

**2019 Prop K Strategic Plan Baseline
Enclosure
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**Draft 2019 Prop K Strategic Plan Baseline
Attachment 1. Draft 2019 Prop K Strategic Plan Policies**

DRAFT 2019 PROP K STRATEGIC PLAN POLICIES

The Strategic Plan policies 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 policies address the programming, allocation, and expenditure of funds, in the policy context of the Transportation Authority's overall Prop K debt management structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects in fulfillment of the voter approved Expenditure Plan.

The Strategic Plan policies have been updated twice previously, each time incorporating lessons learned from the preceding five years. As part of this third Strategic Plan update, we have carried forward the policies from the prior update, with some minor refinements drawing from lessons learned over the last five years and clarifying text, as needed.

Guiding Principles

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 policies guiding the Transportation Authority and project sponsors are detailed below.

1. OPTIMIZING THE LEVERAGING OF SALES TAX FUNDS

1.1. | NO SUBSTITUTION

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

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. At the time of a Prop K allocation request, the project sponsor will provide certification that all complementary fund sources required to fully fund the requested phase or phases 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.

1.3. | REQUIRED MATCH CONSIDERATION

In establishing priorities in the Strategic Plan updates, 5-Year Prioritization Program (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.

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.

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1.5. | REGIONAL TRANSPORTATION PLAN CONSISTENCY

Projects shall be consistent with the Regional Transportation Plan.

2. SUPPORT TIMELY AND COST-EFFECTIVE PROJECT DELIVERY

2.1. | 5-YEAR PRIORITIZATION PROGRAM OR 5-YEAR PROJECT DELIVERY PLAN APPROVAL

Transportation Authority Board approval of a 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from the 21 programmatic (i.e., non-project specific) Expenditure Plan categories (See Section XX, Table XX). The 5YPPs are developed by the lead agency for the programmatic categories, working in close collaboration with other eligible sponsors for the relevant category and Transportation Authority staff. The 5YPP must include clearly defined budgets, scopes and schedules for individual projects within the program as well as other requirements specified in the Expenditure Plan and 5YPP guidance issued by Transportation Authority staff.

For non-programmatic categories such as a named major capital project, Transportation Authority Board approval of a 5-year project delivery plan which includes a clearly defined budget, scope and schedule is a prerequisite for allocation of funds. These plans, which are developed by the project sponsor in concert with Transportation Authority staff, are incorporated into the Strategic Plan (See Appendix X).

Allocations may be made simultaneous to approval of the 5YPP or 5-year project delivery plan, contingent on consistency with the Strategic Plan.

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 (includes procurement)
- Incremental Operating and Maintenance
- Operations (i.e. paratransit operating support)

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.

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 1. 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.

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

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.

2.6. | WORK PRODUCTS AND DELIVERABLES

Project phases for which Prop K funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section lists 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.

2.7. | ALLOCATION REQUEST PACKAGE

Allocations of Prop K funds will be based on an application package prepared and submitted by an eligible project sponsor. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures. The final application submittal must include sufficient detail and supporting documentation to facilitate a determination that the applicable Strategic Plan policies have been satisfied. The allocation request procedures are located on the Transportation Authority's website at www.sfcta.org.

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. Exceptions to this policy may be granted under the following conditions:

- Where the Transportation Authority has previously approved the scope of a project and that scope has incurred increased costs; and
- Capital costs of a multi-year project to which the Transportation Authority has made a formal commitment in a resolution for out-year costs, although the funds have not been allocated.

While these costs shall be eligible for reimbursement in the situations cited above, the timing and amount of reimbursement will be subject to a Transportation Authority allocation, based on available revenues, other anticipated project requests, and project category and subcategory limits established in the Expenditure Plan.

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.

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2.10. | CONTRACT AWARD AND ENCUMBRANCE

Prop K allocations for construction capital and equipment purchase shall 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 shall be drawn down within 12 months of the date of contract acceptance.

2.11. | REMAINING BALANCE REQUIRED TO SAME PROJECT FOR FUTURE PHASES

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

2.12. | REMAINING BALANCE RETURNED TO SAME CATEGORY

Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed or unspent balance for the project is available for programming to another project within the same Expenditure Plan line item.

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 to support project delivery.

3. MAXIMIZE THE COST-EFFECTIVENESS OF FINANCING

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 allocation or any subsequent amendments.

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 five years, the ability of sponsors to deliver their committed projects and programs will be taken into consideration when updating the programming of funds.

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,

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Prop K funds will be spent down at a rate proportional to the Prop K share of the total funds programmed to the project phase or program.

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.

3.5. | PRO-RATA 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 must be agreed to by the Transportation Authority, and the costs of debt financing for that project or program must be borne by the Expenditure Plan line item from which the funds are allocated. See also policies 3.6 and 3.7.

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.

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 line item will be considered a cost to that line item. Total cost, including programming and 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 as a whole.

4. PREREQUISITE MILESTONES FOR ALLOCATION

Allocations of Prop K funds for specific project phases will be contingent on the prerequisite milestones shown in Table 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.

Table 1. Prerequisite Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Planning/Conceptual Engineering	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan
Environmental Studies (PA&ED)	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan

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Design Engineering (PS&E)	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan • Approved environmental document • Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Right of Way Support/Acquisition	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan • Approved environmental document • Capital construction phase committed in programming document
Construction (includes procurement)	<ul style="list-style-type: none"> • 5YPP or 5-year project delivery plan • Approved environmental document • Right of way certification • 100% PS&E • All applicable permits
Incremental Operating and Maintenance	<ul style="list-style-type: none"> • 5-year project delivery plan • Documentation confirming costs are for new transportation services or an eligible grandfathered project per Expenditure Plan • Proof that all other fund sources are identified and committed for operating the facility or service
Operations (i.e. paratransit operations)	<ul style="list-style-type: none"> • 5-year project delivery plan • Proof that all other fund sources are identified and committed for operating the facility or service

5. EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE

Project phases for which Prop K funds are allocated will be expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table 2 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 2 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table 2 for the specific phase, the 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.

Table 2. Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable¹
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

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Right of Way Support/Acquisition	Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction (includes procurement)	Constructed improvement or minimum operating segment, or equipment in service.
Incremental Operating and Maintenance	Continual regular service or operation
Operations (e.g. paratransit operating support)	Continual regular service or operation

¹ The 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.



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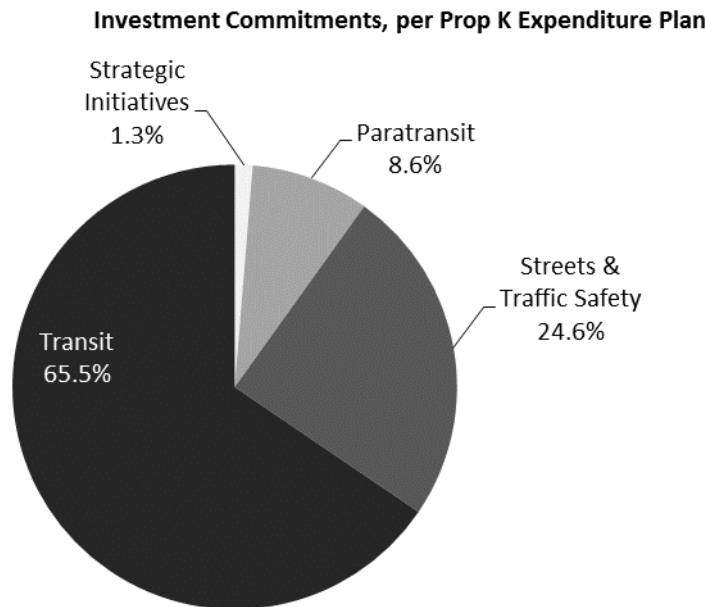
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Attachment 2. Prop K Expenditure Plan Summary (2003 \$'s)**

