

## 2009 Strategic Plan - Amendment No. 7 (Approved 11.20.12 Res. 13-17)

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

EP No.		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>A. TRANSIT</b>				
	<b>i. Major Capital Projects</b>	<b>613,752,085</b>	<b>25.81%</b>	<b>531,634,788</b>	<b>87%</b>
	<b>a. MUNI</b>				
1	<i>Rapid Bus Network including Real Time Transit Information</i>	99,200,000	4.17%	78,360,819	79%
2	<i>3rd Street Light Rail (Phase 1)</i>	96,852,085	4.07%	96,852,085	100%
3	<i>Central Subway (3rd St. LRT Phase 2)<sup>4</sup></i>	126,000,000	5.30%	126,000,000	100%
4	<i>Geary LRT</i>	0	0.00%	0	0%
	<b>b. Caltrain</b>				
5	<i>Downtown Extension to a Rebuilt Transbay Terminal</i>	237,700,000	10.00%	187,765,793	79%
6	<i>Electrification</i>	20,500,000	0.86%	16,193,516	79%
7	<i>Capital Improvement Program</i>	19,900,000	0.84%	15,719,559	79%
8	<b>c. BART Station Access, Safety and Capacity</b>	<b>9,200,000</b>	<b>0.39%</b>	<b>7,267,334</b>	<b>79%</b>
9	<b>d. Ferry</b>	<b>4,400,000</b>	<b>0.19%</b>	<b>3,475,681</b>	<b>79%</b>
	<b>ii. Transit Enhancements</b>	<b>43,000,000</b>	<b>1.81%</b>	<b>33,966,887</b>	<b>79%</b>
10	<i>Extension of trolleybus lines/Motor Coach Conversion</i>	7,773,549	0.33%	6,140,541	79%
11	<i>F-Line Extension to Fort Mason</i>	4,091,342	0.17%	3,231,864	79%
12	<i>Purchase/Rehab Historic Street Cars</i>	1,145,576	0.05%	904,922	79%
13	<i>Balboa Park BART/MUNI Station Access</i>	7,953,568	0.33%	6,282,743	79%
14	<i>Relocation of Paul St to Oakdale-Caltrain</i>	6,488,868	0.27%	5,125,736	79%
15	<i>Purchase Additional LRV's</i>	4,745,956	0.20%	3,748,962	79%
16	<i>Other transit Enhancements</i>	10,801,142	0.45%	8,532,120	79%
	<b>iii. System Maintenance and Renovation</b>	<b>914,900,000</b>	<b>38.48%</b>	<b>725,469,789</b>	<b>79%</b>
	<b>a. New and Renovated Vehicles</b>				
17M	<i>MUNI</i>	397,074,300	16.70%	313,659,953	79%
17B	<i>BART</i>	10,130,570	0.43%	8,002,417	79%
17P	<i>PCJPB</i>	20,261,140	0.85%	16,004,834	79%
17U	<i>Discretionary</i>	70,913,990	2.98%	56,016,919	79%
18	<i>Trolleybus wheelchair-lift O&amp;M</i>	2,620,000	0.11%	2,358,000	90%
19	<i>F-Line O&amp;M</i>	5,300,000	0.22%	4,770,000	90%
	<b>b. Rehab/Upgrades Existing facilities</b>				
20M	<i>MUNI</i>	67,760,000	2.85%	53,525,495	79%
20B	<i>BART</i>	1,680,000	0.07%	1,327,078	79%
20P	<i>PCJPB</i>	6,810,000	0.29%	5,379,407	79%
20U	<i>Discretionary</i>	8,450,000	0.36%	6,674,888	79%
21	<i>Muni MMX O&amp;M</i>	17,200,000	0.72%	15,480,000	90%
	<b>c. Guideways</b>				
22M	<i>MUNI</i>	245,324,777	10.32%	193,788,815	79%
22B	<i>BART</i>	6,163,939	0.26%	4,869,066	79%
22P	<i>PCJPB</i>	24,567,700	1.03%	19,406,705	79%
22U	<i>Discretionary</i>	30,643,583	1.29%	24,206,212	79%
	<b>TOTAL TRANSIT</b>	<b>1,571,652,085</b>	<b>66.09%</b>	<b>1,291,071,464</b>	<b>82%</b>
23	<b>B. PARATRANSIT<sup>5</sup></b>	<b>201,900,000</b>	<b>8.49%</b>	<b>159,486,385</b>	<b>79%</b>

