	\$ 401,388	\$ 600,260	\$ 222,258	\$ 1,097,850	\$ 265,638	\$ 571,000	\$ 607,900	\$ 1,648,138	\$ 577,284	\$ 6,408,893	\$ 855,807	\$ 259,349	
41	Curb Ramps	\$ 29,661,582	0.01%	Programming	\$ 28,794,768	\$ -	\$ 871,446	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 524,176	\$ 763,000	\$ 971,000	\$ 831,100	\$ 867,000	\$ 725,632	\$ 763,969	\$ 804,084	
				Finance Costs	\$ 4,190	\$ -	\$ 4,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 28,798,958	\$ -	\$ 875,636	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 524,176	\$ 763,000	\$ 971,000	\$ 831,100	\$ 867,000	\$ 725,632	\$ 763,969	\$ 804,084	
42	Tree Planting and Maintenance	\$ 41,224,572	1.11%	Programming	\$ 39,984,515	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,004,369	\$ 1,060,000	\$ 1,106,000	\$ 1,159,137	\$ 1,204,429	\$ 1,000,000	\$ 1,045,000	\$ 1,092,025	
				Finance Costs	\$ 458,053	\$ -	\$ 7,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,494	\$ 3,401	\$ -	\$ 8,429	\$ -	\$ 1,296	\$ 3,922	
				Total	\$ 40,442,569	\$ -	\$ 1,238,935	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,004,369	\$ 1,063,494	\$ 1,109,401	\$ 1,159,137	\$ 1,212,858	\$ 1,000,000	\$ 1,046,296	\$ 1,095,947	
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		<b>\$ 721,043,480</b>	<b>6.02%</b>	<b>Programming</b>	<b>\$ 643,099,519</b>	<b>\$ 2,832,840</b>	<b>\$ 26,390,170</b>	<b>\$ 28,454,558</b>	<b>\$ 13,435,735</b>	<b>\$ 32,311,336</b>	<b>\$ 17,981,824</b>	<b>\$ 3,695,722</b>	<b>\$ 34,557,642</b>	<b>\$ 21,019,949</b>	<b>\$ 14,147,255</b>	<b>\$ 13,680,943</b>	<b>\$ 51,773,396</b>	<b>\$ 40,924,857</b>	<b>\$ 22,436,225</b>	
				<b>Finance Costs</b>	<b>\$ 43,409,047</b>	<b>\$ -</b>	<b>\$ 185,452</b>	<b>\$ 557,528</b>	<b>\$ 1,302,404</b>	<b>\$ 2,045,419</b>	<b>\$ 14,052</b>	<b>\$ 327,119</b>	<b>\$ 453,607</b>	<b>\$ 392,933</b>	<b>\$ -</b>	<b>\$ 429,832</b>	<b>\$ -</b>	<b>\$ 160,560</b>	<b>\$ 639,342</b>	
				<b>Total</b>	<b>\$ 686,508,567</b>	<b>\$ 2,832,840</b>	<b>\$ 26,575,622</b>	<b>\$ 29,012,085</b>	<b>\$ 14,738,139</b>	<b>\$ 34,356,755</b>	<b>\$ 17,995,876</b>	<b>\$ 4,022,842</b>	<b>\$ 35,011,249</b>	<b>\$ 21,412,882</b>	<b>\$ 14,147,255</b>	<b>\$ 14,110,775</b>	<b>\$ 51,773,396</b>	<b>\$ 41,085,417</b>	<b>\$ 23,075,567</b>	
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>																				
43	Transportation Demand Management/Parking Management	\$ 14,579,422	6.15%	Programming	\$ 12,864,286	\$ -	\$ 443,000	\$ 310,439	\$ 379,983	\$ 129,814	\$ 264,874	\$ 152,326	\$ 188,100	\$ 263,624	\$ 271,061	\$ 589,231	\$ 1,331,771	\$ 1,339,872	\$ 650,000	
				Finance Costs	\$ 896,235	\$ -	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,066	\$ 10,999
				Total	\$ 13,760,521	\$ -	\$ 445,610	\$ 310,439	\$ 379,983	\$ 129,814	\$ 264,874	\$ 152,326	\$ 188,100	\$ 263,624	\$ 271,061	\$ 589,231	\$ 1,331,771	\$ 1,341,938	\$ 660,999	
44	Transportation/Land Use Coordination	\$ 22,120,502	8.57%	Programming	\$ 19,216,408	\$ -	\$ 37,990	\$ 230,000	\$ 243,000	\$ 303,535	\$ 964,980	\$ (269,946)	\$ 405,288	\$ 1,033,099	\$ 195,203	\$ 1,528,573	\$ 2,359,639	\$ 2,339,584	\$ 1,950,000	
				Finance Costs	\$ 1,896,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,634	\$ 22,081	
				Total	\$ 21,112,918	\$ -	\$ 37,990	\$ 230,000	\$ 243,000	\$ 303,535	\$ 964,980	\$ (269,946)	\$ 405,288	\$ 1,033,099	\$ 195,203	\$ 1,528,573	\$ 2,359,639	\$ 2,344,218	\$ 1,972,081	
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		<b>\$ 36,699,924</b>	<b>7.61%</b>	<b>Programming</b>	<b>\$ 32,080,694</b>	<b>\$ -</b>	<b>\$ 480,990</b>	<b>\$ 540,439</b>	<b>\$ 622,983</b>	<b>\$ 433,349</b>	<b>\$ 1,229,854</b>	<b>\$ (117,620)</b>	<b>\$ 593,388</b>	<b>\$ 1,296,723</b>	<b>\$ 466,264</b>	<b>\$ 2,117,804</b>	<b>\$ 3,691,410</b>	<b>\$ 3,679,456</b>	<b>\$ 2,600,000</b>	
				<b>Finance Costs</b>	<b>\$ 2,792,745</b>	<b>\$ -</b>	<b>\$ 2,610</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,700</b>	<b>\$ 33,080</b>		
				<b>Total</b>	<b>\$ 34,873,439</b>	<b>\$ -</b>	<b>\$ 483,600</b>	<b>\$ 540,439</b>	<b>\$ 622,983</b>	<b>\$ 433,349</b>	<b>\$ 1,229,854</b>	<b>\$ (117,620)</b>	<b>\$ 593,388</b>	<b>\$ 1,296,723</b>	<b>\$ 466,264</b>	<b>\$ 2,117,804</b>	<b>\$ 3,691,410</b>	<b>\$ 3,686,156</b>	<b>\$ 2,633,080</b>	
<b>TOTAL STRATEGIC PLAN</b>		<b>\$ 2,922,169,485</b>	<b>8.55%</b>	<b>Programming</b>	<b>\$ 2,536,973,769</b>	<b>\$ 20,372,840</b>	<b>\$ 176,779,607</b>	<b>\$ 69,975,327</b>	<b>\$ 61,153,247</b>	<b>\$ 117,044,240</b>	<b>\$ 73,800,032</b>	<b>\$ 121,274,927</b>	<b>\$ 91,417,335</b>	<b>\$ 118,156,684</b>	<b>\$ 71,672,403</b>	<b>\$ 81,270,854</b>	<b>\$ 318,557,482</b>	<b>\$ 260,535,388</b>	<b>\$ 136,318,863</b>	
				<b>Finance Costs</b>	<b>\$ 249,724,546</b>	<b>\$ 848,735</b>	<b>\$ 540,079</b>	<b>\$ 1,609,575</b>	<b>\$ 2,169,153</b>	<b>\$ 3,594,257</b>	<b>\$ 38,771</b>	<b>\$ 1,271,876</b>	<b>\$ 1,493,282</b>	<b>\$ 1,220,120</b>	<b>\$ -</b>	<b>\$ 1,500,084</b>	<b>\$ -</b>	<b>\$ 678,850</b>	<b>\$ 3,236,272</b>	
				<b>Total</b>	<b>\$ 2,786,698,315</b>	<b>\$ 21,221,575</b>	<b>\$ 177,319,686</b>	<b>\$ 71,584,902</b>	<b>\$ 63,322,399</b>	<b>\$ 120,638,497</b>	<b>\$ 73,838,803</b>	<b>\$ 122,546,803</b>	<b>\$ 92,910,617</b>	<b>\$ 119,376,804</b>	<b>\$ 71,672,403</b>	<b>\$ 82,770,938</b>	<b>\$ 318,557,482</b>	<b>\$ 261,214,238</b>	<b>\$ 139,555,135</b>	

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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
<b>TRANSIT</b>																		
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ 2,529,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,539,369	\$ 1,175,393	\$ 1,017,265	\$ 2,159,502	\$ 1,970,336	\$ 1,887,683	\$ 1,664,631	\$ 1,436,516	\$ 1,293,604	\$ 1,289,606	\$ 1,152,183	\$ 1,032,965	\$ 934,266	\$ 753,670	\$ 561,293	\$ 264,922	\$ -
		\$ 4,068,369	\$ 1,175,393	\$ 1,017,265	\$ 2,159,502	\$ 1,970,336	\$ 1,887,683	\$ 1,664,631	\$ 1,436,516	\$ 1,293,604	\$ 1,289,606	\$ 1,152,183	\$ 1,032,965	\$ 934,266	\$ 753,670	\$ 561,293	\$ 264,922	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,714,019	\$ 1,972,767	\$ 1,631,633	\$ 3,327,610	\$ 2,890,979	\$ 2,607,186	\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,714,019	\$ 1,972,767	\$ 1,631,633	\$ 3,327,610	\$ 2,890,979	\$ 2,607,186	\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 334,230	\$ 250,178	\$ 214,399	\$ 455,843	\$ 416,665	\$ 400,030	\$ 353,656	\$ 306,125	\$ 276,724	\$ 277,279	\$ 249,313	\$ 225,651	\$ 207,496	\$ 172,668	\$ 138,843	\$ 106,723	\$ -
		\$ 334,230	\$ 250,178	\$ 214,399	\$ 455,843	\$ 416,665	\$ 400,030	\$ 353,656	\$ 306,125	\$ 276,724	\$ 277,279	\$ 249,313	\$ 225,651	\$ 207,496	\$ 172,668	\$ 138,843	\$ 106,723	\$ -
7	Caltrain Capital Improvement Program	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 137,394	\$ 117,922	\$ 116,377	\$ 287,163	\$ 304,197	\$ 338,863	\$ 321,507	\$ 276,249	\$ 247,409	\$ 244,829	\$ 216,705	\$ 191,535	\$ 168,851	\$ 129,414	\$ 83,189	\$ -	\$ -
		\$ 1,265,995	\$ 1,280,381	\$ 1,363,709	\$ 1,570,415	\$ 1,624,447	\$ 1,697,220	\$ 321,507	\$ 276,249	\$ 247,409	\$ 244,829	\$ 216,705	\$ 191,535	\$ 168,851	\$ 129,414	\$ 83,189	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ -	\$ 243,101	\$ 500,000	\$ 515,000	\$ 530,450	\$ 546,364	\$ 562,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 68,479	\$ 52,344	\$ 45,874	\$ 111,227	\$ 116,036	\$ 127,562	\$ 129,660	\$ 119,560	\$ 106,110	\$ 103,701	\$ 90,318	\$ 77,824	\$ 65,365	\$ 44,939	\$ 18,349	\$ -	\$ -
		\$ 68,479	\$ 295,445	\$ 545,874	\$ 626,227	\$ 646,486	\$ 673,925	\$ 692,415	\$ 119,560	\$ 106,110	\$ 103,701	\$ 90,318	\$ 77,824	\$ 65,365	\$ 44,939	\$ 18,349	\$ -	\$ -
9	Ferry	\$ -	\$ -	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 73,034	\$ 75,225	\$ 77,482	\$ 79,807	\$ 82,201	\$ 84,667	\$ 87,207	\$ 89,823	\$ 92,518	\$ 95,293
		\$ 45,390	\$ 32,643	\$ 27,852	\$ 59,027	\$ 53,723	\$ 51,333	\$ 45,092	\$ 38,747	\$ 34,683	\$ 34,174	\$ 30,254	\$ 26,493	\$ 22,475	\$ 15,707	\$ 6,939	\$ -	\$ -
		\$ 45,390	\$ 32,643	\$ 90,852	\$ 123,917	\$ 120,560	\$ 120,175	\$ 115,999	\$ 111,782	\$ 109,908	\$ 111,656	\$ 110,060	\$ 108,694	\$ 107,142	\$ 102,914	\$ 96,761	\$ 92,518	\$ 95,293
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 4,069,063	\$ -	\$ 249,173	\$ 262,035	\$ 275,491	\$ 289,568	\$ 304,292	\$ 319,695	\$ 335,805	\$ 352,655	\$ 370,278	\$ 388,710	\$ 407,986	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
		\$ -	\$ 8,791	\$ 6,871	\$ 13,659	\$ 11,594	\$ 10,430	\$ 8,580	\$ 7,063	\$ 6,101	\$ 5,461	\$ 5,234	\$ 4,292	\$ 1,319	\$ -	\$ -	\$ -	\$ -
		\$ 4,069,063	\$ 8,791	\$ 256,044	\$ 275,694	\$ 287,086	\$ 299,997	\$ 312,873	\$ 326,757	\$ 341,906	\$ 358,116	\$ 375,513	\$ 393,002	\$ 409,305	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
11	F-Line Extension to Fort Mason	\$ 535,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 535,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehabilitation Historic Street Cars	\$ -	\$ -	\$ 59,577	\$ -	\$ -	\$ 61,364	\$ 63,205	\$ 65,101	\$ 67,054	\$ 69,066	\$ 71,138	\$ 73,272	\$ 75,470	\$ 77,734	\$ 80,066	\$ 82,468	\$ 84,942
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 59,577	\$ -	\$ -	\$ 61,364	\$ 63,205	\$ 65,101	\$ 67,054	\$ 69,066	\$ 71,138	\$ 73,272	\$ 75,470	\$ 77,734	\$ 80,066	\$ 82,468	\$ 84,942
13	Balboa Park BART/MUNI Station Access	\$ -	\$ -	\$ 208,006	\$ 214,246	\$ 220,674	\$ 227,294	\$ 234,113	\$ 241,136	\$ 248,370	\$ 255,821	\$ 263,496	\$ 271,401	\$ 279,543	\$ 287,929	\$ 296,567	\$ 305,464	\$ 314,628
		\$ 42,930	\$ 33,049	\$ 28,268	\$ 60,309	\$ 55,256	\$ 53,239	\$ 47,164	\$ 40,986	\$ 37,154	\$ 36,971	\$ 33,519	\$ 29,871	\$ 25,142	\$ 16,982	\$ 6,062	\$ -	\$ -
		\$ 42,930	\$ 33,049	\$ 236,275	\$ 274,555	\$ 275,930	\$ 280,532	\$ 281,277	\$ 282,122	\$ 285,524	\$ 292,792	\$ 297,015	\$ 301,272	\$ 304,684	\$ 304,911	\$ 302,629	\$ 305,464	\$ 314,628
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 23,415	\$ 21,394	\$ 18,280	\$ 30,654	\$ 19,277	\$ 8,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 773,415	\$ 21,394	\$ 18,280	\$ 30,654	\$ 19,277	\$ 8,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 70,416	\$ 52,355	\$ 44,514	\$ 93,796	\$ 84,831	\$ 80,435	\$ 70,041	\$ 59,516	\$ 52,546	\$ 50,982	\$ 43,977	\$ 37,305	\$ 30,355	\$ 19,236	\$ 4,136	\$ -	\$ -
		\$ 70,416	\$ 52,355	\$ 44,514	\$ 93,796	\$ 84,831	\$ 80,435	\$ 70,041	\$ 59,516	\$ 52,546	\$ 50,982	\$ 43,977	\$ 37,305	\$ 30,355	\$ 19,236	\$ 4,136	\$ -	\$ -
16	Other Transit Enhancements	\$ 2,754,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 117,061	\$ 114,134	\$ 109,980	\$ 233,339	\$ 212,758	\$ 203,676	\$ 179,441	\$ 154,677	\$ 139,091	\$ 138,397	\$ 123,353	\$ 110,190	\$ 99,024	\$ 78,894	\$ 56,837	\$ 19,113	\$ -
		\$ 2,871,061	\$ 114,134	\$ 109,980	\$ 233,339	\$ 212,758	\$ 203,676	\$ 179,441	\$ 154,677	\$ 139,091	\$ 138,397	\$ 123,353	\$ 110,190	\$ 99,024	\$ 78,894	\$ 56,837	\$ 19,113	\$ -
	Total Transit Enhancements (10-16)	\$ 8,108,332	\$ -	\$ 516,756	\$ 476,282	\$ 496,165	\$ 578,226	\$ 601,610	\$ 625,932	\$ 651,229	\$ 677,542	\$ 704,912	\$ 733,383	\$ 762,999	\$ 785,889	\$ 809,466	\$ 833,750	\$ 858,762
		\$ 253,822	\$ 229,723	\$ 207,914	\$ 431,757	\$ 383,718	\$ 356,515	\$ 305,227	\$ 262,241	\$ 234,893	\$ 231,811	\$ 206,084	\$ 181,658	\$ 155,839	\$ 115,112	\$ 67,035	\$ 19,113	\$ -
		\$ 8,362,154	\$ 229,723	\$ 724,669	\$ 908,038	\$ 879,883	\$ 934,741	\$ 906,837	\$ 888,173	\$ 886,122	\$ 909,353	\$ 910,996	\$ 915,041	\$ 918,838	\$ 901,001	\$ 876,501	\$ 852,863	\$ 858,762

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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	\$ -	\$ -	\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000	\$ 500,000
17M	New and Renovated Vehicles - MUNI	\$ 5,858,783	\$ 27,364,646	\$ 36,867,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,386,551	\$ 2,812,429	\$ 2,696,754	\$ 5,990,459	\$ 6,012,384	\$ 6,089,618	\$ 5,714,447	\$ 5,281,010	\$ 5,115,666	\$ 5,410,984	\$ 4,961,887	\$ 4,515,108	\$ 4,190,002	\$ 3,544,943	\$ 2,960,030	\$ 2,682,977	\$ -	\$ -