2003 \$Millions	Total Expected Funding ¹	Total Prop K ⁵	% of Prop K Funding ²
A. TRANSIT	9,944.3	1,781.1	65.5%
I. Major Capital Projects	3,748.7	689.6	
a. MUNI	1,402.0	361.0	
Bus Rapid Transit/MUNI Metro Network	600.0	110.0	
3rd Street Light Rail (Phase 1)	100.0	70.0	
Central Subway (3rd St. LRT Phase 2)	647.0	126.0	
Geary LRT	55.0	55.0	
b. Caltrain	2,141.0	313.1	
Downtown Extension to a Rebuilt Transbay Terminal	1,885.0	270.0	
Electrification	182.5	20.5	
Capital Improvement Program	73.5	22.6	
c. BART Station Access, Safety and Capacity	100.0	10.5	
d. Ferry	105.7	5.0	
ii. Transit Enhancements	200.7	52.5	
iii. System Maintenance and Renovation	5,994.9	1,039.0	
a. Vehicles	3,486.0	575.0	
b. Facilities	945.7	115.7	
c. Guideways	1,563.2	348.3	
B. PARATRANSIT³	396.3	291.0	8.6%
C. STREETS AND TRAFFIC SAFETY	2,033.0	714.7	24.6%
I Major Capital Projects	539.7	117.5	
a. Golden Gate Bridge South Access (Doyle Drive)	420.0	90.0	
b. New and Upgraded Streets	119.7	27.5	
ii. System Operations, Efficiency and Safety	155.5	60.6	
a. New Signals and Signs	55.5	41.0	
b. Advanced Technology and Information Systems (SFgo)	100.0	19.6	
iii. System Maintenance and Renovation	887.5	281.6	
a. Signals and Signs	170.5	99.8	
b. Street Resurfacing, Rehabilitation, and Maintenance	680.2	162.7	
c. Pedestrian and Bicycle Facility Maintenance	36.8	19.1	
iv. Bicycle and Pedestrian Improvements	450.3	255.0	
a. Traffic Calming	142.0	70.0	
b. Bicycle Circulation/Safety	77.6	56.0	
c. Pedestrian Circulation/Safety	69.7	52.0	
d. Curb Ramps	66.0	36.0	
e. Tree Planting and Maintenance	95.0	41.0	
D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES	62.5	33.2	1.3%
I. Transportation Demand Management/Parking Management	28.9	13.2	
ii. Transportation/Land Use Coordination	33.6	20.0	
Total	12,436	2,820	100%
Total Prop K Priority 1 (conservative forecast)		2,350	
Total Prop K Priority 1 + 2 (medium forecast; most likely to materialize)		2,626	
Total Prop K Priority 1+2+3 (optimistic forecast) ⁴		2,820	

Draft 2019 Prop K Strategic Plan Baseline Attachment 2. Prop K Expenditure Plan Summary (2003 \$'s)

Notes:

- ¹ Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state and local sources, plus \$2.82 B in reauthorized sales tax revenues, \$230 M from a BART General Obligation Bond, and approximately \$199 M from the proposed 3rd dollar toll on the Bay Area state-owned toll bridges. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.
- ² Percentages are based Prop K Priority 1 and 2 forecasts of \$2.626 billion.
- ³ With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Of all the funding sources that make up the \$12.4 B in expected funding, paratransit operating support is only eligible for Prop K and up to 10% of MUNI's annual share of Federal Section 5307 funds (currently about \$3.5 M annually). Therefore, total expected funding for Paratransit only reflects Prop K and Section 5307. The remaining paratransit operating costs for the next 30-years will be funded using other sources of operating funds, such as those currently included in MUNI's \$460M annual operating budget.
- ⁴ Priority 3 projects will only be funded if the revenues materialize under the optimistic scenario for sales tax revenues. They are also included in case Priority 1 or 2 projects realize costs savings, identify other unanticipated sources of funding, experience delays or are canceled.
- ⁵ The "Total Prop K" fulfills the requirements in Section 131051(d) of the Public Utilities Code.



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Attachment 3. Prop K Expenditure Plan (EP) Line Items**



EP No.	Eligible Project Sponsors ¹ (First agency is 5YPP lead ²)	Project Name	Programmatic Category (Requires 5YPP)
1	SFMTA, SFPW, 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, SFPW, SFMTA	BART Station Access, Safety and Capacity	Yes
9	PORT, GGBHTD	Ferry	Yes
10	SFMTA, BART, SFPW, 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 Avenue	
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	MUNI Metro Extension (MMX) Operations & Maintenance	
22	SFMTA, BART, PCJPB	Guideways	Yes
23	SFMTA	Paratransit	
24	Caltrans, SFCTA	Golden Gate Bridge South Access (Doyle Drive)	
25	SFPW	Bernal Heights Street System Upgrading	
26	SFCTA, Caltrans, SFPW, 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	SFPW	Street Resurfacing, Rehabilitation, and Maintenance	Yes
35		Street Repair and Cleaning Equipment	
36	SFPW	Embarcadero Roadway Incremental Operations & Maintenance	
37	DPW, SFMTA	Pedestrian and Bicycle Facility Maintenance	Yes
38	SFMTA, SFPW	Traffic Calming	Yes
39	SFMTA, BART, SFPW, PCJPB	Bicycle Circulation/Safety	Yes
40	SFMTA, BART, SFPW, PCJPB	Pedestrian Circulation/Safety	Yes
41	SFPW, SFMTA	Curb Ramps	Yes
42	SFPW	Tree Planting and Maintenance	Yes
43	SFCTA, CAO, Planning, SFE, SFMTA	Transportation Demand Management/Parking Management	Yes
44	SFCTA, BART, SFPW, PCJPB, Planning, SFMTA	Transportation/Land Use Coordination	Yes

Draft 2019 Prop K Strategic Plan Baseline Attachment 3. Prop K Expenditure Plan (EP) Line Items



Notes:

¹ Sponsor acronyms include BART (Bay Area Rapid Transit District), Caltrans (California Department of Transportation), CAO (City Administrator's Office, formerly Department of Administrative Services), 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), SFPW (San Francisco Public Works), and TJPA (Transbay Joint Powers Authority).

² 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.

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Attachment 4. Prop K Sales Tax Revenue - Actuals and Forecast (YOE\$)



	Fiscal Year	Sales Tax Revenue (net of BOE fee) ¹	Growth Rate
	FY2003/04 ²	\$ 21,202,173	
	FY2004/05	\$ 66,762,381	
	FY2005/06	\$ 72,064,318	7.9%
	FY2006/07	\$ 76,910,273	6.7%
	FY2007/08	\$ 79,555,917	3.4%
	FY2008/09	\$ 71,132,080	-10.6%
	FY2009/10	\$ 68,164,000	-4.2%
	FY2010/11	\$ 75,172,298	10.3%
	FY2011/12	\$ 81,164,517	8.0%
	FY2012/13	\$ 85,753,557	5.7%
	FY2013/14	\$ 93,930,566	9.5%
	FY2014/15	\$ 100,278,511	6.8%
	FY2015/16	\$ 99,528,116	-0.7%
Actual Revenue	FY2016/17	\$ 102,237,230	2.7%
Revenue Forecast	FY2017/18	\$ 104,271,926	2.0%
	FY2018/19	\$ 106,461,636	2.1%
	FY2019/20	\$ 108,697,331	2.1%
	FY2020/21	\$ 110,979,975	2.1%
	FY2021/22	\$ 114,710,957	3.4%
	FY2022/23	\$ 118,382,575	3.2%
	FY2023/24	\$ 121,991,992	3.0%
	FY2024/25	\$ 126,112,674	3.4%
	FY2025/26	\$ 129,949,814	3.0%
	FY2026/27	\$ 133,844,827	3.0%
	FY2027/28	\$ 138,428,421	3.4%
	FY2028/29	\$ 143,254,471	3.5%
	FY2029/30	\$ 148,362,515	3.6%
	FY2030/31	\$ 153,061,856	3.2%
	FY2031/32	\$ 158,120,566	3.3%
	FY2032/33	\$ 163,213,748	3.2%
	FY2033/34 ³	\$ 126,038,091	3.0%
	TOTAL	\$ 3,299,739,312	

Notes:

¹ Values for Fiscal Years 2003/04 thru 2016/17 are actual Prop K sales tax revenues, net of the Board of Equalization fee. Values for Fiscal Years 2017/18 thru 2033/34 are forecast.

² Prop K sales tax revenue collection began on April 1, 2004.

³ Fiscal Year 2033/34 only includes 9 months of sales tax revenue.



