

# 2009 Prop K Strategic Plan

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

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

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### Notes:

<sup>1</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 \$2.82 B in reauthorized sales tax revenues, \$230 M from a BART General Obligation Bond, and approximately \$199 M from the proposed 3rd dollar toll on the Bay Area state-owned toll bridges. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

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

<sup>3</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 \$12.4 B in expected funding, paratransit operating support is only eligible for Prop K and up to 10% of MUNI's annual share of Federal Section 5307 funds (currently about \$3.5 M annually). Therefore, total expected funding for Paratransit only reflects Prop K and Section 5307. The remaining paratransit operating costs for the next 30-years will be funded using other sources of operating funds, such as those currently included in MUNI's \$460M annual operating budget.

<sup>4</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 costs savings, identify other unanticipated sources of funding, experience delays or are canceled.

<sup>5</sup> The "Total Prop K" fulfills the requirements in Section 131051(d) of the Public Utilities Code.