		\$ 9,245,334	\$ 30,177,075	\$ 39,564,013	\$ 5,990,459	\$ 6,012,384	\$ 6,089,618	\$ 5,714,447	\$ 5,281,010	\$ 5,115,666	\$ 5,410,984	\$ 4,961,887	\$ 4,515,108	\$ 4,190,002	\$ 3,544,943	\$ 2,960,030	\$ 2,682,977	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 441,145	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 111,422	\$ 97,852	\$ 98,532	\$ 247,751	\$ 266,587	\$ 290,041	\$ 247,164	\$ 204,331	\$ 173,863	\$ 159,766	\$ 127,538	\$ 93,819	\$ 52,112	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,285,167	\$ 1,306,809	\$ 1,393,758	\$ 1,580,334	\$ 1,637,647	\$ 731,186	\$ 247,164	\$ 204,331	\$ 173,863	\$ 159,766	\$ 127,538	\$ 93,819	\$ 52,112	\$ -	\$ -	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles - Discretionary	\$ -	\$ -	\$ 14,557,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,281	\$ 513,787	\$ 804,742	\$ 802,360	\$ 715,285	\$ 640,474	\$ 506,639	\$ 357,856	\$ 90,683	\$ -
		\$ -	\$ -	\$ 14,557,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,281	\$ 513,787	\$ 804,742	\$ 802,360	\$ 715,285	\$ 640,474	\$ 506,639	\$ 357,856	\$ 90,683	\$ -
	Vehicles Subtotal	\$ 7,032,528	\$ 28,573,603	\$ 53,381,144	\$ 2,012,598	\$ 2,083,447	\$ 1,181,043	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000	
		\$ 3,497,973	\$ 2,910,280	\$ 2,795,285	\$ 6,238,210	\$ 6,278,971	\$ 6,379,658	\$ 5,961,611	\$ 5,656,622	\$ 5,803,316	\$ 6,375,492	\$ 5,891,785	\$ 5,324,212	\$ 4,882,587	\$ 4,051,582	\$ 3,317,886	\$ 2,773,660	\$ -	\$ -
		\$ 10,530,501	\$ 31,483,883	\$ 56,176,430	\$ 8,250,808	\$ 8,362,418	\$ 7,560,701	\$ 6,730,210	\$ 6,455,167	\$ 6,633,108	\$ 7,237,893	\$ 6,788,223	\$ 6,256,185	\$ 5,851,669	\$ 5,077,701	\$ 4,397,312	\$ 3,523,660	\$ 500,000	\$ 500,000
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 7,032,528	\$ 28,573,603	\$ 53,381,144	\$ 2,012,598	\$ 2,083,447	\$ 1,181,043	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000	
		\$ 3,497,973	\$ 2,910,280	\$ 2,795,285	\$ 6,238,210	\$ 6,278,971	\$ 6,379,658	\$ 5,961,611	\$ 5,656,622	\$ 5,803,316	\$ 6,375,492	\$ 5,891,785	\$ 5,324,212	\$ 4,882,587	\$ 4,051,582	\$ 3,317,886	\$ 2,773,660	\$ -	\$ -
		\$ 10,530,501	\$ 31,483,883	\$ 56,176,430	\$ 8,250,808	\$ 8,362,418	\$ 7,560,701	\$ 6,730,210	\$ 6,455,167	\$ 6,633,108	\$ 7,237,893	\$ 6,788,223	\$ 6,256,185	\$ 5,851,669	\$ 5,077,701	\$ 4,397,312	\$ 3,523,660	\$ 500,000	\$ 500,000
20B	Rehab/Upgrade Existing Facilities - BART	\$ -	\$ -	\$ 42,000	\$ 43,260	\$ 44,558	\$ 45,895	\$ 47,271	\$ 48,690	\$ 50,150	\$ 51,655	\$ 53,204	\$ 54,800	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529	
		\$ 8,122	\$ 5,105	\$ 4,207	\$ 8,609	\$ 7,494	\$ 6,785	\$ 5,542	\$ 4,336	\$ 3,384	\$ 2,597	\$ 1,563	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 8,122	\$ 5,105	\$ 46,207	\$ 51,869	\$ 52,052	\$ 52,679	\$ 52,814	\$ 53,026	\$ 53,534	\$ 54,251	\$ 54,767	\$ 55,011	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529	\$ 63,529
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ -	\$ -	\$ 1,085,000	\$ 1,123,550	\$ 1,163,257	\$ 1,204,154	\$ 1,246,279	\$ 1,289,667	\$ 1,334,357	\$ 1,380,388	\$ 1,427,800	\$ 1,476,634	\$ 1,526,933	\$ 1,578,741	\$ 1,632,103	\$ 1,687,066	\$ 807,758	
		\$ 680,614	\$ 488,006	\$ 417,614	\$ 888,480	\$ 812,509	\$ 780,977	\$ 691,095	\$ 599,419	\$ 543,016	\$ 543,755	\$ 491,801	\$ 444,703	\$ 399,889	\$ 317,163	\$ 191,806	\$ -	\$ -	\$ -
		\$ 680,614	\$ 488,006	\$ 1,502,614	\$ 2,012,030	\$ 1,975,766	\$ 1,985,131	\$ 1,937,374	\$ 1,889,086	\$ 1,877,374	\$ 1,924,143	\$ 1,919,601	\$ 1,921,336	\$ 1,926,821	\$ 1,895,903	\$ 1,323,909	\$ 1,187,066	\$ 807,758	\$ 807,758
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 61,227	\$ 52,145	\$ 49,085	\$ 111,317	\$ 109,052	\$ 112,908	\$ 103,158	\$ 87,949	\$ 77,985	\$ 76,120	\$ 66,188	\$ 56,881	\$ 47,525	\$ 32,257	\$ 12,222	\$ -	\$ -	\$ -
		\$ 467,523	\$ 470,630	\$ 290,125	\$ 359,588	\$ 364,771	\$ 376,299	\$ 103,158	\$ 87,949	\$ 77,985	\$ 76,120	\$ 66,188	\$ 56,881	\$ 47,525	\$ 32,257	\$ 12,222	\$ -	\$ -	\$ -
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ -	\$ -	\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271	\$ 618,271
	Facilities Subtotal	\$ 406,296	\$ 418,485	\$ 1,913,040	\$ 1,976,431	\$ 2,041,724	\$ 2,108,976	\$ 1,906,952	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558	
		\$ 749,963	\$ 545,255	\$ 470,906	\$ 1,008,405	\$ 929,056	\$ 900,670	\$ 799,796	\$ 691,704	\$ 624,385	\$ 622,472	\$ 559,552	\$ 501,794	\$ 447,414	\$ 349,420	\$ 204,027	\$ -	\$ -	\$ -
		\$ 1,156,259	\$ 963,740	\$ 2,383,946	\$ 2,984,837	\$ 2,970,780	\$ 3,009,645	\$ 2,706,748	\$ 2,661,865	\$ 2,659,651	\$ 2,724,795	\$ 2,730,945	\$ 2,744,330	\$ 2,763,225	\$ 2,740,705	\$ 2,173,052	\$ 2,049,095	\$ 1,489,558	\$ 1,489,558
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 406,296	\$ 418,485	\$ 1,913,040	\$ 1,976,431	\$ 2,041,724	\$ 2,108,976	\$ 1,906,952	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558	
		\$ 749,963	\$ 545,255	\$ 470,906	\$ 1,008,405	\$ 929,056	\$ 900,670	\$ 799,796	\$ 691,704	\$ 624,385	\$ 622,472	\$ 559,552	\$ 501,794	\$ 447,414	\$ 349,420	\$ 204,027	\$ -	\$ -	\$ -
		\$ 1,156,259	\$ 963,740	\$ 2,383,946	\$ 2,984,837	\$ 2,970,780	\$ 3,009,645	\$ 2,706,748	\$ 2,661,865	\$ 2,659,651	\$ 2,724,795	\$ 2,730,945	\$ 2,744,330	\$ 2,763,225	\$ 2,740,705	\$ 2,173,052	\$ 2,049,095	\$ 1,489,558	\$ 1,489,558
22B	Guideways - BART	\$ -	\$ -	\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 714,549	\$ 40,000	\$ 402,693	\$ 420,677	\$ 450,640	\$ 478,095	\$ 504,083	\$ 518,006	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 714,549	\$ 40,000	\$ 402,693	\$ 420,677	\$ 450,640	\$ 478,095	\$ 504,083	\$ 518,006	\$ 518,006
22M	Guideways - MUNI	\$ 5,835,380	\$ 12,492,656	\$ 7,800,000	\$ 8,034,000	\$ 8,275,020	\$ 8,523,271	\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700	
		\$ 768,515	\$ 567,794	\$ 585,841	\$ 1,527,472	\$ 1,435,163	\$ 1,422,999	\$ 1,302,050	\$ 1,174,995	\$ 1,113,373	\$ 1,168,940	\$ 1,131,704	\$ 1,101,073	\$ 1,074,231	\$ 973,470	\$ 925,550	\$ 1,228,437	\$ 49,026	\$ -
		\$ 6,603,895	\$ 13,060,450	\$ 8,385,841	\$ 9,561,472	\$ 9,710,183	\$ 9,946,269	\$ 10,081,019	\$ 10,217,333	\$ 10,426,980	\$ 10,761,956	\$ 11,012,510	\$ 11,278,304	\$ 11,556,778	\$ 11,770,494	\$ 12,046,485	\$ 12,683,000	\$ 5,948,725	\$ -
	Total	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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	\$ 173,329	\$ 148,678	\$ 146,535	\$ 360,854	\$ 381,624	\$ 424,510	\$ 402,821	\$ 346,708	\$ 311,185	\$ 308,844	\$ 274,388	\$ 243,910	\$ 217,275	\$ 170,112	\$ 116,670	\$ 14,796	\$ -
		\$ 1,572,794	\$ 1,590,127	\$ 1,681,228	\$ 1,940,088	\$ 2,006,735	\$ 2,096,874	\$ 402,821	\$ 346,708	\$ 311,185	\$ 308,844	\$ 274,388	\$ 243,910	\$ 217,275	\$ 170,112	\$ 116,670	\$ 14,796	\$ -
22U	Guideways - Discretionary	\$ -	\$ -	\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Guideways		\$ 7,234,845	\$ 13,934,105	\$ 11,307,195	\$ 11,659,037	\$ 12,011,328	\$ 12,374,389	\$ 11,027,519	\$ 11,362,997	\$ 11,708,769	\$ 12,410,649	\$ 12,086,983	\$ 12,811,086	\$ 13,201,322	\$ 13,614,704	\$ 14,037,081	\$ 14,469,839	\$ 8,357,602
		\$ 941,844	\$ 716,471	\$ 732,376	\$ 1,888,326	\$ 1,816,786	\$ 1,847,509	\$ 1,704,871	\$ 1,521,704	\$ 1,424,558	\$ 1,477,785	\$ 1,406,091	\$ 1,344,983	\$ 1,291,506	\$ 1,143,581	\$ 1,042,220	\$ 1,243,233	\$ 49,026
		\$ 8,176,689	\$ 14,650,576	\$ 12,039,571	\$ 13,547,363	\$ 13,828,114	\$ 14,221,898	\$ 12,732,389	\$ 12,884,701	\$ 13,133,326	\$ 13,888,434	\$ 13,493,075	\$ 14,156,068	\$ 14,492,828	\$ 14,758,285	\$ 15,079,302	\$ 15,713,072	\$ 8,406,628
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)		\$ 14,673,669	\$ 42,926,193	\$ 66,601,379	\$ 15,648,066	\$ 16,136,499	\$ 15,664,408	\$ 13,703,070	\$ 14,131,703	\$ 14,573,827	\$ 15,375,374	\$ 15,154,815	\$ 15,985,594	\$ 16,486,216	\$ 17,032,109	\$ 17,085,532	\$ 17,268,934	\$ 10,347,160
		\$ 5,189,779	\$ 4,172,007	\$ 3,998,568	\$ 9,134,941	\$ 9,024,813	\$ 9,127,837	\$ 8,466,277	\$ 7,870,030	\$ 7,852,259	\$ 8,475,748	\$ 7,857,428	\$ 7,170,989	\$ 6,621,506	\$ 5,544,583	\$ 4,564,133	\$ 4,016,893	\$ 49,026
		\$ 19,863,448	\$ 47,098,200	\$ 70,599,947	\$ 24,783,007	\$ 25,161,312	\$ 24,792,245	\$ 22,169,347	\$ 22,001,733	\$ 22,426,085	\$ 23,851,122	\$ 23,012,243	\$ 23,156,583	\$ 23,107,722	\$ 22,576,692	\$ 21,649,665	\$ 21,285,827	\$ 10,396,186
TOTAL TRANSIT		\$ 26,439,602	\$ 44,331,753	\$ 68,928,467	\$ 17,987,490	\$ 18,550,201	\$ 18,216,196	\$ 14,938,342	\$ 14,830,669	\$ 15,300,281	\$ 16,130,398	\$ 15,939,534	\$ 16,801,178	\$ 17,333,881	\$ 17,905,204	\$ 17,984,820	\$ 18,195,201	\$ 38,421,611
		\$ 10,282,482	\$ 8,002,977	\$ 7,259,881	\$ 15,967,069	\$ 15,160,468	\$ 14,897,008	\$ 13,412,537	\$ 11,964,758	\$ 11,332,876	\$ 11,668,339	\$ 10,400,743	\$ 9,031,936	\$ 8,175,798	\$ 6,776,092	\$ 5,439,782	\$ 4,407,651	\$ 49,026
		\$ 36,722,084	\$ 52,334,730	\$ 76,188,348	\$ 33,954,559	\$ 33,710,668	\$ 33,113,204	\$ 28,350,880	\$ 26,795,428	\$ 26,633,157	\$ 27,798,737	\$ 26,340,277	\$ 25,833,114	\$ 25,509,680	\$ 24,681,296	\$ 23,424,602	\$ 22,602,852	\$ 38,470,637
PARATRANSIT		\$ 10,193,010	\$ 10,193,010	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,100,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Paratransit	\$ 1,258,640	\$ 1,057,653	\$ 1,003,676	\$ 2,370,241	\$ 2,402,137	\$ 2,559,390	\$ 2,515,465	\$ 2,432,059	\$ 2,417,635	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -
		\$ 11,451,650	\$ 11,250,663	\$ 10,673,676	\$ 12,040,241	\$ 12,072,137	\$ 12,229,390	\$ 12,185,465	\$ 12,102,059	\$ 10,518,605	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -
TOTAL PARATRANSIT		\$ 10,193,010	\$ 10,193,010	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,100,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,258,640	\$ 1,057,653	\$ 1,003,676	\$ 2,370,241	\$ 2,402,137	\$ 2,559,390	\$ 2,515,465	\$ 2,432,059	\$ 2,417,635	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -
		\$ 11,451,650	\$ 11,250,663	\$ 10,673,676	\$ 12,040,241	\$ 12,072,137	\$ 12,229,390	\$ 12,185,465	\$ 12,102,059	\$ 10,518,605	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -
STREETS AND TRAFFIC SAFETY		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 1,027,733	\$ 755,953	\$ 634,454	\$ 1,316,838	\$ 1,169,480	\$ 1,084,583	\$ 918,359	\$ 752,863	\$ 633,107	\$ 571,163	\$ 443,046	\$ 306,413	\$ 132,289	\$ -	\$ -	\$ -	\$ -
		\$ 1,027,733	\$ 755,953	\$ 634,454	\$ 1,316,838	\$ 1,169,480	\$ 1,084,583	\$ 918,359	\$ 752,863	\$ 633,107	\$ 571,163	\$ 443,046	\$ 306,413	\$ 132,289	\$ -	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 27,642	\$ 20,415	\$ 17,218	\$ 35,944	\$ 32,148	\$ 30,073	\$ 25,749	\$ 21,418	\$ 18,379	\$ 17,107	\$ 13,922	\$ 10,643	\$ 6,693	\$ 851	\$ -	\$ -	\$ -
		\$ 27,642	\$ 20,415	\$ 17,218	\$ 35,944	\$ 32,148	\$ 30,073	\$ 25,749	\$ 21,418	\$ 18,379	\$ 17,107	\$ 13,922	\$ 10,643	\$ 6,693	\$ 851	\$ -	\$ -	\$ -
27	Visitation Valley Watershed Area projects (San Francisco share)	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 928,818	\$ 956,682	\$ 985,383	\$ 1,014,944	\$ 1,045,393	\$ 1,076,755	\$ 1,109,057	\$ 1,142,329	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,415	\$ 11,242	\$ 21,159	\$ 34,275	\$ 47,640	\$ 62,360	\$ 81,445	\$ 102,993	\$ 70,058	\$ 6,360	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1 Traffic Study	\$ -	\$ -	\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,731	\$ 32,336	\$ 27,010	\$ 55,742	\$ 49,158	\$ 45,191	\$ 37,828	\$ 30,537	\$ 25,115	\$ 21,849	\$ 15,946	\$ 9,470	\$ 867	\$ -	\$ -	\$ -	\$ -
Total New and Upgraded Streets		\$ 1,058,373	\$ 1,052,752	\$ 1,055,665	\$ 953,466	\$ 968,939	\$ 989,527	\$ 1,006,682	\$ 1,033,137	\$ 1,063,691	\$ 1,102,241	\$ 1,137,389	\$ 1,174,150	\$ 1,213,432	\$ 1,262,003	\$ 86,365	\$ 23,155	\$ 17,299
31	New Signals and Signs	\$ -	\$ 881,250	\$ 1,320,000	\$ 1,359,600	\$ 1,400,388	\$ 1,442,400	\$ 1,485,672	\$ 1,530,242	\$ 1,576,149	\$ 1,623,434	\$ 1,672,137	\$ 1,722,301	\$ 1,773,970	\$ 1,827,189	\$ 1,882,004	\$ 1,938,465	\$ 1,996,618