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Draft 2019 Prop K Strategic Plan Baseline
Attachment 5. Available Funds and Priority 1 Funding Levels (2003\$'s)



EP No.	Expenditure Plan Line Items	Priority 1 Funding Limit ¹	Priority 1 Pro - Rata Share ²	Available Funds ³	% of Priority 1 ⁴
A. TRANSIT					
I. Major Capital Projects		\$ 613,752,085	25.81%	\$ 545,469,139	88.9%
a. MUNI					
1	Bus Rapid Transit/Muni Metro Network	\$ 99,200,000	4.17%	\$ 81,871,608	82.5%
2	Third Street Light Rail (Phase 1) ⁴	\$ 96,852,085	4.07%	\$ 96,852,085	100.0%
3	Central Subway (Third Street Light Rail Phase 2) ⁴	\$ 126,000,000	5.30%	\$ 126,000,000	100.0%
4	Geary Light Rail	\$ -	0%	\$ -	N/A
b. Caltrain					
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 237,700,000	10.00%	\$ 196,178,239	82.5%
6	Electrification	\$ 20,500,000	0.86%	\$ 16,919,032	82.5%
7	Capital Improvement Program	\$ 19,900,000	0.84%	\$ 16,423,841	82.5%
8	c. BART Station Access, Safety and Capacity	\$ 9,200,000	0.39%	\$ 7,592,931	82.5%
9	d. Ferry	\$ 4,400,000	0.19%	\$ 3,631,402	82.5%
II. Transit Enhancements		\$ 43,000,000	1.81%	\$ 35,488,701	82.5%
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 7,773,549	0.33%	\$ 6,415,655	82.5%
11	F-Line Extension to Fort Mason	\$ 4,091,342	0.17%	\$ 3,376,660	82.5%
12	Purchase/Rehab Historic Street Cars	\$ 1,145,576	0.05%	\$ 945,465	82.5%
13	Balboa Park BART/MUNI Station Access	\$ 7,953,568	0.33%	\$ 6,564,228	82.5%
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 6,488,868	0.27%	\$ 5,355,383	82.5%
15	Purchase Additional Light Rail Vehicles	\$ 4,745,956	0.20%	\$ 3,916,926	82.5%
16	Other Transit Enhancements	\$ 10,801,142	0.45%	\$ 8,914,384	82.5%
III. System Maintenance and Renovation		\$ 914,900,000	38.48%	\$ 756,960,013	82.7%
a. New and Renovated Vehicles					
17M	MUNI	\$ 397,074,300	16.70%	\$ 327,712,818	82.5%
17B	BART	\$ 10,130,570	0.43%	\$ 8,360,948	82.5%
17P	Caltrain	\$ 20,261,140	0.85%	\$ 16,721,896	82.5%
17U	Discretionary	\$ 70,913,990	2.98%	\$ 58,526,637	82.5%
18	Trolleybus Wheelchair-lift O&M ⁴	\$ 2,620,000	0.11%	\$ 2,358,000	90.0%
19	F-Line O&M ⁴	\$ 5,300,000	0.22%	\$ 4,770,000	90.0%
b. Rehab/Upgrades Existing Facilities					
20M	MUNI	\$ 67,760,000	2.85%	\$ 55,923,591	82.5%
20B	BART	\$ 1,680,000	0.07%	\$ 1,386,535	82.5%
20P	Caltrain	\$ 6,810,000	0.29%	\$ 5,620,420	82.5%
20U	Discretionary	\$ 8,450,000	0.36%	\$ 6,973,942	82.5%
21	Muni MMX O&M ⁴	\$ 17,200,000	0.72%	\$ 15,480,000	90.0%
c. Guideways					
22M	MUNI	\$ 245,324,777	10.32%	\$ 202,471,110	82.5%
22B	BART	\$ 6,163,939	0.26%	\$ 5,087,214	82.5%
22P	Caltrain	\$ 24,567,700	1.03%	\$ 20,276,181	82.5%
22U	Discretionary	\$ 30,643,583	1.29%	\$ 25,290,720	82.5%
TOTAL TRANSIT		\$ 1,571,652,085	66.09%	\$ 1,337,917,853	85.1%

Draft 2019 Prop K Strategic Plan Baseline
Attachment 5. Available Funds and Priority 1 Funding Levels (2003\$'s)



EP No.	Expenditure Plan Line Items	Priority 1 Funding Limit ¹	Priority 1 Pro - Rata Share ²	Available Funds ³	% of Priority 1 ⁴
B. PARATRANSIT					
23	Paratransit	\$ 201,900,000	8.49%	\$ 166,631,832	82.5%
C. STREETS AND TRAFFIC SAFETY					
I. Major Capital Projects		\$ 104,537,000	4.40%	\$ 87,071,483	83.3%
24	a. Golden Gate Bridge South Access (Presidio Parkway)	\$ 79,200,000	3.33%	\$ 65,365,236	82.5%
b. New and Upgraded Streets					
25	Bernal Heights Street System Upgrading ⁴	\$ 2,552,000	0.11%	\$ 2,552,000	100.0%
26	Great Highway Erosion Repair	\$ 2,030,000	0.09%	\$ 1,675,397	82.5%
27	Visitacion Valley Watershed	\$ 15,000,000	0.63%	\$ 12,379,779	82.5%
28	Illinois Street Bridge ⁴	\$ 2,000,000	0.08%	\$ 2,000,000	100.0%
29	Golden Gate Park/SR1Traffic Study	\$ 200,000	0.01%	\$ 165,064	82.5%
30	Other Upgrades to Major Arterials	\$ 3,555,000	0.15%	\$ 2,934,008	82.5%
II. System Operations, Efficiency and Safety		\$ 53,400,000	2.25%	\$ 44,072,015	82.5%
31	a. New Signals and Signs	\$ 36,100,000	1.52%	\$ 29,794,003	82.5%
32	b. Advanced Technology and Information Systems (SFgo)	\$ 17,300,000	0.73%	\$ 14,278,012	82.5%
III. System Maintenance and Renovation		\$ 248,600,000	10.45%	\$ 205,338,511	82.6%
33	a. Signals and Signs	\$ 87,900,000	3.70%	\$ 72,545,508	82.5%
b. Street Resurfacing, Rehabilitation, and Maintenance					
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 118,300,000	4.98%	\$ 97,635,194	82.5%
35	Street Repair and Cleaning Equipment	\$ 22,800,000	0.96%	\$ 18,817,265	82.5%
36	Embarcadero Roadway Incremental O&M ⁴	\$ 2,200,000	0.09%	\$ 1,980,000	90.0%
37	c. Pedestrian and Bicycle Facility Maintenance	\$ 17,400,000	0.73%	\$ 14,360,544	82.5%
IV. Bicycle and Pedestrian Improvements		\$ 168,600,000	7.09%	\$ 139,148,721	82.5%
38	a. Traffic Calming	\$ 60,800,000	2.56%	\$ 50,179,373	82.5%
39	b. Bicycle Circulation and Safety	\$ 27,600,000	1.16%	\$ 22,778,794	82.5%
40	c. Pedestrian Circulation and Safety	\$ 23,800,000	1.00%	\$ 19,642,583	82.5%
41	d. Curb Ramps	\$ 23,600,000	0.99%	\$ 19,477,520	82.5%
42	e. Tree Planting and Maintenance	\$ 32,800,000	1.38%	\$ 27,070,451	82.5%
TOTAL STREETS AND TRAFFIC SAFETY		\$ 575,137,000	24.19%	\$ 475,630,731	82.7%
D. TRANSPORTATION SYSTEM MANAGEMENT (TSM) / STRATEGIC INITIATIVES					
43	a. Transportation Demand Management / Parking Management	\$ 11,600,000	0.49%	\$ 9,573,696	82.5%
44	b. Transportation/Land Use Coordination	\$ 17,600,000	0.74%	\$ 14,525,608	82.5%
TOTAL TSM / STRATEGIC INITIATIVES		\$ 29,200,000	1.23%	\$ 24,099,304	82.5%
TOTAL PROP K STRATEGIC PLAN		\$ 2,377,889,085	100%	\$ 2,004,279,720	84.3%

**Draft 2019 Prop K Strategic Plan Baseline
Attachment 5. Available Funds and Priority 1 Funding Levels (2003\$'s)**



EP No.	Expenditure Plan Line Items	Priority 1 Funding Limit ¹	Priority 1 Pro - Rata Share ²	Available Funds ³	% of Priority 1 ⁴
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Notes:

¹ Priority 1 funds represent the most conservative revenue forecast developed as part of the Expenditure Plan, adopted November 2003.

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

³ The total amount available to each Expenditure Plan line item based on its pro-rata share of the 2018 revenue forecast. Funds are presented in 2003\$'s to allow consistent comparison to the Priority 1 fund estimate in the 2003 Expenditure Plan.

⁴ 2018 forecast of available funds (2003\$'s) as a portion of Priority 1 funds (2003\$'s). Expenditure Plan Line items 2, 3, 18, 19, 21, 25, 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, 21, and 36) is subject to a formula in the Expenditure Plan that steps down the annual amount to zero in year 10.