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<b>C. STREETS AND TRAFFIC SAFETY</b>					
	<b>i. Major Capital Projects</b>	<b>104,537,000</b>	<b>4.40%</b>	<b>83,532,912</b>	<b>80%</b>
24	Golden Gate Bridge South Access (Doyle Drive)	79,200,000	3.33%	62,562,267	79%
	<b>b. New and Upgraded Streets</b>				
25	<i>Bernal Heights</i>	2,552,000	0.11%	2,552,000	100%
26	<i>Great Highway Erosion Repair</i>	2,030,000	0.09%	1,603,553	79%
27	<i>Visitation Valley Watershed</i>	15,000,000	0.63%	11,848,914	79%
28	<i>Illinois Street Bridge</i>	2,000,000	0.08%	2,000,000	100%
29	<i>Golden Gate Park/SRA/Traffic Study</i>	200,000	0.01%	157,986	79%
30	<i>Other Upgrades to Major Arterials</i>	3,555,000	0.15%	2,808,193	79%
	<b>ii. System Operations, Efficiency and Safety</b>	<b>53,400,000</b>	<b>2.25%</b>	<b>42,182,134</b>	<b>79%</b>
31	a. New Signals and Signs	36,100,000	1.52%	28,516,387	79%
32	b. Systems (SFgo)	17,300,000	0.73%	13,665,748	79%
	<b>iii. System Maintenance and Renovation</b>	<b>248,600,000</b>	<b>10.45%</b>	<b>196,618,163</b>	<b>79%</b>
33	a. Signals and Signs	87,900,000	3.70%	69,434,637	79%
	<b>b. Street Resurfacing, Rehabilitation, and Maintenance</b>		<b>0.00%</b>		
34	<i>Street Resurfacing, Rehabilitation, and Maintenance</i>	118,300,000	4.98%	93,448,436	79%
35	<i>Street Repair and Cleaning Equipment</i>	22,800,000	0.96%	18,010,350	79%
36	<i>Embarcadero Roadway incremental operations and maintenance</i>	2,200,000	0.09%	1,980,000	90%
37	c. Pedestrian and Bicycle Facility Maintenance	17,400,000	0.73%	13,744,740	79%
	<b>iv. Bicycle and Pedestrian Improvements</b>	<b>168,600,000</b>	<b>7.09%</b>	<b>133,181,795</b>	<b>79%</b>
38	a. Traffic Calming	60,800,000	2.56%	48,027,599	79%
39	b. Bicycle Circulation/Safety	27,600,000	1.16%	21,802,002	79%
40	c. Pedestrian Circulation/Safety	23,800,000	1.00%	18,800,277	79%
41	d. Curb Ramps	23,600,000	0.99%	18,642,292	79%
42	e. Tree Planting and Maintenance	32,800,000	1.38%	25,909,626	79%
	<b>TOTAL STREETS AND TRAFFIC SAFETY</b>	<b>575,137,000</b>	<b>24.19%</b>	<b>455,515,005</b>	<b>79%</b>
	<b>D. TSM / STRATEGIC INITIATIVES</b>				
43	i. Management/Parking Management	11,600,000	0.49%	9,163,160	79%
44	ii. Transportation/Land Use Coordination	17,600,000	0.74%	13,902,726	79%
	<b>TOTAL TSM/STRATEGIC INITIATIVES</b>	<b>29,200,000</b>	<b>1.23%</b>	<b>23,065,886</b>	<b>79%</b>
	<b>TOTAL STRATEGIC PLAN</b>	<b>2,377,889,085</b>	<b>100%</b>	<b>1,929,138,740</b>	<b>81%</b>

**Notes:**

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