		\$ 66,544	\$ 43,073	\$ 29,210	\$ 62,578	\$ 57,147	\$ 55,070	\$ 48,264	\$ 41,709	\$ 37,151	\$ 34,004	\$ 30,511	\$ 22,290	\$ 2,145	\$ -	\$ -	\$ -	\$ -
32	Advanced Technology and Information Systems (SFgo)	\$ 506,611	\$ 500,000	\$ 738,700	\$ 773,931	\$ 810,787	\$ 849,339	\$ 889,666	\$ 931,846	\$ 975,964	\$ 1,022,106	\$ 1,070,364	\$ 1,120,833	\$ 1,170,000	\$ 1,220,000	\$ 1,270,000	\$ 500,000	\$ 400,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33	Signals and Signs	\$ 657,950	\$ 150,000	\$ 3,311,570	\$ 3,481,626	\$ 3,659,522	\$ 3,845,611	\$ 4,040,262	\$ 4,243,861	\$ 4,456,812	\$ 4,679,535	\$ 4,912,470	\$ 5,156,079	\$ 5,561,950	\$ 5,933,860	\$ 3,500,000	\$ 3,000,000	\$ 1,050,000
		\$ 187,495	\$ 100,457	\$ 56,243	\$ 124,099	\$ 119,805	\$ 125,929	\$ 124,214	\$ 124,789	\$ 133,917	\$ 158,736	\$ 183,718	\$ 209,851	\$ 240,376	\$ 276,683	\$ 282,961	\$ 208,242	\$ -

2014 Prop K Strategic Plan - Amendment 7  
Appendix F. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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
		\$ 845,445	\$ 250,457	\$ 3,367,812	\$ 3,605,725	\$ 3,779,327	\$ 3,971,540	\$ 4,164,476	\$ 4,368,650	\$ 4,590,729	\$ 4,838,271	\$ 5,096,188	\$ 5,365,930	\$ 5,802,326	\$ 6,210,543	\$ 3,782,961	\$ 3,208,242	\$ 1,050,000
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 4,519,668	\$ 4,634,668	\$ 4,505,003	\$ 4,640,153	\$ 4,779,358	\$ 4,922,738	\$ 5,070,421	\$ 5,222,533	\$ 5,379,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 919,372	\$ 742,637	\$ 679,333	\$ 1,552,214	\$ 1,531,731	\$ 1,597,696	\$ 1,545,027	\$ 1,476,344	\$ 1,489,670	\$ 1,518,834	\$ 1,354,186	\$ 1,210,290	\$ 1,088,622	\$ 868,843	\$ 628,931	\$ 223,955	\$ -
		\$ 5,439,040	\$ 5,377,305	\$ 5,184,336	\$ 6,192,367	\$ 6,311,089	\$ 6,520,435	\$ 6,615,448	\$ 6,698,877	\$ 6,868,879	\$ 1,518,834	\$ 1,354,186	\$ 1,210,290	\$ 1,088,622	\$ 868,843	\$ 628,931	\$ 223,955	\$ -
35	Street Repair and Cleaning Equipment	\$ 94,793	\$ 859,800	\$ 904,183	\$ 950,615	\$ 999,187	\$ 1,049,996	\$ 1,103,143	\$ 1,158,733	\$ 1,216,877	\$ 1,277,689	\$ 1,341,289	\$ 1,407,803	\$ 1,518,621	\$ 1,620,166	\$ 900,000	\$ 900,000	\$ -
		\$ 11,575	\$ 1,691	\$ 894	\$ 2,818	\$ 3,979	\$ 6,421	\$ 8,795	\$ 11,913	\$ 16,065	\$ 22,177	\$ 30,437	\$ 38,512	\$ 46,884	\$ 57,695	\$ 56,824	\$ 24,407	\$ -
		\$ 106,368	\$ 861,491	\$ 905,077	\$ 953,433	\$ 1,003,166	\$ 1,056,417	\$ 1,111,938	\$ 1,170,647	\$ 1,232,942	\$ 1,299,866	\$ 1,371,726	\$ 1,446,315	\$ 1,565,505	\$ 1,677,861	\$ 956,824	\$ 924,407	\$ -
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 711,682	\$ 736,957	\$ 666,707	\$ 696,709	\$ 728,061	\$ 760,823	\$ 795,060	\$ 830,838	\$ 868,226	\$ 907,296	\$ 948,124	\$ 990,790	\$ 1,035,376	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
		\$ 29,870	\$ 25,309	\$ 16,234	\$ 36,661	\$ 35,932	\$ 37,783	\$ 36,984	\$ 36,346	\$ 37,913	\$ 43,862	\$ 48,465	\$ 53,589	\$ 59,641	\$ 62,687	\$ 71,114	\$ 55,231	\$ -
		\$ 741,552	\$ 762,266	\$ 682,941	\$ 733,370	\$ 763,993	\$ 798,607	\$ 832,044	\$ 867,184	\$ 906,139	\$ 951,158	\$ 996,590	\$ 1,044,379	\$ 1,095,016	\$ 1,062,687	\$ 1,071,114	\$ 55,231	\$ -
38	Traffic Calming	\$ 2,212,651	\$ 1,697,254	\$ 2,411,154	\$ 2,534,972	\$ 2,664,498	\$ 2,799,990	\$ 2,941,715	\$ 3,089,956	\$ 3,245,005	\$ 3,407,170	\$ 3,576,770	\$ 3,754,141	\$ 4,049,656	\$ 4,320,444	\$ 4,347,915	\$ 3,000,000	\$ 2,500,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,212,651	\$ 1,697,254	\$ 2,411,154	\$ 2,534,972	\$ 2,664,498	\$ 2,799,990	\$ 2,941,715	\$ 3,089,956	\$ 3,245,005	\$ 3,407,170	\$ 3,576,770	\$ 3,754,141	\$ 4,049,656	\$ 4,320,444	\$ 4,347,915	\$ 3,000,000	\$ 2,500,000
39	Bicycle Circulation/Safety	\$ 1,097,848	\$ 628,105	\$ 1,094,537	\$ 1,150,744	\$ 1,209,542	\$ 1,271,048	\$ 1,335,384	\$ 1,135,384	\$ 1,523,895	\$ 1,592,470	\$ 1,664,131	\$ 1,739,017	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
		\$ 77,125	\$ 54,257	\$ 34,872	\$ 70,858	\$ 70,707	\$ 75,753	\$ 75,746	\$ 73,078	\$ 73,840	\$ 87,562	\$ 100,584	\$ 116,238	\$ 122,584	\$ 95,644	\$ 48,720	\$ -	\$ -
		\$ 1,174,973	\$ 682,362	\$ 1,129,409	\$ 1,221,602	\$ 1,280,249	\$ 1,346,801	\$ 1,411,129	\$ 1,208,462	\$ 1,597,735	\$ 1,680,032	\$ 1,764,715	\$ 1,855,255	\$ 822,584	\$ 795,644	\$ 748,720	\$ 700,000	\$ 700,000
40	Pedestrian Circulation/Safety	\$ 300,000	\$ 300,000	\$ 943,840	\$ 972,155	\$ 1,001,320	\$ 1,031,359	\$ 1,062,300	\$ 1,094,169	\$ 1,126,994	\$ 1,160,804	\$ 1,195,628	\$ 1,231,497	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
		\$ 102,645	\$ 68,826	\$ 56,900	\$ 130,764	\$ 129,549	\$ 135,769	\$ 131,647	\$ 126,288	\$ 127,731	\$ 144,291	\$ 150,447	\$ 160,202	\$ 155,803	\$ 116,210	\$ 67,369	\$ -	\$ -
		\$ 402,645	\$ 368,826	\$ 1,000,740	\$ 1,102,920	\$ 1,130,869	\$ 1,167,128	\$ 1,193,948	\$ 1,220,457	\$ 1,254,726	\$ 1,305,095	\$ 1,346,075	\$ 1,391,699	\$ 455,803	\$ 416,210	\$ 367,369	\$ 300,000	\$ 300,000
41	Curb Ramps	\$ 846,055	\$ 889,968	\$ 935,909	\$ 983,970	\$ 1,013,489	\$ 1,043,893	\$ 1,075,210	\$ 1,107,466	\$ 1,140,690	\$ 1,174,911	\$ 1,210,158	\$ 1,246,463	\$ 1,283,857	\$ 1,322,373	\$ 1,362,044	\$ 1,402,905	\$ 1,000,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 846,055	\$ 889,968	\$ 935,909	\$ 983,970	\$ 1,013,489	\$ 1,043,893	\$ 1,075,210	\$ 1,107,466	\$ 1,140,690	\$ 1,174,911	\$ 1,210,158	\$ 1,246,463	\$ 1,283,857	\$ 1,322,373	\$ 1,362,044	\$ 1,402,905	\$ 1,000,000
42	Tree Planting and Maintenance	\$ 1,141,166	\$ 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	\$ 1,000,000
		\$ 14,508	\$ 10,096	\$ 7,903	\$ 17,834	\$ 17,663	\$ 19,586	\$ 20,287	\$ 21,820	\$ 24,854	\$ 30,084	\$ 37,559	\$ 43,535	\$ 45,552	\$ 45,125	\$ 50,600	\$ 22,972	\$ -
		\$ 1,155,674	\$ 1,202,615	\$ 1,254,085	\$ 1,320,094	\$ 1,378,525	\$ 1,441,687	\$ 1,506,382	\$ 1,574,789	\$ 1,647,707	\$ 1,725,965	\$ 1,809,755	\$ 1,895,480	\$ 1,980,834	\$ 2,067,495	\$ 2,163,976	\$ 1,731,451	\$ 1,000,000
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		\$ 13,088,424	\$ 13,470,521	\$ 19,089,221	\$ 19,708,515	\$ 20,514,646	\$ 21,353,561	\$ 22,226,618	\$ 22,867,940	\$ 24,131,713	\$ 19,570,306	\$ 20,423,149	\$ 21,312,546	\$ 20,453,139	\$ 21,424,562	\$ 17,391,646	\$ 13,466,644	\$ 8,963,918
		\$ 2,495,240	\$ 1,855,051	\$ 1,560,271	\$ 3,406,351	\$ 3,217,299	\$ 3,213,855	\$ 2,974,315	\$ 2,728,346	\$ 2,638,901	\$ 2,683,945	\$ 2,456,462	\$ 2,243,394	\$ 1,982,900	\$ 1,626,729	\$ 1,276,576	\$ 541,167	\$ -
		\$ 15,583,664	\$ 15,325,572	\$ 20,649,492	\$ 23,114,865	\$ 23,731,945	\$ 24,567,416	\$ 25,200,933	\$ 25,596,286	\$ 26,770,614	\$ 22,254,250	\$ 22,879,611	\$ 23,555,940	\$ 22,436,038	\$ 23,051,291	\$ 18,668,222	\$ 14,007,811	\$ 8,963,918
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STR</b>																		
43	Transportation Demand Management/Parking Management	\$ 400,000	\$ 450,000	\$ 410,000	\$ 422,300	\$ 434,969	\$ 448,018	\$ 461,459	\$ 475,302	\$ 489,561	\$ 504,248	\$ 519,376	\$ 534,957	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
		\$ 47,037	\$ 36,592	\$ 33,566	\$ 75,165	\$ 72,574	\$ 74,085	\$ 69,969	\$ 65,327	\$ 64,274	\$ 70,575	\$ 71,455	\$ 73,749	\$ 62,801	\$ 44,021	\$ 19,371	\$ -	\$ -
		\$ 447,037	\$ 486,592	\$ 443,566	\$ 497,465	\$ 507,543	\$ 522,103	\$ 531,427	\$ 540,629	\$ 553,835	\$ 574,823	\$ 590,830	\$ 608,706	\$ 262,801	\$ 244,021	\$ 219,371	\$ 200,000	\$ 200,000
44	Transportation/Land Use Coordination	\$ 250,000	\$ 350,000	\$ 600,000	\$ 618,000	\$ 636,540	\$ 655,636	\$ 675,305	\$ 695,564	\$ 716,431	\$ 737,924	\$ 760,062	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
		\$ 95,799	\$ 79,179	\$ 71,782	\$ 160,851	\$ 155,534	\$ 158,955	\$ 150,441	\$ 140,691	\$ 138,769	\$ 153,340	\$ 155,445	\$ 138,163	\$ 121,601	\$ 92,294	\$ 56,950	\$ -	\$ -
		\$ 345,799	\$ 429,179	\$ 671,782	\$ 778,851	\$ 792,074	\$ 814,591	\$ 825,747	\$ 836,256	\$ 855,200	\$ 891,264	\$ 915,507	\$ 338,163	\$ 321,601	\$ 292,294	\$ 256,950	\$ 200,000	\$ 200,000
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 650,000	\$ 800,000	\$ 1,010,000	\$ 1,040,300	\$ 1,071,509	\$ 1,103,654	\$ 1,136,764	\$ 1,170,867	\$ 1,205,993	\$ 1,242,173	\$ 1,279,438	\$ 734,957	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
		\$ 142,837	\$ 115,770	\$ 105,348	\$ 236,015	\$ 228,109	\$ 233,040	\$ 220,410	\$ 206,018	\$ 203,043	\$ 223,915	\$ 226,900	\$ 211,912	\$ 184,403	\$ 136,314	\$ 76,321	\$ -	\$ -
		\$ 792,837	\$ 915,770	\$ 1,115,348	\$ 1,276,315	\$ 1,299,618	\$ 1,336,694	\$ 1,357,174	\$ 1,376,885	\$ 1,409,036	\$ 1,466,088	\$ 1,506,338	\$ 946,869	\$ 584,403	\$ 536,314	\$ 476,321	\$ 400,000	\$ 400,000
<b>TOTAL STRATEGIC PLAN</b>		\$ 50,371,036	\$ 68,795,284	\$ 98,697,688	\$ 48,406,305	\$ 49,806,356	\$ 50,343,411	\$ 47,971,725	\$ 48,539,475	\$ 48,738,957	\$ 36,942,877	\$ 37,642,120	\$ 38,848,680	\$ 38,187,020	\$ 39,729,766	\$ 35,776,467	\$ 32,061,845	\$ 47,785,529
		\$ 14,179,200	\$ 11,031,451	\$ 9,929,176	\$ 21,979,676	\$ 21,008,013	\$ 20,903,294	\$ 19,122,727	\$ 17,331,182	\$ 16,592,455	\$ 16,954,061	\$ 15,172,364	\$ 13,310,540	\$ 11,914,192	\$ 9,685,567	\$ 7,411,750	\$ 4,948,818	\$ 49,026
		\$ 64,550,236	\$ 79,826,735	\$ 108,626,864	\$ 70,385,981	\$ 70,814,368	\$ 71,246,706	\$ 67,094,452	\$ 65,870,657	\$ 65,331,412	\$ 53,896,938	\$ 52,814,485	\$ 52,159,221	\$ 50,101,212	\$ 49,415,334	\$ 43,188,217	\$ 37,010,663	\$ 47,834,555

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$\$)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17			
TRANSIT																					
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	\$ 124,679,193	16.46%	Programming	\$ 100,341,372	\$ 40,020	\$ 627,069	\$ 506,520	\$ 223,306	\$ 781,715	\$ 1,825,157	\$ 602,387	\$ 3,048,520	\$ 3,141,818	\$ 2,381,021	\$ 7,782,640	\$ 19,206,516	\$ 22,570,397	\$ 23,982,894		
				Finance Costs	\$ 20,521,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,345	\$ 333,566
				Total	\$ 120,862,487	\$ 40,020	\$ 627,069	\$ 506,520	\$ 223,306	\$ 781,715	\$ 1,825,157	\$ 602,387	\$ 3,048,520	\$ 3,141,818	\$ 2,381,021	\$ 7,782,640	\$ 19,206,516	\$ 22,624,742	\$ 24,316,459		
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,795,276	\$ 50,000	\$ 15,249,407	\$ 20,944,687	\$ 22,051,549	\$ 30,129,641	\$ 2,212,398	\$ -	\$ 294,672	\$ -	\$ (56,809)	\$ -	\$ -	\$ 2,029,582	\$ 3,890,149		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,795,276	\$ 50,000	\$ 15,249,407	\$ 20,944,687	\$ 22,051,549	\$ 30,129,641	\$ 2,212,398	\$ -	\$ 294,672	\$ -	\$ (56,809)	\$ -	\$ -	\$ -	\$ 2,029,582	\$ 3,890,149	
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ 2,346,277	\$ 642,092	\$ 8,597,244	\$ 44,611,695	\$ 56,617,992	\$ 2,555,099	\$ 3,434,127	\$ 2,988,635	\$ 2,769,286		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ 2,346,277	\$ 642,092	\$ 8,597,244	\$ 44,611,695	\$ 56,617,992	\$ 2,555,099	\$ 3,434,127	\$ 2,988,635	\$ 2,769,286		
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 298,752,463	9.15%	Programming	\$ 223,176,074	\$ -	\$ (8,736,000)	\$ 32,784,000	\$ 1,209,891	\$ 12,766,109	\$ 30,849,748	\$ 34,340,299	\$ 4,263,433	\$ 5,966,030	\$ 3,894,116	\$ 9,130,676	\$ 39,203,183	\$ 20,414,823	\$ 8,049,612		
				Finance Costs	\$ 27,331,130	\$ -	\$ -	\$ 746,214	\$ 394,491	\$ 792,996	\$ 14,830	\$ 651,764	\$ 686,327	\$ 531,394	\$ -	\$ 619,149	\$ -	\$ 211,404	\$ 734,924		
				Total	\$ 250,507,204	\$ -	\$ (8,736,000)	\$ 33,530,214	\$ 1,604,381	\$ 13,559,104	\$ 30,864,577	\$ 34,992,062	\$ 4,949,761	\$ 6,497,425	\$ 3,894,116	\$ 9,749,825	\$ 39,203,183	\$ 20,626,228	\$ 8,784,536		
6	Electrification	\$ 25,765,358	17.45%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,035	\$ 8,986,986	\$ 3,872,979	\$ 4,040,000		
				Finance Costs	\$ 4,494,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,098	\$ 89,960	
				Total	\$ 25,394,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,035	\$ 8,986,986	\$ 3,892,077	\$ 4,129,960	