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Draft 2019 Prop K Strategic Plan Baseline
Attachment 6. Available Funds by Expenditure Plan Line Item (in YOES)

EP No.	Expenditure Plan Line Item	Total Available Funds ¹
1	Bus Rapid Transit/Muni Metro Network	\$ 118,835,058
2	Third Street Light Rail (Phase 1)	\$ 96,852,085
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000
4	Geary Light Rail ²	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,748,925
6	Electrification	\$ 24,557,648
7	Capital Improvement Program	\$ 23,838,888
8	BART Station Access, Safety and Capacity	\$ 11,020,993
9	Ferry	\$ 5,270,910
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,312,199
11	F-Line Extension to Fort Mason	\$ 4,901,157
12	Purchase/Rehab Historic Street Cars	\$ 1,372,324
13	Balboa Park BART/MUNI Station Access	\$ 9,527,850
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,773,236
15	Purchase Additional Light Rail Vehicles	\$ 5,685,343
16	Other Transit Enhancements	\$ 12,939,056
17B	New and Renovated Vehicles-BART	\$ 12,135,755
17M	New and Renovated Vehicles-MUNI	\$ 475,668,826
17P	New and Renovated Vehicles-Caltrain	\$ 24,271,510
17U	New and Renovated Vehicles-Discretionary	\$ 84,950,284
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844
19	F-Line O&M	\$ 5,088,090
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,012,529
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,172,012
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,157,931
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,122,543
21	Muni MMX O&M	\$ 16,518,835
22B	Guideways-BART	\$ 7,383,993
22M	Guideways-MUNI	\$ 293,882,905
22P	Guideways-Caltrain	\$ 29,430,485
22U	Guideways-Discretionary	\$ 36,708,992
23	Paratransit	\$ 241,862,886
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,876,377
25	Bernal Heights Street System Upgrading	\$ 2,552,000
26	Great Highway Erosion Repair	\$ 2,431,806
27	Visitation Valley Watershed	\$ 17,969,011
28	Illinois Street Bridge	\$ 2,000,000
29	Golden Gate Park/SR1 Traffic Study	\$ 239,587
30	Other Upgrades to Major Arterials	\$ 4,258,656
31	New Signals and Signs	\$ 43,245,419
32	Advanced Technology and Information Systems (SFgo)	\$ 20,724,259
33	Signals and Signs	\$ 105,298,403
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,715,599
35	Street Repair and Cleaning Equipment	\$ 27,312,896
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,844,053
38	Traffic Calming	\$ 72,834,391
39	Bicycle Circulation and Safety	\$ 33,062,980
40	Pedestrian Circulation and Safety	\$ 28,510,831
41	Curb Ramps	\$ 28,271,244
42	Tree Planting and Maintenance	\$ 39,292,237
43	Transportation Demand Management / Parking Management	\$ 13,896,035
44	Transportation/Land Use Coordination	\$ 21,083,639
TOTAL PROP K STRATEGIC PLAN		\$ 2,797,053,717

Notes:

¹ Total available funds for projects is net of program administration, capital reserve, and program-wide finance costs for grandfathered projects.

² The Expenditure Plan only assigned Priority 3 revenues for the Geary LRT project. Funds are currently projected to meet 84.5% of Priority 1 levels.



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**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update**

Central Subway

Current Phase	Construction
Percent Complete for Overall Project	75.25% complete as of February 28, 2018
Open for Use Date	December 31, 2019 (anticipated)

Strategic Plan Notes

The Prop K Expenditure Plan makes \$126 million available for the Central Subway. 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 Transportation Authority Board previously allocated the entire \$126 million designated for the Central Subway in the Expenditure Plan to the project directly or through prior fund exchanges¹. In addition, at its April 10, 2018 meeting, the Transportation Authority Board recommended allocation of an additional \$13.752 million in Prop K funds to the project made available from the Muni Guideways Expenditure Plan category as a result of a fund exchange with an equivalent amount of Regional Improvement Program funds². The Board will consider final approval of these funds at its April 24, 2018 meeting.

The 2019 Strategic Plan includes updated actual and projected cash flow needs for the project, which have been slower than anticipated in the 2014 Strategic Plan. This was partially due to delays in the project schedule and partially due to the ability of the San Francisco Municipal Transportation Agency (SFMTA) to drawdown other funds available to the project first, which is beneficial to the Prop K program as a whole.

Scope

The SFMTA's Central Subway is the second phase of the Third Street Light Rail line or T-Third line which opened in 2007 and was also funded with sales tax from Prop K and its predecessor, Prop B. The Central Subway Project will extend the Muni T-Third line north 1.75 miles from Fourth and King streets to Chinatown. The route will move along Fourth Street, through a tunnel near Harrison Street, beneath Market Street, and under Stockton Street to the intersection of Stockton and Washington streets. With stops in SoMa, Yerba Buena/Moscone Center, Union Square, and Chinatown, Central Subway will greatly improve transit access for the residents of one of the most densely populated neighborhoods in the country, provide a rapid transit link to a burgeoning technology and digital-media hub, and improve access to a premier commercial district and tourist attraction. The project also includes the purchase of 24 new trains, which the SFMTA anticipates will be in service by the end of 2018. 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

In 2010, the Transportation Authority Board adopted a \$1.578 billion baseline budget, schedule, and funding plan for the project. This action helped further demonstrate local commitment to the project as it sought 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 from the Federal Transit Administration (FTA), representing the FTA's official commitment of \$942.2 million in New Starts funds to the project. The total project budget remains at the \$1.58 billion

¹ See funding plan footnote 3 for details of the Prop K fund exchanges.

² See funding plan footnote 5 for details of the Prop K/Regional Transportation Improvement Program fund exchange.

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update**

Central Subway

approved in the baseline budget.

Final Design was completed in October 2012. Construction for the project is being executed in four construction contracts. Three of the contracts have been completed: Utility Relocation 1, Utility Relocation 2 and Tunnels. The Stations and Systems contract was awarded in May 2013 to Tutor Perini Construction. At \$840 million, this is the largest single contract ever awarded by the SFMTA. The contract consists of three underground stations, one surface station and the project-wide systems, which include track, overhead contact system, communications, signals, ventilation, and fire protection among others.

At the Chinatown Station, the headhouse excavation and the mining of the station cavern were completed on February 16, 2018, marking the end of all excavation work on the project. PG&E work on Stockton and Washington Streets has been completed. At the Union Square station, work continues on the major structural concrete for the station box and at the station headhouse on the Union Square garage. Meanwhile, at the Yerba Buena/Moscone station, where the major structural elements and station box have been completed, work is progressing in mechanical, electrical and plumbing systems. Work continues at the surface station at 4th and Brannan Streets and work has been completed on the special trackwork at 4th and King Streets. The trackwork slab and plinth installation is underway and track is being installed within the tunnels. Street pavement renovation is also underway on Fourth Street.

Substantial completion is anticipated by February 2019. Revenue service is scheduled for December 2019.

Challenges

The Contractor's Forecast-at-Completion is December 2019, twelve months later than the baseline established in April 2009. The delay is primarily related to mining work at the Chinatown Station. That work is now completed and the SFMTA continues to evaluate the causes and responsibilities for the delay and, as appropriate, implement strategies to try and regain some of the time lost. However, with only about one year of construction left, there are very few opportunities to gain the lost time. The project delays are being evaluated at the Dispute Resolution Board and SFMTA is negotiating with the contractor on their resolution.

The SFMTA still forecasts that the project will come in within the approved \$1.578 billion baseline budget and as of February 28, there was \$73.94 million in contingency, \$48.94 over the amount recommended by the Federal Transit Administration. The SFMTA will need to remain proactive about managing risks and costs, and resolving current and future claims that may arise to keep within budget.

Lastly, over the past few years, the Transportation Authority has continued to work with the SFMTA to identify bridge funding for the project since the remaining \$61.75 million in San Francisco Regional Improvement Program funds committed by the Transportation Authority to the project are not likely to be available when needed to meet the project's cash flow needs.

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update**

Central Subway

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
Project Completion (i.e., Open for Use)	N/A	N/A	2	2019/20

SFMTA expects that the 24 new light rail vehicles included in the Central Subway project budget will be in revenue service by the end of 2018.

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
TOTAL	\$1,578,300,000

See next page for funding.

Central Subway Full Funding Plan
Updated: February 2018

Source ²	Type	Status	Project Phases ¹					Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON			
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$685,198,594	\$769,200,000	\$942,200,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
CMAQ ³	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	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	\$87,895,815	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$194,499,677	\$219,896,185	\$219,896,185	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
RIP-SF/Other ^{3, 4, 5}	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	\$74,248,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$61,750,000	\$61,750,000		
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 ⁵	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$137,727,000	
		Programmed	\$0	\$0	\$0	\$13,752,000	\$13,752,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
Totals		Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$1,135,885,838	\$1,329,798,000	\$1,578,300,000	
		Programmed	\$0	\$0	\$0	\$186,752,000	\$186,752,000		
		Planned	\$0	\$0	\$0	\$61,750,000	\$61,750,000		
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$1,578,300,000		

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

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

Central Subway Full Funding Plan
Updated: February 2018

³ In January 2008, the Transportation Authority working with MTC and SFMTA brokered a fund exchange of \$4 million in FY 2008/09 RIP funds programmed to Central Subway for an equivalent amount of CMAQ funds. The exchange 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 fund exchange of \$2,025,000 in FY 2008/09 Prop K funds with an equivalent amount of CMAQ funds to help SFMTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program projects (Res. 09-25), without any negative impacts to the Central Subway Program.