7	Caltrain Capital Improvement Program	\$ 25,011,250	13.28%	Programming	\$ 20,400,085	\$ -	\$ 44,683	\$ 18,674	\$ 772,735	\$ 1,595,550	\$ 1,170,178	\$ 1,358,575	\$ 1,579,628	\$ 749,463	\$ 699,685	\$ 963,348	\$ 955,760	\$ 1,252,039	\$ 1,191,650		
				Finance Costs	\$ 3,320,947	\$ -	\$ -	\$ -	\$ -	\$ 230	\$ 14,893	\$ 27,942	\$ 23,420	\$ -	\$ 32,555	\$ -	\$ 8,224	\$ 32,080			
				Total	\$ 23,721,032	\$ -	\$ 44,683	\$ 18,674	\$ 772,735	\$ 1,595,550	\$ 1,170,408	\$ 1,373,468	\$ 1,607,570	\$ 772,883	\$ 699,685	\$ 995,903	\$ 955,760	\$ 1,260,263	\$ 1,223,730		
8	BART Station Access, Safety and Capacity	\$ 11,562,990	13.53%	Programming	\$ 9,079,412	\$ -	\$ 209,524	\$ -	\$ 1,754,256	\$ 501,273	\$ 28,451	\$ 212,915	\$ (306,953)	\$ -	\$ 486,953	\$ 180,945	\$ 465,050	\$ 292,305	\$ 2,249,107		
				Finance Costs	\$ 1,564,728	\$ -	\$ -	\$ -	\$ 106,833	\$ 126,334	\$ 568	\$ 13,561	\$ 8,660	\$ 4,485	\$ -	\$ 6,456	\$ -	\$ 1,552	\$ 18,930		
				Total	\$ 10,644,140	\$ -	\$ 209,524	\$ -	\$ 1,861,088	\$ 627,607	\$ 29,019	\$ 226,476	\$ (298,293)	\$ 4,485	\$ 486,953	\$ 187,401	\$ 465,050	\$ 293,857	\$ 2,268,037		
9	Ferry	\$ 5,530,126	9.78%	Programming	\$ 4,708,352	\$ -	\$ 8,647	\$ -	\$ 27,960	\$ -	\$ (0)	\$ 272,040	\$ -	\$ -	\$ 1,027,973	\$ -	\$ 1,100,000	\$ 660,000	\$ 440,000		
				Finance Costs	\$ 540,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485	\$ -	\$ 3,046	\$ 12,622	
				Total	\$ 5,249,036	\$ -	\$ 8,647	\$ -	\$ 27,960	\$ -	\$ (0)	\$ 272,040	\$ -	\$ -	\$ 1,027,973	\$ 485	\$ 1,100,000	\$ 663,046	\$ 452,622		
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,770,159	0.91%	Programming	\$ 9,388,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -		
				Finance Costs	\$ 89,395	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,478,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	
11	F-Line Extension to Fort Mason	\$ 5,142,189	0.00%	Programming	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ 41,122	\$ 41,122		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 742,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ 41,122	\$ 41,122	
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,439,813	0.00%	Programming	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,134	\$ 168,795		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 1,198,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,134	\$ 168,795		
13	Balboa Park BART/MUNI Station Access	\$ 9,996,416	5.62%	Programming	\$ 9,103,720	\$ -	\$ -	\$ -	\$ 26,750	\$ 56,688	\$ (16,688)	\$ 281,688	\$ 173,500	\$ 65,800	\$ 522,920	\$ 155,205	\$ 2,323,647	\$ 895,522	\$ 255,000		
				Finance Costs	\$ 561,316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,256	\$ 11,158		
				Total	\$ 9,665,036	\$ -	\$ -	\$ -	\$ 26,750	\$ 56,688	\$ (16,688)	\$ 281,688	\$ 173,500	\$ 65,800	\$ 522,920	\$ 155,205	\$ 2,323,647	\$ 898,778	\$ 266,158		
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,155,512	1.60%	Programming	\$ 4,213,339	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,806	\$ 150,023	\$ 314,621	\$ 2,796,888	\$ 118,000	\$ -		
				Finance Costs	\$ 130,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,261	\$ 6,257		
				Total	\$ 4,343,613	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,806	\$ 150,023	\$ 314,621	\$ 2,796,888	\$ 120,261	\$ 6,257	
15	Purchase Additional Light Rail Vehicles	\$ 5,964,939	13.46%	Programming	\$ 4,602,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 3,092,490		
				Finance Costs	\$ 803,014	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,574	
				Total	\$ 5,405,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 3,101,064	
16	Other Transit Enhancements	\$ 13,575,379	15.57%	Programming	\$ 10,967,431	\$ -	\$ 12,893	\$ -	\$ 6,664	\$ 1,856	\$ 252,588	\$ 273,332	\$ (18,209)	\$ 2,533,986	\$ 401,552	\$ 53,288	\$ 199,480	\$ 588,000	\$ 2,078,000		
				Finance Costs	\$ 2,114,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,796	\$ -	\$ 3,657	\$ -	\$ 833	\$ 14,809	
				Total	\$ 13,081,494	\$ -	\$ 12,893	\$ -	\$ 6,664	\$ 1,856	\$ 252,588	\$ 273,332	\$ (18,209)	\$ 2,538,782	\$ 401,552	\$ 56,946	\$ 199,480	\$ 588,833	\$ 2,092,809		
Total Transit Enhancements (10-16)	\$ 54,044,408	6.84%	Programming	\$ 40,217,065	\$ -	\$ 12,893	\$ 50,002	\$ 33,414	\$ 58,544	\$ 235,901	\$ 555,020	\$ 155,291	\$ 2,633,592	\$ 1,083,494	\$ 532,114	\$ 5,320,015	\$ 1,741,778	\$ 5,635,407			
			Finance Costs	\$ 3,698,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,796	\$ -	\$ 3,657	\$ -	\$ 6,351	\$ 40,798		
			Total	\$ 43,915,003	\$ -	\$ 12,893	\$ 50,002	\$ 33,414	\$ 58,544	\$ 235,901	\$ 555,020	\$ 155,291	\$ 2,638,388	\$ 1,088,290	\$ 535,771	\$ 5,320,015	\$ 1,748,129	\$ 5,676,205			

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$\$)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17		
				Programming	Finance Costs																
				Total	\$ 43,915,127	\$ -	\$ 12,893	\$ 50,002	\$ 33,414	\$ 58,544	\$ 235,901	\$ 555,020	\$ 155,291	\$ 2,638,388	\$ 1,083,494	\$ 535,772	\$ 5,320,015	\$ 1,748,129	\$ 5,676,205		
17B	New and Renovated Vehicles - BART	\$ 12,732,574	0.00%	Programming	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 12,210,409	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17M	New and Renovated Vehicles - MUNI	\$ 499,061,527	14.41%	Programming	\$ 424,928,868	\$ -	\$ 1,225,536	\$ 251,829	\$ 7,002,393	\$ 11,772,691	\$ 2,678,839	\$ 4,406,007	\$ 9,759,628	\$ 3,784,163	\$ 5,488,364	\$ 26,231,486	\$ 1,749,565	\$ 71,702,283	\$ 88,548,170		
				Finance Costs	\$ 71,912,125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,316	\$ 541,561	
				Total	\$ 496,840,993	\$ -	\$ 1,225,536	\$ 251,829	\$ 7,002,393	\$ 11,772,691	\$ 2,678,839	\$ 4,406,007	\$ 9,759,628	\$ 3,784,163	\$ 5,488,364	\$ 26,231,486	\$ 1,749,565	\$ 71,707,599	\$ 89,089,731		
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,147	8.64%	Programming	\$ 19,024,458	\$ -	\$ 2,153	\$ 56,000	\$ -	\$ 4,786	\$ 1,170,882	\$ 560,849	\$ 745,447	\$ 1,218,182	\$ 738,373	\$ 1,687,253	\$ 1,316,829	\$ 1,756,656	\$ 1,889,780		
				Finance Costs	\$ 2,199,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530	\$ -	\$ 3,922	\$ 21,879	
				Total	\$ 21,223,566	\$ -	\$ 2,153	\$ 56,000	\$ -	\$ 4,786	\$ 1,170,882	\$ 560,849	\$ 745,447	\$ 1,218,182	\$ 738,373	\$ 1,689,783	\$ 1,316,829	\$ 1,760,578	\$ 1,911,659		
17U	New and Renovated Vehicles - Discretionary	\$ 89,128,015	5.16%	Programming	\$ 81,002,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 4,603,106	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 85,605,374	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicles Subtotal		\$ 626,387,263	12.57%	Programming	\$ 537,166,003	\$ -	\$ 1,232,689	\$ 307,829	\$ 7,002,393	\$ 11,777,477	\$ 3,849,720	\$ 4,966,857	\$ 10,505,075	\$ 5,002,346	\$ 6,226,736	\$ 27,918,739	\$ 3,066,393	\$ 73,458,939	\$ 90,437,950		
				Finance Costs	\$ 78,714,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530	\$ -	\$ 9,238	\$ 563,440	
				Total	\$ 615,880,342	\$ -	\$ 1,232,689	\$ 307,829	\$ 7,002,393	\$ 11,777,477	\$ 3,849,720	\$ 4,966,857	\$ 10,505,075	\$ 5,002,346	\$ 6,226,736	\$ 27,921,270	\$ 3,066,393	\$ 73,468,177	\$ 91,001,390		
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ 2,518,814	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 432,445	\$ (72,148)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 432,445	\$ (72,148)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line Operations & Maintenance	\$ 5,093,785	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Vehicles		\$ 633,999,862	12.42%	Programming	\$ 544,782,534	\$ -	\$ 3,079,883	\$ 1,870,767	\$ 8,619,393	\$ 12,973,579	\$ 4,675,710	\$ 5,173,867	\$ 10,937,520	\$ 4,930,198	\$ 6,226,736	\$ 27,918,739	\$ 3,066,393	\$ 73,458,939	\$ 90,437,950		
				Finance Costs	\$ 78,714,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530	\$ -	\$ 9,238	\$ 563,440	
				Total	\$ 623,496,873	\$ -	\$ 3,079,883	\$ 1,870,767	\$ 8,619,393	\$ 12,973,579	\$ 4,675,710	\$ 5,173,867	\$ 10,937,520	\$ 4,930,198	\$ 6,226,736	\$ 27,921,270	\$ 3,066,393	\$ 73,468,177	\$ 91,001,390		
20B	Rehab/Upgrade Existing Facilities - BART	\$ 2,111,502	2.90%	Programming	\$ 1,800,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 246,864	\$ 146,751	\$ -	\$ -	\$ -	\$ 223,749	\$ 99,000	\$ 302,500		
				Finance Costs	\$ 61,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 586	\$ 36	\$ -	\$ -	\$ 223	\$ 2,482		
				Total	\$ 1,861,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 246,864	\$ 147,337	\$ 36	\$ -	\$ 223,749	\$ 99,223	\$ 304,982	
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 85,163,933	10.01%	Programming	\$ 72,770,646	\$ -	\$ 1,147,190	\$ 21,312	\$ 174,116	\$ 395,063	\$ 676,369	\$ 60,898	\$ (14,696,913)	\$ 16,518,308	\$ 4,283,166	\$ 8,791,060	\$ 24,967,752	\$ 7,425,388	\$ 3,643,650		
				Finance Costs	\$ 8,528,841	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,078	\$ 186,916	
				Total	\$ 81,299,487	\$ -	\$ 1,147,190	\$ 21,312	\$ 174,116	\$ 395,063	\$ 676,369	\$ 60,898	\$ (14,696,913)	\$ 16,518,308	\$ 4,283,166	\$ 8,791,060	\$ 24,967,752	\$ 7,476,466	\$ 3,830,566		
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,559,126	15.02%	Programming	\$ 6,571,882	\$ -	\$ 3,426	\$ -	\$ 27,299	\$ 2,279,329	\$ 327,668	\$ 392,899	\$ 314,289	\$ 150,813	\$ 41,834	\$ 62,682	\$ 105,495	\$ 371,989	\$ 463,726		
				Finance Costs	\$ 1,285,283	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 23,463	\$ 18,041	\$ -	\$ 18,355	\$ -	\$ 3,694	\$ 14,446		
				Total	\$ 7,857,165	\$ -	\$ 3,426	\$ -	\$ 27,299	\$ 2,409,640	\$ 328,414	\$ 413,108	\$ 337,752	\$ 168,853	\$ 41,834	\$ 81,036	\$ 105,495	\$ 375,683	\$ 478,171		
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 10,620,355	0.00%	Programming	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,930,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Facilities Subtotal		\$ 106,454,916	9.28%	Programming	\$ 91,072,864	\$ -	\$ 1,150,616	\$ 21,312	\$ 201,415	\$ 2,674,392	\$ 1,004,037	\$ 700,661	\$ (14,235,873)	\$ 16,669,121	\$ 4,325,001	\$ 8,853,742	\$ 25,296,996	\$ 7,896,377	\$ 4,409,876		
				Finance Costs	\$ 9,875,404	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 18,355	\$ -	\$ 54,995	\$ 203,844		
				Total	\$ 100,948,268	\$ -	\$ 1,150,616	\$ 21,312	\$ 201,415	\$ 2,804,704	\$ 1,004,783	\$ 720,870	\$ (14,211,824)	\$ 16,687,197	\$ 4,325,001	\$ 8,872,097	\$ 25,296,996	\$ 7,951,372	\$ 4,613,720		
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ 16,541,195	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Facilities		\$ 122,996,111	8.03%	Programming	\$ 107,853,864	\$ -	\$ 5,150,616	\$ 3,840,312	\$ 3,698,415	\$ 5,825,392	\$ 1,420,557	\$ 2,598,141	\$ (14,235,873)	\$ 16,669,121	\$ 4,325,001	\$ 8,853,742	\$ 25,296,996	\$ 7,896,377	\$ 4,409,876		
				Finance Costs	\$ 9,875,404	\$ -	\$ -	\$ -	\$ -	\$ 130,312	\$ 746	\$ 20,209	\$ 24,049	\$ 18,077	\$ -	\$ 18,355	\$ -	\$ 54,995	\$ 203,844		
				Total	\$ 117,729,268	\$ -	\$ 5,150,616	\$ 3,840,312	\$ 3,698,415	\$ 5,955,704	\$ 1,421,303	\$ 2,618,350	\$ (14,211,824)	\$ 16,687,197	\$ 4,325,001	\$ 8,872,097	\$ 25,296,996	\$ 7,951,372	\$ 4,613,720		
22B	Guideways - BART	\$ 7,747,127	0.00%	Programming	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491,000	\$ 160,000	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 7,352,937	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,491,000	\$ 160,000	\$ -	
				Programming	\$ 291,660,626	\$ -	\$ 122,865	\$ 1,249,713	\$ 3,799,388	\$ 939,412	\$ 1,563,263	\$ 8,065,605	\$ (1,777,841)	\$ 4,492,160	\$ 8,972,858	\$ 9,450,419	\$ 44,609,901	\$ 33,388,376	\$ 10,107,557		

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	
22M	Guideways - MUNI	\$ 308,335,639	5.77%	Finance Costs	\$ 17,798,107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,052	\$ 194,425	
				Total	\$ 309,458,733	\$ -	\$ 122,865	\$ 1,249,713	\$ 3,799,388	\$ 939,412	\$ 1,563,263	\$ 8,065,605	\$ (1,777,841)	\$ 4,492,160	\$ 8,972,858	\$ 9,450,419	\$ 44,609,901	\$ 33,441,427	\$ 10,301,981
22P	Guideways - PCJPB	\$ 30,877,833	13.40%	Programming	\$ 25,385,280	\$ -	\$ 6,013	\$ 6,634	\$ 572,085	\$ 448,304	\$ 225,019	\$ 538,212	\$ 584,351	\$ 1,800,406	\$ 2,541,885	\$ 4,882,207	\$ 1,228,311	\$ 1,281,269	\$ 1,338,917
				Finance Costs	\$ 4,138,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,996	\$ -	\$ 10,676
	Total	\$ 29,523,693	\$ -	\$ 6,013	\$ 6,634	\$ 572,085	\$ 448,304	\$ 225,019	\$ 538,212	\$ 584,351	\$ 1,800,406	\$ 2,541,885	\$ 4,927,202	\$ 1,228,311	\$ 1,291,945	\$ 1,379,420			
22U	Guideways - Discretionary	\$ 38,514,287	5.24%	Programming	\$ 35,536,511	\$ 4,379,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 2,016,960	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 37,553,471	\$ 5,227,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Total Guideways	\$ 385,474,886	6.21%	Programming	\$ 359,935,353	\$ 4,379,000	\$ 132,256	\$ 1,256,346	\$ 4,371,473	\$ 1,387,716	\$ 1,788,283	\$ 8,603,817	\$ (1,193,491)	\$ 6,292,566	\$ 11,514,743	\$ 14,332,626	\$ 47,329,212	\$ 34,829,644	\$ 11,446,474
				Finance Costs	\$ 23,953,482	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 204,547	\$ 718	\$ 9,981	\$ 1,977	\$ -	\$ -	\$ 44,996	\$ -	\$ 63,728	\$ 234,928
	Total	\$ 383,888,835	\$ 5,227,735	\$ 484,273	\$ 1,562,180	\$ 4,664,624	\$ 1,592,262	\$ 1,789,001	\$ 8,613,799	\$ (1,191,514)	\$ 6,292,566	\$ 11,514,743	\$ 14,377,621	\$ 47,329,212	\$ 34,893,372	\$ 11,681,402			
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,142,470,859	9.85%	Programming	\$ 1,012,571,751	\$ 4,379,000	\$ 8,362,755	\$ 6,967,425	\$ 16,689,281	\$ 20,186,687	\$ 7,884,550	\$ 16,375,825	\$ (4,491,843)	\$ 27,891,884	\$ 22,066,480	\$ 51,105,107	\$ 75,692,601	\$ 116,184,960	\$ 106,294,299
				Finance Costs	\$ 112,543,224	\$ 848,735	\$ 352,017	\$ 305,834	\$ 293,152	\$ 334,858	\$ 1,465	\$ 30,190	\$ 26,026	\$ 18,077	\$ -	\$ 65,880	\$ -	\$ 127,962	\$ 1,002,212
	Total	\$ 1,125,114,975	\$ 5,227,735	\$ 8,714,772	\$ 7,273,259	\$ 16,982,433	\$ 20,521,545	\$ 7,886,014	\$ 16,406,016	\$ (4,465,818)	\$ 27,909,961	\$ 22,066,480	\$ 51,170,988	\$ 75,692,601	\$ 116,312,922	\$ 107,296,511			
TOTAL TRANSIT		\$ 1,910,668,730	9.11%	Programming	\$ 1,654,189,387	\$ 4,469,020	\$ 15,778,979	\$ 61,271,308	\$ 42,762,392	\$ 67,457,071	\$ 46,552,659	\$ 54,359,153	\$ 13,139,991	\$ 84,994,482	\$ 88,200,906	\$ 76,249,964	\$ 154,364,238	\$ 172,007,498	\$ 158,542,403
				Finance Costs	\$ 174,014,772	\$ 848,735	\$ 352,017	\$ 1,052,048	\$ 794,475	\$ 1,254,188	\$ 17,092	\$ 710,408	\$ 748,956	\$ 582,172	\$ -	\$ 728,183	\$ -	\$ 431,982	\$ 2,265,092
	Total	\$ 1,828,204,159	\$ 5,317,755	\$ 16,130,996	\$ 62,323,356	\$ 43,556,867	\$ 68,711,259	\$ 46,569,751	\$ 55,069,561	\$ 13,888,947	\$ 85,576,654	\$ 88,200,906	\$ 76,978,147	\$ 154,364,238	\$ 172,439,480	\$ 160,807,495			
PARATRANSIT																			
23	Paratransit	\$ 253,757,350	11.63%	Programming	\$ 207,553,283	\$ -	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 19,340,000	\$ 9,670,000	\$ 8,528,922	\$ 7,802,782	\$ 7,504,253	\$ 9,657,326	\$ 9,670,000	\$ 9,670,000	\$ 10,193,010
				Finance Costs	\$ 29,507,982	\$ -	\$ -	\$ -	\$ 72,273	\$ 294,650	\$ 7,627	\$ 234,349	\$ 290,719	\$ 245,015	\$ -	\$ 342,069	\$ -	\$ 79,609	\$ 298,758
	Total	\$ 237,061,265	\$ -	\$ -	\$ 9,670,000	\$ 9,742,273	\$ 9,964,650	\$ 19,347,627	\$ 9,904,349	\$ 8,819,641	\$ 8,047,797	\$ 7,504,253	\$ 9,999,395	\$ 9,670,000	\$ 9,749,609	\$ 10,491,768			
TOTAL PARATRANSIT		\$ 253,757,350	11.63%	Programming	\$ 207,553,283	\$ -	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 19,340,000	\$ 9,670,000	\$ 8,528,922	\$ 7,802,782	\$ 7,504,253	\$ 9,657,326	\$ 9,670,000	\$ 9,670,000	\$ 10,193,010
				Finance Costs	\$ 29,507,982	\$ -	\$ -	\$ -	\$ 72,273	\$ 294,650	\$ 7,627	\$ 234,349	\$ 290,719	\$ 245,015	\$ -	\$ 342,069	\$ -	\$ 79,609	\$ 298,758
	Total	\$ 237,061,265	\$ -	\$ -	\$ 9,670,000	\$ 9,742,273	\$ 9,964,650	\$ 19,347,627	\$ 9,904,349	\$ 8,819,641	\$ 8,047,797	\$ 7,504,253	\$ 9,999,395	\$ 9,670,000	\$ 9,749,609	\$ 10,491,768			
STREETS AND TRAFFIC SAFETY																			
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 99,542,259	10.80%	Programming	\$ 70,592,195	\$ 70,000	\$ 4,740,678	\$ 1	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,895,825	\$ 9,421,800	\$ 3,067,026	\$ 2,132,802	\$ 23,626,282	\$ 3,454,725	\$ 1,998,458
				Finance Costs	\$ 10,753,575	\$ -	\$ 173,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,035	\$ 157,326	\$ -	\$ 191,546	\$ -
	Total	\$ 81,345,770	\$ 70,000	\$ 4,914,325	\$ 1	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 15,017,860	\$ 9,579,127	\$ 3,067,026	\$ 2,324,348	\$ 23,626,282	\$ 3,536,792	\$ 2,279,129			
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 318,777	\$ 373,779	\$ 4,029	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 318,777	\$ 373,779	\$ 4,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
26	Great Highway Erosion Repair	\$ 2,551,399	12.01%	Programming	\$ 1,854,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 772,597	\$ 443,821	\$ -	\$ 113,582	\$ (1,175,913)	\$ 215,000	\$ 835,000	\$ 650,000
				Finance Costs	\$ 306,512	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,271	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ 991	\$ 7,524
	Total	\$ 2,160,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 776,868	\$ 452,796	\$ 6,548	\$ 113,582	\$ (1,175,913)	\$ 215,000	\$ 835,991	\$ 657,524		
27	Visitacion Valley Watershed Area projects (San Francisco share)	\$ 18,852,701	2.33%	Programming	\$ 17,565,456	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 96,000	\$ 292,830	\$ 1,750,000	\$ 2,000,000
				Finance Costs	\$ 438,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 18,004,402	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 96,000	\$ 292,830	\$ 1,750,000	\$ 2,000,000			
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	\$ 251,369	0.00%	Programming	\$ 212,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 212,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
30	Other Upgrades to Major Arterials	\$ 4,468,090	8.68%	Programming	\$ 3,148,827	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 90,825	\$ 95,867	\$ (3,732)	\$ 123,250	\$ 175,179	\$ 94,438	\$ 250,000	\$ 750,000	\$ 500,000
				Finance Costs	\$ 387,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 737	\$ 5,195
	Total	\$ 3,536,537	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 90,825	\$ 95,867	\$ (3,732)	\$ 123,250	\$ 175,179	\$ 94,438	\$ 250,000	\$ 750,737	\$ 505,195			
	Total New and Upgraded Streets	\$ 30,675,559	3.69%	Programming	\$ 27,331,666	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 125,543	\$ 1,187,241	\$ 828,868	\$ 167,279	\$ 339,043	\$ (985,476)	\$ 757,830	\$ 3,335,000	\$ 3,150,000
				Finance Costs	\$ 1,133,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,271	\$ 8,975	\$ 6,548	\$ -	\$ -	\$ -	\$ 1,728	\$ 12,718
	Total	\$ 28,464,833	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 125,543	\$ 1,191,511	\$ 837,843	\$ 173,827	\$ 339,043	\$ (985,476)	\$ 757,830	\$ 3,336,728	\$ 3,162,718			
31	New Signals and Signs	\$ 45,372,166	1.21%	Programming	\$ 43,744,970	\$ -	\$ 566,645	\$ 530,821	\$ 681,795	\$ 1,414,899	\$ 2,434,609	\$ 989,400	\$ 34,780	\$ 977,048	\$ 2,126,598	\$ 1,188,686	\$ 576,900	\$ 1,305,000	\$ 3,237,781
				Finance Costs	\$ 548,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 2,443	\$ -	\$ -	\$ -	\$ 3,790	\$ -	\$ -	\$ 12,220
	Total	\$ 44,293,141	\$ -	\$ 566,645	\$ 530,821	\$ 681,795	\$ 1,414,899	\$ 2,434,633	\$ 991,843	\$ 34,780	\$ 977,048	\$ 2,126,598	\$ 1,192,476	\$ 576,900	\$ 1,305,000	\$ 3,250,000			

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$\$)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17		
				Programming	Finance Costs																
32	Advanced Technology and Information Systems (SFgo)	\$ 21,743,448	0.00%	Programming	\$ 20,953,204	\$ -	\$ 35,903	\$ 203,018	\$ -	\$ 13,160	\$ 867,847	\$ 1,356,714	\$ 211,811	\$ 537,519	\$ 161,177	\$ 4,000	\$ 811,909	\$ 680,000	\$ 660,000		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 20,953,204	\$ -	\$ 35,903	\$ 203,018	\$ -	\$ 13,160	\$ 867,847	\$ 1,356,714	\$ 211,811	\$ 537,519	\$ 161,177	\$ 4,000	\$ 811,909	\$ 680,000	\$ 660,000		
33	Signals and Signs	\$ 110,476,826	2.93%	Programming	\$ 106,198,377	\$ -	\$ 256,885	\$ 3,872,485	\$ 4,803,003	\$ 6,415,690	\$ 3,616,262	\$ 619,207	\$ 301,973	\$ (2,732,398)	\$ 947,412	\$ 2,684,873	\$ 3,693,799	\$ 6,589,925	\$ 8,817,691		
				Finance Costs	\$ 3,233,246	\$ -	\$ -	\$ -	\$ 80,478	\$ 378,891	\$ 2,544	\$ 46,521	\$ 28,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 109,431,622	\$ -	\$ 256,885	\$ 3,872,485	\$ 4,883,481	\$ 6,794,581	\$ 3,618,806	\$ 665,728	\$ 330,420	\$ (2,732,398)	\$ 947,412	\$ 2,684,873	\$ 3,693,799	\$ 6,589,925	\$ 8,856,539		
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 148,684,966	15.58%	Programming	\$ 120,229,932	\$ -	\$ 2,555,291	\$ 11,614,817	\$ 8,936,910	\$ 8,648,769	\$ 9,328,170	\$ 2,532,289	\$ 2,316,370	\$ 3,029,958	\$ 867,211	\$ 1,519,860	\$ 9,176,041	\$ 8,930,787	\$ 5,207,180		
				Finance Costs	\$ 23,163,330	\$ -	\$ -	\$ 557,528	\$ 1,221,926	\$ 1,666,528	\$ 11,420	\$ 270,036	\$ 284,726	\$ 220,257	\$ -	\$ 213,607	\$ -	\$ 62,963	\$ 226,654		
				Total	\$ 143,393,262	\$ -	\$ 2,555,291	\$ 12,172,345	\$ 10,158,837	\$ 10,315,296	\$ 9,339,590	\$ 2,802,325	\$ 2,601,096	\$ 3,250,215	\$ 867,211	\$ 1,733,466	\$ 9,176,041	\$ 8,993,750	\$ 5,433,834		
35	Street Repair and Cleaning Equipment	\$ 28,656,105	1.24%	Programming	\$ 27,580,801	\$ -	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 443,741	\$ 407,092	\$ 707,733	\$ 1,840,011	\$ 1,312,962	\$ 586,693	\$ 719,553	\$ 1,868,444		
				Finance Costs	\$ 354,499	\$ -	\$ 79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,322	\$ -	\$ 361	\$ 8,650		
				Total	\$ 27,935,301	\$ -	\$ 795,079	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 443,741	\$ 407,092	\$ 707,733	\$ 1,840,011	\$ 1,317,285	\$ 586,693	\$ 719,914	\$ 1,877,094		
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ 2,118,664	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
37	Pedestrian and Bicycle Facility Maintenance	\$ 21,869,133	3.29%	Programming	\$ 20,550,350	\$ -	\$ 8,500	\$ 495,880	\$ 590,800	\$ 555,755	\$ 1,182,480	\$ 615,294	\$ 611,342	\$ 595,328	\$ 534,538	\$ 689,741	\$ 642,200	\$ 664,349	\$ 687,494		
				Finance Costs	\$ 719,836	\$ -	\$ -	\$ -	\$ -	\$ 64	\$ 3,849	\$ 5,930	\$ 5,401	\$ -	\$ -	\$ 8,137	\$ -	\$ 1,868	\$ 6,965		
				Total	\$ 21,270,186	\$ -	\$ 8,500	\$ 495,880	\$ 590,800	\$ 555,755	\$ 1,182,544	\$ 619,143	\$ 617,272	\$ 600,728	\$ 534,538	\$ 697,878	\$ 642,200	\$ 666,217	\$ 694,459		
38	Traffic Calming	\$ 76,416,280	0.00%	Programming	\$ 75,564,169	\$ -	\$ 844,630	\$ 534,995	\$ 1,284,123	\$ 1,227,025	\$ 952,083	\$ 602,192	\$ 1,200,052	\$ 1,885,584	\$ 1,964,316	\$ 1,047,054	\$ 3,825,044	\$ 4,624,849	\$ 2,261,544		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 75,564,169	\$ -	\$ 844,630	\$ 534,995	\$ 1,284,123	\$ 1,227,025	\$ 952,083	\$ 602,192	\$ 1,200,052	\$ 1,885,584	\$ 1,964,316	\$ 1,047,054	\$ 3,825,044	\$ 4,624,849	\$ 2,261,544		
39	Bicycle Circulation/Safety	\$ 34,688,969	3.46%	Programming	\$ 32,660,600	\$ -	\$ 314,004	\$ 326,497	\$ 536,756	\$ 454,625	\$ 346,947	\$ 536,159	\$ 947,395	\$ 1,371,636	\$ 1,309,137	\$ 1,154,152	\$ 2,901,744	\$ 1,983,296	\$ 1,378,456		
				Finance Costs	\$ 1,200,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,471	\$ 18,341		
				Total	\$ 33,860,979	\$ -	\$ 314,004	\$ 326,497	\$ 536,756	\$ 454,625	\$ 346,947	\$ 536,159	\$ 947,395	\$ 1,371,636	\$ 1,309,137	\$ 1,154,152	\$ 2,901,744	\$ 1,987,767	\$ 1,396,797		
40	Pedestrian Circulation/Safety	\$ 29,912,952	6.15%	Programming	\$ 26,764,328	\$ -	\$ 364,656	\$ 276,655	\$ 347,245	\$ 305,857	\$ 265,671	\$ 1,030,320	\$ 591,676	\$ 517,068	\$ 796,589	\$ 1,266,077	\$ 2,400,048	\$ 3,309,751	\$ 2,285,147		