⁴ 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 Presidio Parkway RIP commitment was fulfilled 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 alternate funding is available to the project, given that the remaining RIP funds will not be available in time to meet the project's cash flow needs.

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update**

**Downtown Extension to a Rebuilt Transbay Terminal
Also known as Caltrain Downtown Extension to the Salesforce Transit Center**

	Phase 1 - Salesforce Transit Center (STC)	Phase 2 - Downtown Extension (DTX)
Current Phase	Construction	Preliminary Engineering
Percent Complete for Overall Project¹	88.35% complete	2.86% complete
Open for use	Summer 2018	Dec 2028

¹Percent complete as of March 31, 2018

Strategic Plan Notes

This is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. To date, the Transportation Authority Board has allocated \$139.3 million in Prop K funds to Phase 1, the Salesforce Transit Center, as well as directing other Transportation Authority funds such as San Francisco's share of state Regional Improvement Program funds. No additional Prop K funds are programmed in the 2019 Strategic Plan Baseline for the transit center, which is fully funded

For Phase 2, the Downtown Extension (DTX), the Transportation Authority Board has allocated \$56 million in Prop K funds. In the 2019 Strategic Plan Baseline, no additional funds are programmed to the DTX, but there remains a significant amount of programming capacity or funds available. In the prior Strategic Plan, these funds were held in reserve for construction of the DTX to support the Expenditure Plan requirement that the transit center and DTX be built as a single integrated project. Given recent completion/near completion of several studies (see write up below) and the fact that the City is moving toward consensus on how to proceed with the DTX, staff anticipates returning to the Board in the next several months to amend the Strategic Plan Baseline to provide some funds for advancing design toward 30%, conducting value engineering, and associated project delivery oversight and support.

Scope

Headed by the Transbay Joint Powers Authority (TJPA), the Salesforce Transit Center and Caltrain Downtown Extension—will transform downtown San Francisco and regional transportation well into the 21st Century. The project consists of three elements:

- Building a new transit terminal building;
- Extending commuter rail service 1.3 miles from its current terminus at Fourth and King streets to the new terminal, with accommodations for future high-speed rail; and
- Creating a transit-friendly neighborhood with 3,000 new homes (35 percent affordable) and mixed-use commercial development.

The total program budget is currently estimated at \$6.2 billion in year-of expenditure dollars, of which the terminal is \$2.3 billion and the DTX is \$3.9 billion. 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. Prop 1A declared the corridor from San Francisco to Los Angeles as the primary corridor for High Speed Rail, with the Transbay Transit Center as the northern terminus for operations. Further, the California High Speed Rail Authority (CHSRA) has designated the San Jose

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects – Update**

**Downtown Extension to a Rebuilt Transbay Terminal
Also known as Caltrain Downtown Extension to the Salesforce Transit Center**

to San Francisco corridor along the existing Caltrain rail corridor as part of the route for the California High Speed Rail.

Status

Salesforce Transit Center – Phase 1: In June 2016, the TJPA Board adopted a \$2.26 billion revised budget for Phase 1, which consists of the terminal, bus and pedestrian ramps, and the train box, which is the underground portion of the transit center building that will house the Caltrain and high-speed rail station. This revision came as a result of a risk analysis refresh conducted in September 2015 that updated the risk model, and a cost review conducted by the Metropolitan Transportation Commission also completed in September 2015.

In May 2014, a team led by Pelli Clark Pelli Architects completed final design for the transit center. A team headed by Webcor Builders is providing construction management/general contractor services.

The contract for construction of the buttress, excavation and shoring systems is in closeout. The building enclosure has been completed and work is progressing on electrical, mechanical, and plumbing systems, as well as interior finishes. All vertical transportation systems have been installed and half of the elevators are in use. The 5.4-acre rooftop park is quickly taking shape and most of the trees have been planted. The bus ramps from I-80 to the Salesforce Transit Center have also been completed and construction of the Bus Storage Facility is nearing completion. Bus operations commenced at the Muni Bus Plaza on December 26, 2017 with the 5 Fulton line. Construction of the Salesforce Transit Center is expected to reach substantial completion in June 2018 and bus operations, including AC Transit service from the east bay, are scheduled to commence in July 2018.

As of February 28, 2018 Phase 1 expenditures reached \$1,996 million against \$2,085 million in commitments.

Caltrain Downtown Extension – Phase 2: For the DTX phase of the project, TJPA has been completed work on the Supplemental Environmental Impact Statement/Report and coordination continues with Caltrain and the California High Speed Rail Authority.

The project team has been working on a Tunnel Options Study, initiated by the Transportation Authority, to minimize cut-and-cover construction and its associated socioeconomic impacts by maximizing mining of the alignment. The study, which was completed in September 2017, concluded that it is possible to eliminate cut-and-cover between 4th and 2nd streets for a premium of approximately \$35 million (construction only) and eliminate it at the throat for approximately \$200 million (construction only) in additional costs.

Subsequently, the study team completed an Addendum to the Tunnel Options study in March 2018 and presented it to the Transportation Authority Board on April 10, 2018. It concluded that elimination of cut and cover between 4th and 2nd streets would cost \$71 million over the baseline in fully-burdened year-of-expenditure dollars, and that the entire throat would cost an additional \$461 million. Another option that was studied was mining under Howard street only, which would come at a premium of \$208 million in fully-burdened year-of expenditure dollars.

On the same day, a review panel convened by the Transportation Authority presented a peer review of three operational studies for the DTX: two of its major conclusions were that the project required three-tracks over its full alignment, from 4th and Townsend to the transit center, for efficient operations and that all platforms at the Transit Center and the new 4th and Townsend underground

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Attachment 7. Prop K Major Capital Projects – Update

Downtown Extension to a Rebuilt Transbay Terminal
Also known as Caltrain Downtown Extension to the Salesforce Transit Center

station need to be at the same height to allow all trains (Caltrain and High-Speed Rail) to berth at any platform.

TJPA is also exploring the feasibility of alternative project delivery options, including Public Private Partnership as means to reduce cost and accelerate delivery.

Revenue service is currently anticipated for 2028, subject to funding availability. The Metropolitan Transportation Commission identified DTX as a high performing project in Plan Bay Area 2040, the Regional Transportation Plan/Sustainable Communities Strategy adopted in July 2017. The regional endorsement of DTX helps to position the project well to receive federal funding in the highly competitive federal New Starts program.

Challenges

Phase 1 of the project completion was delayed due to performance issues with the main electrical contractor. The TJPA had to carve out part of the contractor's scope and transfer it to another contractor. Although it managed to arrest the delay, TJPA was not able to recover the lost time. Substantial completion of the Salesforce Transit Center is on target for July 5. SFMTA is ready to roll out the rest of its service to the new transit center at that time. AC Transit has not scheduled the driver's sign-up yet, waiting for date certain of the bus deck completion. Once the sign-up is completed, AC transit will embark on a 10-week training period for its operators. Revenue service is targeted for August 12.

Phase 2 of the project, the DTX, faces a significant funding gap. TJPA has used proceeds from land sales and Mello-Roos revenues, originally programmed for Phase 2, to reduce the funding shortfall on Phase 1. This situation calls for the TJPA and its funding partners, including the Transportation Authority, to take a fresh look at the DTX to develop a strategy to move the project forward, including, but not limited to looking at compatibility with current land use plans, project cost, project delivery methods, and funding strategy so that Caltrain can be extended to the new transit center. TJPA is targeting revenue service by 2029, aggressive but doable if funding is secured in time. The funding plan relies on net proceeds from proposed passenger facilities charges from Caltrain and CHSRA in the range of \$865 million to \$1.4 billion, and Federal Transit Administration New Starts contribution of \$1 billion, and \$350 million from a future San Francisco sales tax or other new local revenue measure. In the near term, Regional Measure 3 is on the June 2018 ballot and would provide \$325 million toward the DTX.