				Finance Costs	\$ 1,840,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,807	\$ 30,353		
				Total	\$ 28,604,929	\$ -	\$ 364,656	\$ 276,655	\$ 347,245	\$ 305,857	\$ 265,671	\$ 1,030,320	\$ 591,676	\$ 517,068	\$ 796,589	\$ 1,266,077	\$ 2,400,048	\$ 3,315,558	\$ 2,315,500		
41	Curb Ramps	\$ 29,661,582	0.01%	Programming	\$ 27,824,768	\$ -	\$ 871,446	\$ -	\$ 439,859	\$ 651,442	\$ 728,820	\$ 288,970	\$ 814,190	\$ 816,272	\$ 795,818	\$ 1,188,983	\$ 887,692	\$ 726,782	\$ 765,172		
				Finance Costs	\$ 4,190	\$ -	\$ 4,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 27,828,958	\$ -	\$ 875,636	\$ -	\$ 439,859	\$ 651,442	\$ 728,820	\$ 288,970	\$ 814,190	\$ 816,272	\$ 795,818	\$ 1,188,983	\$ 887,692	\$ 726,782	\$ 765,172		
42	Tree Planting and Maintenance	\$ 41,224,572	1.11%	Programming	\$ 39,984,515	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 872,025	\$ 1,201,533	\$ 1,037,371	\$ 1,218,533	\$ 1,204,474	\$ 1,000,000	\$ 1,045,000	\$ 1,092,025		
				Finance Costs	\$ 458,053	\$ -	\$ 7,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,494	\$ 3,401	\$ -	\$ 8,429	\$ -	\$ 1,296	\$ 3,922	
				Total	\$ 40,442,569	\$ -	\$ 1,238,935	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 872,025	\$ 1,205,026	\$ 1,040,771	\$ 1,218,533	\$ 1,212,903	\$ 1,000,000	\$ 1,046,296	\$ 1,095,947		
<b>TOTAL STREETS AND TRAFFIC SAFETY</b>		\$ 721,043,480	6.02%	Programming	\$ 642,129,519	\$ 70,000	\$ 15,455,839	\$ 20,718,226	\$ 20,875,963	\$ 22,763,902	\$ 22,360,756	\$ 15,158,751	\$ 24,362,906	\$ 18,332,196	\$ 15,967,408	\$ 14,408,189	\$ 50,886,182	\$ 37,369,018	\$ 33,409,393		
Finance Costs	\$ 43,409,047			\$ -	\$ 185,452	\$ 557,528	\$ 1,302,404	\$ 2,045,419	\$ 14,052	\$ 327,119	\$ 453,607	\$ 392,933	\$ -	\$ 429,832	\$ -	\$ 160,560	\$ 639,342				
Total	\$ 685,538,567			\$ 70,000	\$ 15,641,290	\$ 21,275,754	\$ 22,178,367	\$ 24,809,321	\$ 22,374,808	\$ 15,485,871	\$ 24,816,513	\$ 18,725,129	\$ 15,967,408	\$ 14,838,021	\$ 50,886,182	\$ 37,529,577	\$ 34,048,735				
<b>TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>																					
43	Transportation Demand Management/Parking Management	\$ 14,579,422	6.15%	Programming	\$ 12,864,283	\$ -	\$ 434,852	\$ 271,825	\$ 348,597	\$ 199,814	\$ 143,081	\$ 192,368	\$ 181,753	\$ 260,123	\$ 322,727	\$ 637,310	\$ 871,771	\$ 1,345,872	\$ 954,000		
				Finance Costs	\$ 896,235	\$ -	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,066	\$ 10,999	
				Total	\$ 13,760,519	\$ -	\$ 437,462	\$ 271,825	\$ 348,597	\$ 199,814	\$ 143,081	\$ 192,368	\$ 181,753	\$ 260,123	\$ 322,727	\$ 637,310	\$ 871,771	\$ 1,347,938	\$ 964,999		
44	Transportation/Land Use Coordination	\$ 22,120,502	8.57%	Programming	\$ 19,216,408	\$ -	\$ 18,990	\$ 149,000	\$ 296,000	\$ 73,560	\$ 327,985	\$ 518,348	\$ 219,726	\$ 302,685	\$ 967,645	\$ 1,009,485	\$ 2,107,461	\$ 2,660,268	\$ 1,469,792		
				Finance Costs	\$ 1,896,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,634	\$ 22,081		
				Total	\$ 21,112,918	\$ -	\$ 18,990	\$ 149,000	\$ 296,000	\$ 73,560	\$ 327,985	\$ 518,348	\$ 219,726	\$ 302,685	\$ 967,645	\$ 1,009,485	\$ 2,107,461	\$ 2,664,902	\$ 1,491,873		
<b>TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES</b>		\$ 36,699,924	7.61%	Programming	\$ 32,080,691	\$ -	\$ 453,841	\$ 420,825	\$ 644,597	\$ 273,374	\$ 471,066	\$ 710,716	\$ 401,479	\$ 562,808	\$ 1,290,372	\$ 1,646,795	\$ 2,979,232	\$ 4,006,140	\$ 2,423,792		
Finance Costs	\$ 2,792,745			\$ -	\$ 2,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,700	\$ 33,080			
Total	\$ 34,873,436			\$ -	\$ 456,452	\$ 420,825	\$ 644,597	\$ 273,374	\$ 471,066	\$ 710,716	\$ 401,479	\$ 562,808	\$ 1,290,372	\$ 1,646,795	\$ 2,979,232	\$ 4,012,840	\$ 2,456,872				
<b>TOTAL STRATEGIC PLAN</b>		\$ 2,922,169,485	8.55%	Programming	\$ 2,540,727,078	\$ 4,539,020	\$ 31,688,659	\$ 92,080,359	\$ 73,952,952	\$ 100,164,347	\$ 88,724,482	\$ 79,898,621	\$ 46,433,298	\$ 111,692,268	\$ 112,962,939	\$ 101,962,274	\$ 217,899,652	\$ 223,052,656	\$ 204,568,598		
Finance Costs	\$ 249,724,546			\$ 848,735	\$ 540,079	\$ 1,609,575	\$ 2,169,153	\$ 3,594,257	\$ 38,771	\$ 1,271,876	\$ 1,493,282	\$ 1,220,120	\$ -	\$ 1,500,084	\$ -	\$ 678,850	\$ 3,236,272				
Total	\$ 2,790,451,623			\$ 5,387,755	\$ 32,228,738	\$ 93,689,934	\$ 76,122,105	\$ 103,758,604	\$ 88,763,253	\$ 81,170,497	\$ 47,926,580	\$ 112,912,388	\$ 112,962,939	\$ 103,462,358	\$ 217,899,652	\$ 223,731,506	\$ 207,804,870				

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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/MUNI Metro Network	\$ 11,724,644	\$ 1,264,500	\$ 632,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,539,369	\$ 1,175,393	\$ 1,017,265	\$ 2,159,502	\$ 1,970,336	\$ 1,887,683	\$ 1,664,631	\$ 1,436,516	\$ 1,293,604	\$ 1,289,606	\$ 1,152,183	\$ 1,032,965	\$ 934,266	\$ 753,670	\$ 561,293	\$ 264,922	\$ -
		\$ 13,264,012	\$ 2,439,893	\$ 1,649,515	\$ 2,159,502	\$ 1,970,336	\$ 1,887,683	\$ 1,664,631	\$ 1,436,516	\$ 1,293,604	\$ 1,289,606	\$ 1,152,183	\$ 1,032,965	\$ 934,266	\$ 753,670	\$ 561,293	\$ 264,922	\$ -
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	\$ 1,919,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
		\$ 2,714,019	\$ 1,972,767	\$ 1,631,633	\$ 3,327,610	\$ 2,890,979	\$ 2,607,186	\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,633,778	\$ 1,972,767	\$ 1,631,633	\$ 3,327,610	\$ 2,890,979	\$ 2,607,186	\$ 2,126,488	\$ 1,655,290	\$ 1,287,194	\$ 1,011,191	\$ 598,458	\$ 124,821	\$ -	\$ -	\$ -	\$ -	\$ 27,120,396
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 334,230	\$ 250,178	\$ 214,399	\$ 455,843	\$ 416,665	\$ 400,030	\$ 353,656	\$ 306,125	\$ 276,724	\$ 277,279	\$ 249,313	\$ 225,651	\$ 207,496	\$ 172,668	\$ 138,843	\$ 106,723	\$ -
		\$ 334,230	\$ 250,178	\$ 214,399	\$ 455,843	\$ 416,665	\$ 400,030	\$ 353,656	\$ 306,125	\$ 276,724	\$ 277,279	\$ 249,313	\$ 225,651	\$ 207,496	\$ 172,668	\$ 138,843	\$ 106,723	\$ -
7	Caltrain Capital Improvement Program	\$ 1,112,165	\$ 1,145,530	\$ 1,204,896	\$ 1,265,292	\$ 1,301,751	\$ 1,339,304	\$ 679,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 137,394	\$ 117,922	\$ 116,377	\$ 287,163	\$ 304,197	\$ 338,863	\$ 321,507	\$ 276,249	\$ 247,409	\$ 244,829	\$ 216,705	\$ 191,535	\$ 168,851	\$ 129,414	\$ 83,189	\$ -	\$ -
		\$ 1,249,559	\$ 1,263,452	\$ 1,321,272	\$ 1,552,455	\$ 1,605,948	\$ 1,678,166	\$ 1,000,685	\$ 276,249	\$ 247,409	\$ 244,829	\$ 216,705	\$ 191,535	\$ 168,851	\$ 129,414	\$ 83,189	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 107,918	\$ 243,101	\$ 250,000	\$ 507,500	\$ 522,725	\$ 538,407	\$ 554,559	\$ 281,377	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 68,479	\$ 52,344	\$ 45,874	\$ 111,227	\$ 116,036	\$ 127,562	\$ 129,660	\$ 119,560	\$ 106,110	\$ 103,701	\$ 90,318	\$ 77,824	\$ 65,365	\$ 44,939	\$ 18,349	\$ -	\$ -
		\$ 176,398	\$ 295,445	\$ 295,874	\$ 618,727	\$ 638,761	\$ 665,968	\$ 684,219	\$ 400,937	\$ 106,110	\$ 103,701	\$ 90,318	\$ 77,824	\$ 65,365	\$ 44,939	\$ 18,349	\$ -	\$ -
9	Ferry	\$ -	\$ -	\$ 63,000	\$ 64,890	\$ 66,837	\$ 68,842	\$ 70,907	\$ 73,034	\$ 75,225	\$ 77,482	\$ 79,807	\$ 82,201	\$ 84,667	\$ 87,207	\$ 89,823	\$ 92,518	\$ 95,293
		\$ 45,390	\$ 32,643	\$ 27,852	\$ 59,027	\$ 53,723	\$ 51,333	\$ 45,092	\$ 38,747	\$ 34,683	\$ 34,174	\$ 30,254	\$ 26,493	\$ 22,475	\$ 15,707	\$ 6,939	\$ -	\$ -
		\$ 45,390	\$ 32,643	\$ 90,852	\$ 123,917	\$ 120,560	\$ 120,175	\$ 115,999	\$ 111,782	\$ 109,908	\$ 111,656	\$ 110,060	\$ 108,694	\$ 107,142	\$ 102,914	\$ 96,761	\$ 92,518	\$ 95,293
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 1,098,647	\$ 2,970,416	\$ 249,173	\$ 262,035	\$ 275,491	\$ 289,568	\$ 304,292	\$ 319,695	\$ 335,805	\$ 352,655	\$ 370,278	\$ 388,710	\$ 407,986	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
		\$ -	\$ 8,791	\$ 6,871	\$ 13,659	\$ 11,594	\$ 10,430	\$ 8,580	\$ 7,063	\$ 6,101	\$ 5,461	\$ 5,234	\$ 4,292	\$ 1,319	\$ -	\$ -	\$ -	\$ -
		\$ 1,098,647	\$ 2,979,207	\$ 256,044	\$ 275,694	\$ 287,086	\$ 299,997	\$ 312,873	\$ 326,757	\$ 341,906	\$ 358,116	\$ 375,513	\$ 393,002	\$ 409,305	\$ 420,226	\$ 432,832	\$ 445,817	\$ 459,192
11	F-Line Extension to Fort Mason	\$ 300,005	\$ 176,639	\$ 181,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 300,005	\$ 176,639	\$ 181,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehabilitation Historic Street Cars	\$ -	\$ -	\$ 59,577	\$ -	\$ -	\$ 61,364	\$ 63,205	\$ 65,101	\$ 67,054	\$ 69,066	\$ 71,138	\$ 73,272	\$ 75,470	\$ 77,734	\$ 80,066	\$ 82,468	\$ 84,942
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 59,577	\$ -	\$ -	\$ 61,364	\$ 63,205	\$ 65,101	\$ 67,054	\$ 69,066	\$ 71,138	\$ 73,272	\$ 75,470	\$ 77,734	\$ 80,066	\$ 82,468	\$ 84,942
13	Balboa Park BART/MUNI Station Access	\$ 247,500	\$ 247,500	\$ 208,006	\$ 214,246	\$ 220,674	\$ 227,294	\$ 234,113	\$ 241,136	\$ 248,370	\$ 255,821	\$ 263,496	\$ 271,401	\$ 279,543	\$ 287,929	\$ 296,567	\$ 305,464	\$ 314,628
		\$ 42,930	\$ 33,049	\$ 28,268	\$ 60,309	\$ 55,256	\$ 53,239	\$ 47,164	\$ 40,986	\$ 37,154	\$ 36,971	\$ 33,519	\$ 29,871	\$ 25,142	\$ 16,982	\$ 6,062	\$ -	\$ -
		\$ 290,430	\$ 280,549	\$ 236,275	\$ 274,555	\$ 275,930	\$ 280,532	\$ 281,277	\$ 282,122	\$ 285,524	\$ 292,792	\$ 297,015	\$ 301,272	\$ 304,684	\$ 304,911	\$ 302,629	\$ 305,464	\$ 314,628
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 187,500	\$ 375,000	\$ 187,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 23,415	\$ 21,394	\$ 18,280	\$ 30,654	\$ 19,277	\$ 8,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 210,915	\$ 396,394	\$ 205,780	\$ 30,654	\$ 19,277	\$ 8,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 70,416	\$ 52,355	\$ 44,514	\$ 93,796	\$ 84,831	\$ 80,435	\$ 70,041	\$ 59,516	\$ 52,546	\$ 50,982	\$ 43,977	\$ 37,305	\$ 30,355	\$ 19,236	\$ 4,136	\$ -	\$ -
		\$ 1,570,416	\$ 52,355	\$ 44,514	\$ 93,796	\$ 84,831	\$ 80,435	\$ 70,041	\$ 59,516	\$ 52,546	\$ 50,982	\$ 43,977	\$ 37,305	\$ 30,355	\$ 19,236	\$ 4,136	\$ -	\$ -
16	Other Transit Enhancements	\$ 2,518,500	\$ 1,377,000	\$ 688,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 117,061	\$ 114,134	\$ 109,980	\$ 233,339	\$ 212,758	\$ 203,676	\$ 179,441	\$ 154,677	\$ 139,091	\$ 138,397	\$ 123,353	\$ 110,190	\$ 99,024	\$ 78,894	\$ 56,837	\$ 19,113	\$ -
		\$ 2,635,561	\$ 1,491,134	\$ 798,480	\$ 233,339	\$ 212,758	\$ 203,676	\$ 179,441	\$ 154,677	\$ 139,091	\$ 138,397	\$ 123,353	\$ 110,190	\$ 99,024	\$ 78,894	\$ 56,837	\$ 19,113	\$ -
Total Transit Enhancements (10-16)	\$ 5,852,152	\$ 5,146,555	\$ 1,574,747	\$ 476,282	\$ 496,165	\$ 578,226	\$ 601,610	\$ 625,932	\$ 651,229	\$ 677,542	\$ 704,912	\$ 733,383	\$ 762,999	\$ 785,889	\$ 809,466	\$ 833,750	\$ 858,762	
	\$ 253,822	\$ 229,723	\$ 207,914	\$ 431,757	\$ 383,718	\$ 356,515	\$ 305,227	\$ 262,241	\$ 234,893	\$ 231,811	\$ 206,084	\$ 181,658	\$ 155,839	\$ 115,112	\$ 67,035	\$ 19,113	\$ -	

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$\$)

EP No.	EP Line Item	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
		\$ 6,105,974	\$ 5,376,278	\$ 1,782,661	\$ 908,038	\$ 879,883	\$ 934,741	\$ 906,837	\$ 888,173	\$ 886,122	\$ 909,353	\$ 910,996	\$ 915,041	\$ 918,838	\$ 901,001	\$ 876,501	\$ 852,863	\$ 858,762
17B	New and Renovated Vehicles - BART	\$ -	\$ -	\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 660,734	\$ 680,015	\$ 712,387	\$ 739,898	\$ 768,599	\$ 798,545	\$ 829,792	\$ 862,401	\$ 896,438	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
17M	New and Renovated Vehicles - MUNI	\$ 59,706,650	\$ 20,243,807	\$ 21,537,989	\$ 11,470,282	\$ 18,318,577	\$ 11,963,855	\$ 12,318,506	\$ 12,348,075	\$ 11,813,740	\$ 8,263,581	\$ 2,342,853	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,386,551	\$ 2,812,429	\$ 2,696,754	\$ 5,990,459	\$ 6,012,384	\$ 6,089,618	\$ 5,714,447	\$ 5,281,010	\$ 5,115,666	\$ 5,410,984	\$ 4,961,887	\$ 4,515,108	\$ 4,190,002	\$ 3,544,943	\$ 2,960,030	\$ 2,682,977	\$ -
		\$ 63,093,201	\$ 23,056,235	\$ 24,234,743	\$ 17,460,740	\$ 24,330,961	\$ 18,053,473	\$ 18,032,953	\$ 17,629,085	\$ 16,929,406	\$ 13,674,565	\$ 7,304,740	\$ 4,515,108	\$ 4,190,002	\$ 3,544,943	\$ 2,960,030	\$ 2,682,977	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 1,641,425	\$ 1,191,351	\$ 1,252,092	\$ 1,313,905	\$ 1,351,822	\$ 1,126,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 111,422	\$ 97,852	\$ 98,532	\$ 247,751	\$ 266,587	\$ 290,041	\$ 247,164	\$ 204,331	\$ 173,863	\$ 159,766	\$ 127,538	\$ 93,819	\$ 52,112	\$ -	\$ -	\$ -	\$ -
		\$ 1,752,847	\$ 1,289,203	\$ 1,350,623	\$ 1,561,656	\$ 1,618,408	\$ 1,416,716	\$ 247,164	\$ 204,331	\$ 173,863	\$ 159,766	\$ 127,538	\$ 93,819	\$ 52,112	\$ -	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles - Discretionary	\$ -	\$ -	\$ 515,213	\$ 3,995,805	\$ 11,303,072	\$ 13,184,065	\$ 13,576,048	\$ 13,647,872	\$ 13,057,291	\$ 9,133,432	\$ 2,589,469	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,281	\$ 513,787	\$ 804,742	\$ 802,360	\$ 715,285	\$ 640,474	\$ 506,639	\$ 357,856	\$ 90,683	\$ -
		\$ -	\$ -	\$ 515,213	\$ 3,995,805	\$ 11,303,072	\$ 13,184,065	\$ 13,576,048	\$ 13,819,153	\$ 13,571,079	\$ 9,938,173	\$ 3,391,829	\$ 715,285	\$ 640,474	\$ 506,639	\$ 357,856	\$ 90,683	\$ -
	Vehicles Subtotal	\$ 61,348,075	\$ 21,435,158	\$ 23,966,028	\$ 17,460,006	\$ 31,685,858	\$ 27,014,493	\$ 26,663,153	\$ 26,794,492	\$ 25,700,823	\$ 18,259,414	\$ 5,828,760	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
		\$ 3,497,973	\$ 2,910,280	\$ 2,795,285	\$ 6,238,210	\$ 6,278,971	\$ 6,379,658	\$ 5,961,611	\$ 5,656,622	\$ 5,803,316	\$ 6,375,492	\$ 5,891,785	\$ 5,324,212	\$ 4,882,587	\$ 4,051,582	\$ 3,317,886	\$ 2,773,660	\$ -
		\$ 64,846,048	\$ 24,345,438	\$ 26,761,313	\$ 23,698,216	\$ 37,964,829	\$ 33,394,151	\$ 32,624,764	\$ 32,451,114	\$ 31,504,140	\$ 24,634,905	\$ 11,720,545	\$ 6,256,185	\$ 5,851,669	\$ 5,077,701	\$ 4,397,312	\$ 3,523,660	\$ 500,000
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 61,348,075	\$ 21,435,158	\$ 23,966,028	\$ 17,460,006	\$ 31,685,858	\$ 27,014,493	\$ 26,663,153	\$ 26,794,492	\$ 25,700,823	\$ 18,259,414	\$ 5,828,760	\$ 931,973	\$ 969,082	\$ 1,026,119	\$ 1,079,426	\$ 750,000	\$ 500,000
		\$ 3,497,973	\$ 2,910,280	\$ 2,795,285	\$ 6,238,210	\$ 6,278,971	\$ 6,379,658	\$ 5,961,611	\$ 5,656,622	\$ 5,803,316	\$ 6,375,492	\$ 5,891,785	\$ 5,324,212	\$ 4,882,587	\$ 4,051,582	\$ 3,317,886	\$ 2,773,660	\$ -
		\$ 64,846,048	\$ 24,345,438	\$ 26,761,313	\$ 23,698,216	\$ 37,964,829	\$ 33,394,151	\$ 32,624,764	\$ 32,451,114	\$ 31,504,140	\$ 24,634,905	\$ 11,720,545	\$ 6,256,185	\$ 5,851,669	\$ 5,077,701	\$ 4,397,312	\$ 3,523,660	\$ 500,000
20B	Rehab/Upgrade Existing Facilities - BART	\$ -	\$ -	\$ 42,000	\$ 43,260	\$ 44,558	\$ 45,895	\$ 47,271	\$ 48,690	\$ 50,150	\$ 51,655	\$ 53,204	\$ 54,800	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529
		\$ 8,122	\$ 5,105	\$ 4,207	\$ 8,609	\$ 7,494	\$ 6,785	\$ 5,542	\$ 4,336	\$ 3,384	\$ 2,597	\$ 1,563	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 8,122	\$ 5,105	\$ 46,207	\$ 51,869	\$ 52,052	\$ 52,679	\$ 52,814	\$ 53,026	\$ 53,534	\$ 54,251	\$ 54,767	\$ 55,011	\$ 56,444	\$ 58,138	\$ 59,882	\$ 61,678	\$ 63,529
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 399,600	\$ -	\$ 1,085,000	\$ 1,123,550	\$ 1,163,257	\$ 1,204,154	\$ 1,246,279	\$ 1,289,667	\$ 1,334,357	\$ 1,380,388	\$ 1,427,800	\$ 1,476,634	\$ 1,526,933	\$ 1,578,741	\$ 1,132,103	\$ 1,187,066	\$ 807,758
		\$ 680,614	\$ 488,006	\$ 417,614	\$ 888,480	\$ 812,509	\$ 780,977	\$ 691,095	\$ 599,419	\$ 543,016	\$ 543,755	\$ 491,801	\$ 444,703	\$ 399,889	\$ 317,163	\$ 191,806	\$ -	\$ -
		\$ 1,080,214	\$ 488,006	\$ 1,502,614	\$ 2,012,030	\$ 1,975,766	\$ 1,985,131	\$ 1,937,374	\$ 1,889,086	\$ 1,877,374	\$ 1,924,143	\$ 1,919,601	\$ 1,921,336	\$ 1,926,821	\$ 1,895,903	\$ 1,323,909	\$ 1,187,066	\$ 807,758
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 400,379	\$ 412,391	\$ 329,763	\$ 244,656	\$ 251,995	\$ 259,555	\$ 131,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 61,227	\$ 52,145	\$ 49,085	\$ 111,317	\$ 109,052	\$ 112,908	\$ 103,158	\$ 87,949	\$ 77,985	\$ 76,120	\$ 66,188	\$ 56,881	\$ 47,525	\$ 32,257	\$ 12,222	\$ -	\$ -
		\$ 461,606	\$ 464,535	\$ 378,848	\$ 355,972	\$ 361,047	\$ 372,463	\$ 234,854	\$ 87,949	\$ 77,985	\$ 76,120	\$ 66,188	\$ 56,881	\$ 47,525	\$ 32,257	\$ 12,222	\$ -	\$ -
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ -	\$ -	\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 545,000	\$ 561,350	\$ 578,191	\$ 595,536	\$ 613,402	\$ 631,804	\$ 650,759	\$ 670,281	\$ 690,390	\$ 711,101	\$ 732,434	\$ 754,407	\$ 777,040	\$ 800,351	\$ 618,271
	Facilities Subtotal	\$ 799,979	\$ 412,391	\$ 2,001,763	\$ 1,972,816	\$ 2,038,000	\$ 2,105,140	\$ 2,038,648	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558
		\$ 749,963	\$ 545,255	\$ 470,906	\$ 1,008,405	\$ 929,056	\$ 900,670	\$ 799,796	\$ 691,704	\$ 624,385	\$ 622,472	\$ 559,552	\$ 501,794	\$ 447,414	\$ 349,420	\$ 204,027	\$ -	\$ -
		\$ 1,549,942	\$ 957,646	\$ 2,472,669	\$ 2,981,221	\$ 2,967,056	\$ 3,005,810	\$ 2,838,444	\$ 2,661,865	\$ 2,659,651	\$ 2,724,795	\$ 2,730,945	\$ 2,744,330	\$ 2,763,225	\$ 2,740,705	\$ 2,173,052	\$ 2,049,095	\$ 1,489,558
21	MUNI Metro Extension (MMX) Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 799,979	\$ 412,391	\$ 2,001,763	\$ 1,972,816	\$ 2,038,000	\$ 2,105,140	\$ 2,038,648	\$ 1,970,161	\$ 2,035,266	\$ 2,102,324	\$ 2,171,394	\$ 2,242,535	\$ 2,315,811	\$ 2,391,286	\$ 1,969,024	\$ 2,049,095	\$ 1,489,558
		\$ 749,963	\$ 545,255	\$ 470,906	\$ 1,008,405	\$ 929,056	\$ 900,670	\$ 799,796	\$ 691,704	\$ 624,385	\$ 622,472	\$ 559,552	\$ 501,794	\$ 447,414	\$ 349,420	\$ 204,027	\$ -	\$ -
		\$ 1,549,942	\$ 957,646	\$ 2,472,669	\$ 2,981,221	\$ 2,967,056	\$ 3,005,810	\$ 2,838,444	\$ 2,661,865	\$ 2,659,651	\$ 2,724,795	\$ 2,730,945	\$ 2,744,330	\$ 2,763,225	\$ 2,740,705	\$ 2,173,052	\$ 2,049,095	\$ 1,489,558
22B	Guideways - BART	\$ -	\$ -	\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 714,549	\$ 40,000	\$ 402,693	\$ 420,677	\$ 450,640	\$ 478,095	\$ 504,083	\$ 518,006
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 262,502	\$ 284,503	\$ 297,058	\$ 310,191	\$ 323,930	\$ 338,300	\$ 353,331	\$ 714,549	\$ 40,000	\$ 402,693	\$ 420,677	\$ 450,640	\$ 478,095	\$ 504,083	\$ 518,006
		\$ 8,880,399	\$ 7,279,889	\$ 13,130,358	\$ 14,047,277	\$ 8,275,020	\$ 8,523,271	\$ 8,778,969	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOY \$'s)

EP No.	EP Line Item	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	
22M	Guideways - MUNI	\$ 768,515	\$ 567,794	\$ 585,841	\$ 1,527,472	\$ 1,435,163	\$ 1,422,999	\$ 1,302,050	\$ 1,174,995	\$ 1,113,373	\$ 1,168,940	\$ 1,131,704	\$ 1,101,073	\$ 1,074,231	\$ 973,470	\$ 925,550	\$ 1,228,437	\$ 49,026	
		\$ 9,648,914	\$ 7,847,682	\$ 13,716,200	\$ 15,574,750	\$ 9,710,183	\$ 9,946,269	\$ 10,081,019	\$ 10,217,333	\$ 10,426,980	\$ 10,761,956	\$ 11,012,510	\$ 11,278,304	\$ 11,556,778	\$ 11,770,494	\$ 12,046,485	\$ 12,683,000	\$ 5,948,725	
	22P	Guideways - PCJPB	\$ 1,379,085	\$ 1,420,457	\$ 1,488,071	\$ 1,556,964	\$ 1,602,173	\$ 1,648,738	\$ 836,182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ 173,329	\$ 148,678	\$ 146,535	\$ 360,854	\$ 381,624	\$ 424,510	\$ 402,821	\$ 346,708	\$ 311,185	\$ 308,844	\$ 274,388	\$ 243,910	\$ 217,275	\$ 170,112	\$ 116,670	\$ 14,796	\$ -
			\$ 1,552,413	\$ 1,569,135	\$ 1,634,606	\$ 1,917,817	\$ 1,983,796	\$ 2,073,247	\$ 1,239,003	\$ 346,708	\$ 311,185	\$ 308,844	\$ 274,388	\$ 243,910	\$ 217,275	\$ 170,112	\$ 116,670	\$ 14,796	\$ -
	22U	Guideways - Discretionary	\$ -	\$ -	\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ 1,710,000	\$ 1,761,300	\$ 1,814,139	\$ 1,868,563	\$ 1,924,620	\$ 1,982,359	\$ 2,041,829	\$ 2,103,084	\$ 2,166,177	\$ 2,231,162	\$ 2,298,097	\$ 2,367,040	\$ 2,438,051	\$ 2,511,193	\$ 1,939,896
	Total Guideways	\$ 10,259,483	\$ 8,700,346	\$ 16,590,931	\$ 17,650,044	\$ 11,988,389	\$ 12,350,763	\$ 11,863,701	\$ 11,362,997	\$ 11,708,769	\$ 12,410,649	\$ 12,086,983	\$ 12,811,086	\$ 13,201,322	\$ 13,614,704	\$ 14,037,081	\$ 14,469,839	\$ 8,357,602	
		\$ 941,844	\$ 716,471	\$ 732,376	\$ 1,888,326	\$ 1,816,786	\$ 1,847,509	\$ 1,704,871	\$ 1,521,704	\$ 1,424,558	\$ 1,477,785	\$ 1,406,091	\$ 1,344,983	\$ 1,291,506	\$ 1,143,581	\$ 1,042,220	\$ 1,243,233	\$ 49,026	
\$ 11,201,327		\$ 9,416,817	\$ 17,323,308	\$ 19,538,370	\$ 13,805,176	\$ 14,198,271	\$ 13,568,571	\$ 12,884,701	\$ 13,133,326	\$ 13,888,434	\$ 13,493,075	\$ 14,156,068	\$ 14,492,828	\$ 14,758,285	\$ 15,079,302	\$ 15,713,072	\$ 8,406,628		
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 72,407,538	\$ 30,547,894	\$ 42,558,721	\$ 37,082,866	\$ 45,712,247	\$ 41,470,395	\$ 40,565,502	\$ 40,127,650	\$ 39,444,858	\$ 32,772,387	\$ 20,087,137	\$ 15,985,594	\$ 16,486,216	\$ 17,032,109	\$ 17,085,532	\$ 17,268,934	\$ 10,347,160		
	\$ 5,189,779	\$ 4,172,007	\$ 3,998,568	\$ 9,134,941	\$ 9,024,813	\$ 9,127,837	\$ 8,466,277	\$ 7,870,030	\$ 7,852,259	\$ 8,475,748	\$ 7,857,428	\$ 7,170,989	\$ 6,621,506	\$ 5,544,583	\$ 4,564,133	\$ 4,016,893	\$ 49,026		
	\$ 77,597,317	\$ 34,719,901	\$ 46,557,289	\$ 46,217,806	\$ 54,737,061	\$ 50,598,232	\$ 49,031,779	\$ 47,997,680	\$ 47,297,117	\$ 41,248,135	\$ 27,944,565	\$ 23,156,583	\$ 23,107,722	\$ 22,576,692	\$ 21,649,665	\$ 21,285,827	\$ 10,396,186		
TOTAL TRANSIT	\$ 93,124,175	\$ 38,347,580	\$ 46,283,614	\$ 39,396,829	\$ 48,099,725	\$ 43,995,173	\$ 42,471,757	\$ 41,107,993	\$ 40,171,313	\$ 33,527,411	\$ 20,871,856	\$ 16,801,178	\$ 17,333,881	\$ 17,905,204	\$ 17,984,820	\$ 18,195,201	\$ 38,421,611		
	\$ 10,282,482	\$ 8,002,977	\$ 7,259,881	\$ 15,967,069	\$ 15,160,468	\$ 14,897,008	\$ 13,412,537	\$ 11,964,758	\$ 11,332,876	\$ 11,668,339	\$ 10,400,743	\$ 9,031,936	\$ 8,175,798	\$ 6,776,092	\$ 5,439,782	\$ 4,407,651	\$ 49,026		
	\$ 103,406,657	\$ 46,350,557	\$ 53,543,495	\$ 55,363,898	\$ 63,260,193	\$ 58,892,182	\$ 55,884,294	\$ 53,072,752	\$ 51,504,189	\$ 45,195,750	\$ 31,272,598	\$ 25,833,114	\$ 25,509,680	\$ 24,681,296	\$ 23,424,602	\$ 22,602,852	\$ 38,470,637		
PARATRANSIT																			
23	Paratransit	\$ 10,193,010	\$ 10,193,010	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,100,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,258,640	\$ 1,057,653	\$ 1,003,676	\$ 2,370,241	\$ 2,402,137	\$ 2,559,390	\$ 2,515,465	\$ 2,432,059	\$ 2,417,635	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -	
		\$ 11,451,650	\$ 11,250,663	\$ 10,673,676	\$ 12,040,241	\$ 12,072,137	\$ 12,229,390	\$ 12,185,465	\$ 12,102,059	\$ 10,518,605	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -	
TOTAL PARATRANSIT	\$ 10,193,010	\$ 10,193,010	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,100,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	\$ 1,258,640	\$ 1,057,653	\$ 1,003,676	\$ 2,370,241	\$ 2,402,137	\$ 2,559,390	\$ 2,515,465	\$ 2,432,059	\$ 2,417,635	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -		
	\$ 11,451,650	\$ 11,250,663	\$ 10,673,676	\$ 12,040,241	\$ 12,072,137	\$ 12,229,390	\$ 12,185,465	\$ 12,102,059	\$ 10,518,605	\$ 2,377,862	\$ 2,088,260	\$ 1,823,298	\$ 1,571,091	\$ 1,146,432	\$ 619,071	\$ -	\$ -		
STREETS AND TRAFFIC SAFETY																			
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,027,733	\$ 755,953	\$ 634,454	\$ 1,316,838	\$ 1,169,480	\$ 1,084,583	\$ 918,359	\$ 752,863	\$ 633,107	\$ 571,163	\$ 443,046	\$ 306,413	\$ 132,289	\$ -	\$ -	\$ -	\$ -	
		\$ 1,027,733	\$ 755,953	\$ 634,454	\$ 1,316,838	\$ 1,169,480	\$ 1,084,583	\$ 918,359	\$ 752,863	\$ 633,107	\$ 571,163	\$ 443,046	\$ 306,413	\$ 132,289	\$ -	\$ -	\$ -	\$ -	
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 27,642	\$ 20,415	\$ 17,218	\$ 35,944	\$ 32,148	\$ 30,073	\$ 25,749	\$ 21,418	\$ 18,379	\$ 17,107	\$ 13,922	\$ 10,643	\$ 6,693	\$ 851	\$ -	\$ -	\$ -	
		\$ 27,642	\$ 20,415	\$ 17,218	\$ 35,944	\$ 32,148	\$ 30,073	\$ 25,749	\$ 21,418	\$ 18,379	\$ 17,107	\$ 13,922	\$ 10,643	\$ 6,693	\$ 851	\$ -	\$ -	\$ -	