Another challenge facing the DTX is the uncertainty caused by the Railyard Alternatives and I-280 Boulevard Feasibility Study, also known as the RAB Study which, among other elements, has been studying alternative alignments for the DTX. This study, which has extended for close to three years, is now coming to an end. Meetings have been scheduled for late April 2018 to brief the stakeholders on the study's findings, which will lead up to a public meeting in late May. Hopefully, shortly thereafter, the City will take an official position on the preferred alignment for the DTX.

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects – Update**

**Downtown Extension to a Rebuilt Transbay Terminal
Also known as Caltrain Downtown Extension to the Salesforce Transit Center**

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
Right-of-Way	1	2004/05	3	2013/14
Design Engineering (PS&E)	1	2007/08	4	2013/14
Advertise Construction	1	2007/08	N/A	N/A
Start Construction (e.g., Award Contract)	2	2007/08	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	4	2017/18

Phase 2 (Downtown Extension)

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	4	1994/95	4	2009/10
Environmental Studies (PA&ED)	1	2000/01	2	2016/17
Right-of-Way	3	2004/05	2	2019/20
Design Engineering (PS&E)	4	2009/10	1	2019/20
Advertise Construction	4	2020/21	N/A	N/A
Start Construction (e.g., Award Contract)	3	2022/23	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	3	2027/28

Cost

Phase 1 (Transbay Transit Center)

Environmental Studies (PA&ED)	\$ 101,230,045
Right of Way	\$ 75,564,517
Design Engineering (PS&E)	\$ 318,079,448
Construction	\$ 1,764,525,990
TOTAL	\$ 2,259,400,000

Phase 2 (Downtown Extension)

Environmental Studies (PA&ED)	\$ 34,184,166
Right of Way	\$ 266,200,000
Design Engineering (PS&E)	\$ 130,297,416
Construction	\$ 3,504,369,982
TOTAL	\$ 3,935,051,564

See next page for funding

Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan
Updated April 2018

Phase 1: Salesforce Transit Center

Source ²	Type	Status	Project Phases ¹					CON	Total by Status	TOTAL ³
			PE/ENV	PS&E	ROW	CON	TOTAL ³			
ARRA	Federal	Allocated	\$0	\$70,000,000	\$0	\$330,000,000	\$400,000,000	\$400,000,000	\$400,000,000	
	Federal	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	Federal	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
FRA Rail Relocation	Federal	Allocated	\$0	\$0	\$0	\$2,650,000	\$2,650,000	\$2,650,000	\$2,650,000	
	Federal	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	Federal	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
FTA Grants	Federal	Allocated	\$19,626,000	\$2,500,000	\$0	\$40,264,000	\$62,390,000	\$62,390,000	\$62,390,000	
	Federal	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	Federal	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
FEMA Grants	Federal	Allocated	\$0	\$100,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	
	Federal	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	Federal	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
OneBayArea Grant	Federal	Allocated	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	
	Federal	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	Federal	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
TIFIA Loan ⁴	Federal	Allocated	\$0	\$0	\$0	\$171,000,000	\$171,000,000	\$171,000,000	\$171,000,000	
	Federal	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	Federal	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
AB 1171	State	Allocated	\$0	\$67,068,843	\$0	\$82,931,157	\$150,000,000	\$150,000,000	\$150,000,000	
	State	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	State	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
Regional Measure 1	State	Allocated	\$6,600,000	\$0	\$0	\$47,800,000	\$54,400,000	\$54,400,000	\$54,400,000	
	State	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	State	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
Regional Measure 2	State	Allocated	\$41,456,134	\$14,693,327	\$52,745,000	\$34,121,982	\$143,016,443	\$143,016,443	\$143,016,443	
	State	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	State	Planned	\$0	\$0	\$0	\$0	\$0	\$0		
Regional Improvement Program-SF	State	Allocated	\$0	\$6,762,000	\$3,391,000	\$10,153,000	\$10,153,000	\$10,153,000	\$10,153,000	
	State	Programmed	\$0	\$0	\$0	\$0	\$0	\$0		
	State	Planned	\$0	\$0	\$0	\$0	\$0	\$0		

Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan
Updated April 2018

Phase 1: Salesforce Transit Center

Source ²	Type	Status	Project Phases ¹					TOTAL ³
			PE/ENV	PS&E	ROW	CON	Total by Status	
AC Transit	Local	Allocated	\$0	\$0	\$0	\$39,617,008	\$39,617,008	\$39,617,008
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Land Sales	Local	Allocated	\$0	\$0	\$0	\$517,274,276	\$517,274,276	\$517,274,276
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Other Local ⁵	Local	Allocated	\$2,306,000	\$643,000	\$37,000	\$19,341,000	\$22,327,000	\$22,327,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K	Local	Allocated	\$26,606,114	\$19,050,000	\$20,375,982	\$73,315,799	\$139,347,895	\$139,347,895
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SMCTA	Local	Allocated	\$4,497,000	\$0	\$0	\$0	\$4,497,000	\$4,497,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Bank Loan	Local	Allocated	\$0	\$0	\$0	\$154,000,000	\$154,000,000	\$154,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Transit Center District Plan Revenues ⁶	Local	Allocated	\$0	\$0	\$0	\$149,236,000	\$149,236,000	\$161,280,000
		Programmed	\$0	\$0	\$0	\$12,044,000	\$12,044,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
City Financing ³	Local	Allocated	\$0	\$0	\$0	\$200,000,000	\$200,000,000	\$221,447,378
		Programmed	\$0	\$0	\$0	\$21,447,378	\$21,447,378	
		Planned	\$0	\$0	\$0	\$0	\$0	
Totals		Allocated	\$101,091,248	\$180,717,170	\$76,548,982	\$1,867,551,222	\$2,225,908,622	\$2,259,400,000
		Programmed	\$0	\$0	\$0	\$33,491,378	\$33,491,378	
		Planned	\$0	\$0	\$0	\$0	\$0	
			\$101,091,248	\$180,717,170	\$76,548,982	\$1,901,042,600	\$2,259,400,000	

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

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

Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan
Updated April 2018

Phase 1: Salesforce Transit Center

Source ²	Type	Status	Project Phases ¹				Total by Status	TOTAL ³
			PE/ENV	PS&E	ROW	CON		

³ In June 2016, the TJPA Board approved a revised budget of \$2.259 billion. However, the cost estimate at completion is currently less than the revised budget, so not all of the approved City Financing funds are anticipated to be used.

⁴ 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.

⁵ Other Local includes proceeds from the sale of Transferable Development Rights 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 interest earnings.

⁶ The Transit Center District Plan includes impact fees and formation of a Community Facilities District to provide project funding. The City has been collecting impact fees, and the first bond issuance closed in November 2017.

Phase 2: Caltrain Downtown Extension

Potential Source ^{1,2}	Total Funds (in \$ millions)	Net Proceeds after Debt Financing (in \$ millions)	Status	Notes
Prop K ³	\$83	\$83	Allocated/ Programmed	\$56M allocated; \$27M remaining in Fiscal Year 2033/34
SMCTA	\$19	\$19	Allocated	Fully spent
MTC/BATA Bridge Tolls	\$7	\$7	Allocated	Fully spent
FTA Alternatives Analysis	\$1	\$1	Allocated	Mostly spent
Regional Improvement Program - SF ⁴	\$18	\$18	Programmed	Estimated timeframe 2030s
Transit Center District Plan-Mello Roos (Impact Fees)	\$16-45	\$16-45	Programmed	Requires developer payments and City budget appropriation; \$2M received
Transit Center District Plan-Mello Roos (Bonds)	\$486-496	\$486-496	Programmed	Requires City sale of bonds and repayment of Phase 1 City Financing
Tax Increment Residual (After TIF/IA repayment)	\$665 - \$735	\$200 - \$340	Programmed	Requires financing mechanism and repayment of Phase 1 City Financing
FTA New Starts	\$1,000	\$1,000	Planned	Subject to FTA approval
New MTC/BATA Bridge Tolls (Regional Measure 3)	\$325	\$325	Planned	Subject to voter approval (June 2018 ballot)
Future San Francisco Sales Tax/Local Revenue Measure	\$350	\$350	Planned	Subject to voter approval
Future California High-Speed Rail Funds	\$557	\$557	Planned	Subject to State approval
Land Sales (Block 4)	\$45	\$45	Planned	Subject to price negotiations in combination with Parcel F sale
Passenger Facility Charges or Maintenance Contribution	\$3,089 - \$7,023	\$749 - \$1,842	Planned	Subject to CHSRA / PCJPB approval
State Transit & Intercity Rail Capital Program	\$275	\$275	Planned	Subject to State approval
TOTAL POTENTIAL FUNDS	\$6,936 - \$10,979	\$4,131 - \$5,403		

¹ Acronyms used in this column include: BATA - Bay Area Toll Authority, CHSRA - California High Speed Rail Authority, FTA - Federal Transit Administration, MTC - Metropolitan Transportation Commission, PCJPB - Peninsula Corridor Joint Powers Board, SMCTA - San Mateo County Transportation Authority, TJPA - Transbay Joint Powers Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

² Shaded cells indicated funds are committed to the project.