27	Visitacion Valley Watershed Area projects (San Francisco share)	\$ 250,000	\$ 1,000,000	\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 928,818	\$ 956,682	\$ 985,383	\$ 1,014,944	\$ 1,045,393	\$ 1,076,755	\$ 1,109,057	\$ 1,142,329	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,415	\$ 11,242	\$ 21,159	\$ 34,275	\$ 47,640	\$ 62,360	\$ 81,445	\$ 102,993	\$ 70,058	\$ 6,360	\$ -
		\$ 250,000	\$ 1,000,000	\$ 1,000,000	\$ 850,000	\$ 875,500	\$ 901,765	\$ 930,233	\$ 967,924	\$ 1,006,542	\$ 1,049,219	\$ 1,093,033	\$ 1,139,114	\$ 1,190,502	\$ 1,245,322	\$ 70,058	\$ 6,360	\$ -	
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SR1 Traffic Study	\$ -	\$ -	\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 11,437	\$ 11,780	\$ 12,133	\$ 12,497	\$ 12,872	\$ 13,258	\$ 13,656	\$ 14,066	\$ 14,488	\$ 14,922	\$ 15,370	\$ 15,831	\$ 16,306	\$ 16,795	\$ 17,299	
30	Other Upgrades to Major Arterials	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 30,731	\$ 32,336	\$ 27,010	\$ 55,742	\$ 49,158	\$ 45,191	\$ 37,828	\$ 30,537	\$ 25,115	\$ 21,849	\$ 15,946	\$ 9,470	\$ 867	\$ -	\$ -	\$ -	\$ -	
		\$ 530,731	\$ 532,336	\$ 27,010	\$ 55,742	\$ 49,158	\$ 45,191	\$ 37,828	\$ 30,537	\$ 25,115	\$ 21,849	\$ 15,946	\$ 9,470	\$ 867	\$ -	\$ -	\$ -	\$ -	
Total New and Upgraded Streets	\$ 750,000	\$ 1,500,000	\$ 1,011,437	\$ 861,780	\$ 887,633	\$ 914,262	\$ 941,690	\$ 969,941	\$ 999,039	\$ 1,029,010	\$ 1,059,881	\$ 1,091,677	\$ 1,124,427	\$ 1,158,160	\$ 16,306	\$ 16,795	\$ 17,299		
	\$ 58,373	\$ 52,752	\$ 44,228	\$ 91,686	\$ 81,306	\$ 75,264	\$ 64,992	\$ 63,196	\$ 64,652	\$ 73,231	\$ 77,508	\$ 82,473	\$ 89,005	\$ 103,843	\$ 70,058	\$ 6,360	\$ -		
	\$ 808,373	\$ 1,552,752	\$ 1,055,665	\$ 953,466	\$ 968,939	\$ 989,527	\$ 1,006,682	\$ 1,033,137	\$ 1,063,691	\$ 1,102,241	\$ 1,137,389	\$ 1,174,150	\$ 1,213,432	\$ 1,262,003	\$ 86,365	\$ 23,155	\$ 17,299		
31	New Signals and Signs	\$ 1,961,596	\$ 917,846	\$ 910,000	\$ 1,339,800	\$ 1,379,994	\$ 1,421,394	\$ 1,464,036	\$ 1,507,957	\$ 1,553,195	\$ 1,599,791	\$ 1,647,785	\$ 1,697,219	\$ 1,748,135	\$ 1,800,579	\$ 1,854,597	\$ 1,910,234	\$ 2,965,851	
		\$ 66,544	\$ 43,073	\$ 29,210	\$ 62,578	\$ 57,147	\$ 55,070	\$ 48,264	\$ 41,709	\$ 37,151	\$ 34,004	\$ 30,511	\$ 22,290	\$ 2,145	\$ -	\$ -	\$ -	\$ -	
		\$ 2,028,140	\$ 960,919	\$ 939,210	\$ 1,402,378	\$ 1,437,141	\$ 1,476,464	\$ 1,512,300	\$ 1,549,666	\$ 1,590,346	\$ 1,633,795	\$ 1,678,296	\$ 1,719,509	\$ 1,750,280	\$ 1,800,579	\$ 1,854,597	\$ 1,910,234	\$ 2,965,851	

2014 Prop K Strategic Plan - Amendment 7  
Appendix G. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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	
32	Advanced Technology and Information Systems (SFgo)	\$ 913,306	\$ 253,306	\$ 619,350	\$ 1,006,316	\$ 792,359	\$ 830,063	\$ 869,502	\$ 910,756	\$ 953,905	\$ 999,035	\$ 1,046,235	\$ 1,095,598	\$ 1,145,417	\$ 1,195,000	\$ 1,245,000	\$ 885,000	\$ 650,000	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 913,306	\$ 253,306	\$ 619,350	\$ 1,006,316	\$ 792,359	\$ 830,063	\$ 869,502	\$ 910,756	\$ 953,905	\$ 999,035	\$ 1,046,235	\$ 1,095,598	\$ 1,145,417	\$ 1,195,000	\$ 1,245,000	\$ 885,000	\$ 650,000	
33	Signals and Signs	\$ 4,399,908	\$ 1,078,505	\$ 1,655,785	\$ 3,396,598	\$ 3,570,574	\$ 3,752,566	\$ 3,942,936	\$ 4,142,062	\$ 4,350,336	\$ 4,568,173	\$ 4,796,003	\$ 5,034,274	\$ 5,359,014	\$ 5,747,905	\$ 4,716,930	\$ 3,250,000	\$ 2,550,000	
		\$ 187,495	\$ 100,457	\$ 56,243	\$ 124,099	\$ 119,805	\$ 125,929	\$ 124,214	\$ 124,789	\$ 133,917	\$ 158,736	\$ 183,718	\$ 209,851	\$ 240,376	\$ 276,683	\$ 282,961	\$ 208,242	\$ -	
		\$ 4,587,403	\$ 1,178,962	\$ 1,712,028	\$ 3,520,697	\$ 3,690,379	\$ 3,878,495	\$ 4,067,151	\$ 4,266,851	\$ 4,484,253	\$ 4,726,909	\$ 4,979,720	\$ 5,244,126	\$ 5,599,390	\$ 6,024,588	\$ 4,999,890	\$ 3,458,242	\$ 2,550,000	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 5,194,369	\$ 4,925,562	\$ 4,530,936	\$ 4,613,123	\$ 4,751,517	\$ 4,894,062	\$ 5,040,884	\$ 5,192,111	\$ 5,347,874	\$ 1,075,842	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 919,372	\$ 742,637	\$ 679,333	\$ 1,552,214	\$ 1,531,731	\$ 1,597,696	\$ 1,545,027	\$ 1,476,344	\$ 1,489,670	\$ 1,518,834	\$ 1,354,186	\$ 1,210,290	\$ 1,088,622	\$ 868,843	\$ 628,931	\$ 223,955	\$ -	
		\$ 6,113,741	\$ 5,668,199	\$ 5,210,269	\$ 6,165,337	\$ 6,283,248	\$ 6,491,758	\$ 6,585,911	\$ 6,668,454	\$ 6,837,544	\$ 2,594,676	\$ 1,354,186	\$ 1,210,290	\$ 1,088,622	\$ 868,843	\$ 628,931	\$ 223,955	\$ -	
35	Street Repair and Cleaning Equipment	\$ -	\$ 524,693	\$ 881,991	\$ 927,399	\$ 974,901	\$ 1,024,592	\$ 1,076,570	\$ 1,130,938	\$ 1,187,805	\$ 1,247,283	\$ 1,309,489	\$ 1,374,546	\$ 1,463,212	\$ 1,569,394	\$ 1,260,083	\$ 900,000	\$ 450,000	
		\$ 11,575	\$ 1,691	\$ 894	\$ 2,818	\$ 3,979	\$ 6,421	\$ 8,795	\$ 11,913	\$ 16,065	\$ 22,177	\$ 30,437	\$ 38,512	\$ 46,884	\$ 57,695	\$ 56,824	\$ 24,407	\$ -	
		\$ 11,575	\$ 526,384	\$ 882,886	\$ 930,217	\$ 978,879	\$ 1,031,013	\$ 1,085,365	\$ 1,142,851	\$ 1,203,871	\$ 1,269,460	\$ 1,339,926	\$ 1,413,058	\$ 1,510,096	\$ 1,627,088	\$ 1,316,907	\$ 924,407	\$ 450,000	
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	Pedestrian and Bicycle Facility Maintenance	\$ 711,682	\$ 736,957	\$ 333,353	\$ 681,708	\$ 712,385	\$ 744,442	\$ 777,942	\$ 812,949	\$ 849,532	\$ 887,761	\$ 927,710	\$ 969,457	\$ 1,013,083	\$ 1,017,688	\$ 1,000,000	\$ 500,000	\$ -	
		\$ 29,870	\$ 25,309	\$ 16,234	\$ 36,661	\$ 35,932	\$ 37,783	\$ 36,984	\$ 36,346	\$ 37,913	\$ 43,862	\$ 48,465	\$ 53,589	\$ 59,641	\$ 62,687	\$ 71,114	\$ 55,231	\$ -	
		\$ 741,552	\$ 762,266	\$ 349,588	\$ 718,369	\$ 748,317	\$ 782,226	\$ 814,926	\$ 849,296	\$ 887,445	\$ 931,623	\$ 976,175	\$ 1,023,047	\$ 1,072,723	\$ 1,080,375	\$ 1,071,114	\$ 555,231	\$ -	
38	Traffic Calming	\$ 2,342,739	\$ 2,274,554	\$ 1,255,577	\$ 2,473,063	\$ 2,599,735	\$ 2,732,244	\$ 2,870,853	\$ 3,015,836	\$ 3,167,480	\$ 3,326,087	\$ 3,491,970	\$ 3,665,456	\$ 3,901,899	\$ 4,185,050	\$ 4,334,180	\$ 3,673,958	\$ 4,000,000	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,342,739	\$ 2,274,554	\$ 1,255,577	\$ 2,473,063	\$ 2,599,735	\$ 2,732,244	\$ 2,870,853	\$ 3,015,836	\$ 3,167,480	\$ 3,326,087	\$ 3,491,970	\$ 3,665,456	\$ 3,901,899	\$ 4,185,050	\$ 4,334,180	\$ 3,673,958	\$ 4,000,000	
39	Bicycle Circulation/Safety	\$ 1,165,538	\$ 718,105	\$ 328,361	\$ 892,492	\$ 1,157,142	\$ 1,216,234	\$ 1,278,048	\$ 1,262,517	\$ 1,291,937	\$ 1,466,765	\$ 1,600,253	\$ 1,672,265	\$ 1,412,335	\$ 907,803	\$ 700,000	\$ 840,000	\$ 1,190,000	
		\$ 77,125	\$ 54,257	\$ 34,872	\$ 70,858	\$ 70,707	\$ 75,753	\$ 75,746	\$ 73,078	\$ 73,840	\$ 87,562	\$ 100,584	\$ 116,238	\$ 122,584	\$ 95,644	\$ 48,720	\$ -	\$ -	
		\$ 1,242,663	\$ 772,362	\$ 363,233	\$ 963,350	\$ 1,227,849	\$ 1,291,988	\$ 1,353,793	\$ 1,335,595	\$ 1,365,777	\$ 1,554,327	\$ 1,700,837	\$ 1,788,503	\$ 1,534,919	\$ 1,003,447	\$ 748,720	\$ 840,000	\$ 1,190,000	
40	Pedestrian Circulation/Safety	\$ 237,500	\$ 300,000	\$ 621,920	\$ 957,998	\$ 986,738	\$ 1,016,340	\$ 1,046,830	\$ 1,078,235	\$ 1,110,582	\$ 1,143,899	\$ 1,178,216	\$ 1,213,563	\$ 765,749	\$ 300,000	\$ 300,000	\$ 300,000	\$ 450,000	
		\$ 102,645	\$ 68,826	\$ 56,900	\$ 130,764	\$ 129,549	\$ 135,769	\$ 131,647	\$ 126,288	\$ 127,731	\$ 144,291	\$ 150,447	\$ 160,202	\$ 155,803	\$ 116,210	\$ 67,369	\$ -	\$ -	
		\$ 340,145	\$ 368,826	\$ 678,820	\$ 1,088,762	\$ 1,116,287	\$ 1,152,108	\$ 1,178,477	\$ 1,204,523	\$ 1,238,313	\$ 1,288,190	\$ 1,328,663	\$ 1,373,764	\$ 921,552	\$ 416,210	\$ 367,369	\$ 300,000	\$ 450,000	
41	Curb Ramps	\$ 805,343	\$ 847,372	\$ 891,346	\$ 937,350	\$ 984,855	\$ 1,014,401	\$ 1,044,833	\$ 1,076,178	\$ 1,108,463	\$ 1,141,717	\$ 1,175,968	\$ 1,211,248	\$ 1,247,585	\$ 1,285,013	\$ 1,323,563	\$ 1,363,270	\$ 1,390,818	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 805,343	\$ 847,372	\$ 891,346	\$ 937,350	\$ 984,855	\$ 1,014,401	\$ 1,044,833	\$ 1,076,178	\$ 1,108,463	\$ 1,141,717	\$ 1,175,968	\$ 1,211,248	\$ 1,247,585	\$ 1,285,013	\$ 1,323,563	\$ 1,363,270	\$ 1,390,818	
42	Tree Planting and Maintenance	\$ 1,141,166	\$ 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	\$ 1,000,000	
		\$ 14,508	\$ 10,096	\$ 7,903	\$ 17,834	\$ 17,663	\$ 19,586	\$ 20,287	\$ 21,820	\$ 24,854	\$ 30,084	\$ 37,559	\$ 43,535	\$ 45,552	\$ 45,125	\$ 50,600	\$ 22,972	\$ -	
		\$ 1,155,674	\$ 1,202,615	\$ 1,254,085	\$ 1,320,094	\$ 1,378,525	\$ 1,441,687	\$ 1,506,382	\$ 1,574,789	\$ 1,647,707	\$ 1,725,965	\$ 1,809,755	\$ 1,895,480	\$ 1,980,834	\$ 2,067,495	\$ 2,163,976	\$ 1,731,451	\$ 1,000,000	
TOTAL STREETS AND TRAFFIC SAFETY		\$ 19,623,146	\$ 15,269,419	\$ 14,286,239	\$ 19,389,886	\$ 20,158,694	\$ 20,982,701	\$ 21,840,218	\$ 22,652,448	\$ 23,543,003	\$ 20,181,245	\$ 20,005,706	\$ 20,877,247	\$ 21,116,137	\$ 21,188,961	\$ 18,864,035	\$ 15,347,736	\$ 14,663,968	
		\$ 2,495,240	\$ 1,855,051	\$ 1,560,271	\$ 3,406,351	\$ 3,217,299	\$ 3,213,855	\$ 2,974,315	\$ 2,728,346	\$ 2,638,901	\$ 2,683,945	\$ 2,456,462	\$ 2,243,394	\$ 1,982,900	\$ 1,626,729	\$ 1,276,576	\$ 541,167	\$ -	
		\$ 22,118,386	\$ 17,124,470	\$ 15,846,510	\$ 22,796,237	\$ 23,375,994	\$ 24,196,556	\$ 24,814,533	\$ 25,380,794	\$ 26,181,903	\$ 22,865,190	\$ 22,462,168	\$ 23,120,641	\$ 23,099,037	\$ 22,815,691	\$ 20,140,611	\$ 15,888,903	\$ 14,663,968	
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INIT																			
43	Transportation Demand Management/Parking Management	\$ 550,000	\$ 400,000	\$ 460,000	\$ 422,300	\$ 434,969	\$ 448,018	\$ 461,459	\$ 475,302	\$ 489,561	\$ 504,248	\$ 519,376	\$ 534,957	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	
		\$ 47,037	\$ 36,592	\$ 33,566	\$ 75,165	\$ 72,574	\$ 74,085	\$ 69,969	\$ 65,327	\$ 64,274	\$ 70,575	\$ 71,455	\$ 73,749	\$ 62,801	\$ 44,021	\$ 19,371	\$ -	\$ -	
		\$ 597,037	\$ 436,592	\$ 493,566	\$ 497,465	\$ 507,543	\$ 522,103	\$ 531,427	\$ 540,629	\$ 553,835	\$ 574,823	\$ 590,830	\$ 608,706	\$ 262,801	\$ 244,021	\$ 219,371	\$ 200,000	\$ 200,000	
44	Transportation/Land Use Coordination	\$ 950,000	\$ 800,000	\$ 650,000	\$ 618,000	\$ 636,540	\$ 655,636	\$ 675,305	\$ 695,564	\$ 716,431	\$ 737,924	\$ 760,062	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	
		\$ 95,799	\$ 79,179	\$ 71,782	\$ 160,851	\$ 155,534	\$ 158,955	\$ 150,441	\$ 140,691	\$ 138,769	\$ 153,340	\$ 155,445	\$ 138,163	\$ 121,601	\$ 92,294	\$ 56,950	\$ -	\$ -	
		\$ 1,045,799	\$ 879,179	\$ 721,782	\$ 778,851	\$ 792,074	\$ 814,591	\$ 825,747	\$ 836,256	\$ 855,200	\$ 891,264	\$ 915,507	\$ 338,163	\$ 321,601	\$ 292,294	\$ 256,950	\$ 200,000	\$ 200,000	
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,500,000	\$ 1,200,000	\$ 1,110,000	\$ 1,040,300	\$ 1,071,509	\$ 1,103,654	\$ 1,136,764	\$ 1,170,867	\$ 1,205,993	\$ 1,242,173	\$ 1,279,438	\$ 734,957	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	
		\$ 142,837	\$ 115,770	\$ 105,348	\$ 236,015	\$ 228,109	\$ 233,040	\$ 220,410	\$ 206,018	\$ 203,043	\$ 223,915	\$ 226,900	\$ 211,912	\$ 184,403	\$ 136,314	\$ 76,321	\$ -	\$ -	
		\$ 1,642,837	\$ 1,315,770	\$ 1,215,348	\$ 1,276,315	\$ 1,299,618	\$ 1,336,694	\$ 1,357,174	\$ 1,376,885	\$ 1,409,036	\$ 1,466,088	\$ 1,506,338	\$ 946,869	\$ 584,403	\$ 536,314	\$ 476,321	\$ 400,000	\$ 400,000	
TOTAL STRATEGIC PLAN		\$ 124,440,331	\$ 65,010,009	\$ 71,349,853	\$ 69,497,015	\$ 78,999,929	\$ 75,751,528	\$ 75,118,739	\$ 74,601,308	\$ 73,021,278	\$ 54,950,829	\$ 42,156,999	\$ 38,413,382	\$ 38,850,019	\$ 39,494,166	\$ 37,248,855	\$ 33,942,937	\$ 53,485,579	
		\$ 14,179,200	\$ 11,031,451	\$ 9,929,176	\$ 21,979,676	\$ 21,008,013	\$ 20,903,294	\$ 19,122,727	\$ 17,331,182	\$ 16,592,455	\$ 16,954,061	\$ 15,172,364	\$ 13,310,540	\$ 11,914,192	\$ 9,685,567	\$ 7,411,750	\$ 4,948,818	\$ 49,026	
		\$ 138,619,531	\$ 76,041,460	\$ 81,279,029	\$ 91,476,692	\$ 100,007,941	\$ 96,654,822	\$ 94,241,466	\$ 91,932,489	\$ 89,613,733	\$ 71,904,890	\$ 57,329,364	\$ 51,723,922	\$ 50,764,211	\$ 49,179,733	\$ 44,660,			