³ Prop K amounts are consistent with the 2014 Strategic Plan. The draft 2019 Prop K Strategic Plan Baseline shows additional programming capacity for DTX due to lower financing costs programwide than assumed in the prior Strategic Plan. Transportation Authority and TJPA staff are working to develop a proposal for advancing some of those funds to support 30% design, value engineering, and associated project delivery oversight and support. We anticipate bringing this proposal to the Board with a concurrent amendment to the Strategic Plan Baseline in the upcoming months. The additional amount available will be net of financing costs and will depend on the proposed expenditure schedule.

⁴The Transportation Authority Board has an adopted set of Regional Improvement Program priorities wherein the current top priority is providing about \$60 million to the Central Subway, followed by \$34 million to repay the MTC for advancing funds for Presidio Parkway. After these commitments are fulfilled, DTX would be next in line to receive Regional Improvement Program funds.

Draft 2019 Strategic Plan Baseline

Attachment 7. Prop K Major Capital Projects – Update

Caltrain Modernization Program (Caltrain Electrification category)

	Electrification/Vehicles	Positive Train Control
Current Phase	Construction	Construction
Percent Complete for Overall Project ¹	20.7%	83.12%
Open for use	April 2022	December 2018

¹Percent complete as of February 28, 2018.

Strategic Plan Notes

The 2019 Strategic Plan Baseline reflects the latest actual expenditures and anticipated reimbursement schedule for Prop K funds allocation to the Electrification and Positive Train Control Projects from the Caltrain Electrification category. The Transportation Authority Board previously allocated a total of \$20.9 million to these projects, which required advancing sales tax funds as much as we could in order to meet San Francisco’s local contribution toward the projects. The category is overprogrammed by about \$1.7 million in the draft baseline. We anticipate that this overprogrammed amount will be reduced as we develop the draft 5-Year Prioritization Programs and final 2019 Strategic Plan which may result in reduced financing costs programwide.

Scope

The Caltrain Modernization Program is a \$1.9 billion project that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service. The program, which is scheduled to be operational by 2022, has three components:

- Positive Train Control (previously known as the Communications-Based Overlay Signal System)
- Electrification of the Caltrain line between San Jose and San Francisco
- Purchase of electric multiple-unit vehicles to operate on the electrified railroad

The Caltrain Modernization Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The project will extend for 52 miles from San Francisco to San Jose and will reduce air pollutants, noise, and vibration. The program will also prepare the alignment for the future High-Speed Rail blended system.

A 2012 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 stakeholders established a funding framework for a high-speed rail early investment strategy for a blended system in the Peninsula Corridor. The MOU, as revised by a supplemental MOU approved in 2016, committed each of the counties of San Francisco, San Mateo and Santa Clara to a local contribution of \$80 million each for the Caltrain Electrification and Positive Train Control projects. The Transportation Authority is anticipated to contribute about \$36 million of San Francisco’s local contribution, including about \$21 million in Prop K funds.

Electrification: This component of the program includes construction of two electrical substations for traction power; an overhead contact system along the corridor; signal and grade crossing circuitry changes; and replacement of diesel locomotives and passenger cars with electric rolling stock, known as electric multiple units (EMUs), to replace the majority of the current diesel trains. Electrification of the peninsula rail corridor is a necessary investment to support the blended Caltrain and high-speed rail system.

Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects – Update

Caltrain Modernization Program (Caltrain Electrification category)

Positive Train Control: In parallel with the Electrification project, Caltrain is proceeding with the design and installation of the Advance Signal System, also known as Positive Train Control. This is a system that, among other features, tracks train locations and prevents unsafe train movements through the use of equipment on-board the locomotives and in the field along the alignment. It is a critical component of both Electrification and blended operations with High-Speed Rail.

Status

Electrification: Caltrain completed the environmental phase in 2015 and received the Full Funding Grant Agreement for \$647 million in Core Capacity funds from the Federal Transit Administration in 2017, thus securing federal funding for the project. In August 2016, Caltrain awarded a Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million, and July 21, 2017 construction of the overhead contact system began. Currently, construction is underway with utilities relocation and the installation of pole foundations and poles for the overhead contact system.

On September 6, 2017 Caltrain gave notice-to-proceed to Stadler Rail for the \$551 million EMU contract to design and fabricate the electric vehicles. In accordance with the Buy America provisions of the Federal Transit Administration funding, the vehicles will be manufactured in Salt Lake City. The manufacturer is welding the car bodies together. The first EMU is anticipated to arrive in July 2019.

Positive Train Control: Wayside systems and on-board systems installation are complete, together with the Backup Central Control Facility, which was put into service in June 2016. On February 22, 2017, Caltrain terminated its design-build contract with Parsons Transportation Group for Communications Based Overlay Signal System (CBOSS). The project was restarted in May 2017 with the award of a short-term contract to Alstom and on March 1, 2018, Caltrain awarded a contract to Wabtec Corporation to complete the project, now called the Positive Train Control Project, in accordance with the December 2018 federal mandate for positive train control.

Challenges

Electrification. Caltrain only has enough funding to replace 70% of the diesel fleet with EMUs. Its post-electrification operations plan calls for diesel vehicles to be used for the baby bullet service, which has fewer stops, to partially compensate for the slower acceleration and deceleration of the trains. This means that diesel trains will still serve San Francisco for a yet-to-be-determined period. A dual-mode fleet presents operational and maintenance issues including platform incompatibility and dual maintenance staffing. The Transportation Authority supported Caltrain's application for funding from the state's Transit and Intercity Rail Capital Program that would help to fully electrify the fleet and make other improvements. The State expects to release notices of grant award by the end of April.

In 2017, the Transportation Authority approved about \$11.2 million in One Bay Area grant funds toward San Francisco's \$80 million local contribution to Electrification, bringing the remaining balance down to \$5 million. We continue to work with the SFMTA and the City to secure the remaining \$5 million in time to meet the projects cash flow needs.

Positive Train Control: The original contractor had difficulties in stabilizing the communications subsystem, which is the backbone of the overall system, as well as completing work on the operating system for the back-office server. Missed target dates in 2016 and 2017 for revenue service demonstration have delayed completion of full testing and commissioning, system activation and

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects – Update**

Caltrain Modernization Program (Caltrain Electrification category)

final switchover. With the new contractor on board, Caltrain anticipates completing enough of the FRA requirements by December 2018 to obtain an extension to the current deadline. Currently, Caltrain expects to be able to fully fund the project through remaining project funds, a related federal grant and seeking additional discretionary grants. Caltrain does not anticipate seeking additional funds from the Joint Powers Board funding partners.

Schedule – Electrification

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Preliminary Engineering/Environmental	1	2012/13	1	2014/15
Right-of-Way	1	2013/14	4	2018/19
Design Engineering	1	2014/15	3	2014/15
Advertise Construction	3	2014/15	N/A	N/A
Start Construction (e.g., Award Contract)	1	2016/17	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	4	2021/122

Electrification Cost

Preliminary Engineering/Environmental	\$ 19,680,000
Right-of-Way	
Design Engineering *	\$ 251,287,521
Construction *	\$ 1,304,811,479
Procurement of EMUs	\$ 404,551,000
TOTAL	\$ 1,980,430,000

* This is a design/build contract

Schedule – Positive Train Control

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Preliminary Engineering/Environmental	3	2003/04	3	2009/10
Design Engineering	3	2009/10	4	2011/12
Advertise Construction	2	2009/10	N/A	N/A
Start Construction (e.g., Award Contract)	3	2009/10	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	2	2018/19

Positive Train Control Cost

Preliminary Engineering/Environmental	\$ 34,720,000
Design Engineering *	\$ 39,840,000
Construction *	\$ 185,247,857
TOTAL	\$ 259,807,857

* This is a design/build contract

See next page for funding.

Source	Type	Status	Project Phases					Subtotals			TOTAL	
			PE/ENV	PS&E	Design/Build	EMU	Electrification	EMUs	Amount			
FHWA and FTA Prior Funding	Federal	Allocated	\$15,680,000					\$15,680,000	\$0	\$15,680,000		
		Programmed						\$0	\$0	\$0		
		Planned						\$0	\$0	\$0		
FTA Formula Funds (Caltrain)	Federal	Allocated				\$65,345,193		\$65,345,193	\$0	\$65,345,193		
		Programmed				\$249,654,807		\$249,654,807	\$0	\$249,654,807		
		Planned						\$0	\$0	\$0		
Congestion Mitigation and Air Quality	Federal	Allocated	\$4,000,000					\$4,000,000	\$0	\$4,000,000		
		Programmed						\$0	\$0	\$0		
		Planned						\$0	\$0	\$0		
FTA Core Capacity	Federal	Allocated			\$172,900,000		\$172,900,000	\$0	\$172,900,000			
		Programmed					\$0	\$0	\$0			
		Planned			\$474,000,000		\$474,000,000	\$0	\$574,100,000			
One Bay Area Grant Cycle 2	Federal	Allocated			\$11,188,000		\$11,188,000	\$0	\$11,188,000			
		Programmed					\$0	\$0	\$0			
		Planned					\$0	\$0	\$0			
Prop 1A High Speed Rail Bonds	State	Allocated					\$0	\$0	\$0	\$0		
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
High Speed Rail Cap & Trade/ Other	State	Allocated			\$600,000,000		\$600,000,000	\$0	\$600,000,000			
		Programmed			\$76,502,000		\$76,502,000	\$0	\$76,502,000			
		Planned			\$36,498,000		\$36,498,000	\$0	\$36,498,000			
Transit and Intercity Rail Program	State	Allocated			\$20,000,000		\$20,000,000	\$0	\$20,000,000			
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
Prop 1B-Caltrain	State	Allocated			\$8,000,000		\$8,000,000	\$0	\$8,000,000			
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
Caltrain Low Carbon Transportation Operations Program	State	Allocated				\$2,527,013	\$2,527,013	\$0	\$2,527,013			
		Programmed				\$6,472,987	\$6,472,987	\$0	\$6,472,987			
		Planned					\$0	\$0	\$0	\$0		
Bridge Tolls	Regional	Allocated			\$19,209,000	\$20,191,000	\$19,209,000	\$20,191,000	\$0	\$39,400,000		
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
Carl Moyer Program	Regional	Allocated			\$20,000,000		\$20,000,000	\$0	\$20,000,000			
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
VTA	Local	Allocated			\$40,970,000	\$20,000,000	\$40,970,000	\$20,000,000	\$60,970,000	\$0		
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
SMCTA	Local	Allocated			\$39,540,000	\$20,000,000	\$39,540,000	\$20,000,000	\$59,540,000	\$0		
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		
Prop K	Local	Allocated			\$9,940,000	\$360,000	\$9,940,000	\$360,000	\$10,300,000	\$0		
		Programmed					\$0	\$0	\$0	\$0		
		Planned					\$0	\$0	\$0	\$0		

Caltrain Electrification Funding Plan
Updated: April 2018

Source	Type	Status	PE/ENV	PS&E	Design/Build	EMU	Electrification	EMUs	Amount	TOTAL
San Francisco TBD	Local	Allocated					\$0	\$0	\$0	\$4,912,000
		Programmed					\$0	\$0	\$0	
		Planned			\$4,912,000		\$4,912,000	\$0	\$4,912,000	
SF General Obligation Bonds	Local	Allocated			\$20,020,000		\$20,020,000	\$0	\$20,020,000	\$31,240,000
		Programmed			\$11,220,000		\$11,220,000	\$0	\$11,220,000	
		Planned					\$0	\$0	\$0	
Previous Local Commitment	Local	Allocated			\$11,200,000		\$11,200,000	\$0	\$11,200,000	\$11,200,000
		Programmed					\$0	\$0	\$0	
		Planned					\$0	\$0	\$0	
Totals		Allocated	\$19,680,000	\$0	\$418,281,000	\$148,423,206	\$437,961,000	\$148,423,206	\$486,384,206	\$1,980,430,000
		Programmed	\$0	\$0	\$58,906,000	\$256,127,794	\$58,906,000	\$256,127,794	\$315,033,794	
		Planned	\$0	\$0	\$1,078,912,000	\$0	\$1,078,912,000	\$0	\$1,179,012,000	

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update**

Presidio Parkway (formerly known as the Doyle Drive Replacement Project)

Current Phase	Construction
Percent Complete for Overall Project	99% complete as of March 31, 2018
Open for Use Date	September 2015

Strategic Plan Notes

The 2019 Strategic Plan includes updated actual and projected cash flow needs for the project, which have been slower than anticipated in the 2014 Strategic Plan due to a delay in the fiscal year for the \$20.4 million milestone payment (described below) which occurred in Fiscal Year 2015/16 instead of Fiscal Year 2014/15. The Transportation Authority Board has fully allocated the Prop K funds included in the project's funding plan. The 2019 Strategic Plan Baseline shows about \$7 million in remaining programming capacity that we are holding on reserve to address claims, if needed.

The Doyle Drive category is also deliberately under programmed by an additional \$7,273,910 as a result of two prior State Transportation Improvement Program (Regional Improvement Program funds)/sales tax fund exchanges that gave the project an equivalent amount of Regional Improvement Program funds while holding the Prop K program harmless¹.

Scope

Doyle Drive has been re-envisioned as the Presidio Parkway—a roadway tucked into the natural contours of the Presidio of San Francisco and the Golden Gate National Recreation Area, one of the nation's largest urban parks. The new Doyle Drive, which reopened on July 12, 2015, serves as a regional gateway between the iconic Golden Gate Bridge and the city of San Francisco. The Doyle Drive replacement project is a collaborative effort led by the California Department of Transportation (Caltrans) and the Transportation Authority. Originally built in 1936 as one of the New Deal projects, Doyle Drive had reached the end of its useful life after over 75 years of use. To ensure the Doyle Drive replacement project reflected community needs, a comprehensive public involvement and agency coordination program was conducted. Community consensus on the Presidio Parkway design was achieved in 2009 after years of intensive regional coordination, environmental review and interagency planning. In 2009, \$122 million in federal stimulus funding from the American Recovery and Reinvestment Act allowed construction to begin a year earlier than expected. The project was carefully designed to withstand the maximum credible earthquake for the region, improve traffic safety and improve access to the Presidio and Golden Gate National Recreation Area.

Status

Phase I: Construction of the parkway was divided into two major phases in order to keep traffic moving during the replacement. During Phase I, crews replaced a bridge on Highway 1 north of the MacArthur Tunnel, completed the southbound High Viaduct along Highway 101, and completed the new southbound Battery Tunnel and a temporary bypass. The project achieved seismic safety in April 2012 following a 57-hour weekend closure of Doyle Drive, during which parts of the old roadway were removed and traffic was shifted onto the completed southbound structures and the temporary bypass. Phase I construction was delivered through the traditional design-bid-build

¹ See Resolutions 03-38 and 03-66 for information on the fund exchanges. Doyle Drive received the additional Regional Improvement Program funds in the 2006 State Transportation Improvement Program.

**Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update**

Presidio Parkway (formerly known as the Doyle Drive Replacement Project)

procurement model typically used in California.

PHASE II: Phase II construction began in summer 2012 to complete the remaining elements of Presidio Parkway, including the northbound High Viaduct and Battery Tunnel, the Main Post Tunnels, the realignment of the Highway 1/101 Interchange, and the new Girard Road Interchange, providing a direct connection with the Presidio. Phase II is being delivered through the state's first public-private partnership (P3). The developer, Golden Link Concessionaire, was selected to design, build, finance, operate, and maintain the project for 30 years. This P3 method of delivery was selected to provide greater schedule certainty, reduce costs, free up state funding for other uses, transfer certain cost-overrun risks to the private developer, and ensure a high maintenance standard during the 30-year contract.

In September 2015, the project was substantially completed and opened to traffic. Since successfully opening to traffic on time in September 2015, the project developer has focused on completing work on local roads and other Presidio Trust facilities as required. Upon completion of construction and final landscaping (anticipated in 2019), San Francisco's waterfront will have experienced its most dramatic improvement since the restoration of Crissy Field and the removal of the Embarcadero freeway.

Challenges

In August 2016, the California Transportation Commission approved a settlement agreement between Caltrans and GLC, which included reducing the scope of work to be performed by GLC in the areas of landscaping and some civil works. Caltrans anticipated that the scope of work from which GLC was being relieved could be delivered more cost-effectively by the Presidio Trust, given the Presidio Trust is the landowner and better able to coordinate the landscaping with its own Parklands project above the parkway tunnel tops.

Ultimately, the parties have opted to proceed with the transfer of landscaping scope to the Trust with a financial contribution from Caltrans (\$37 million), the Metropolitan Transportation Commission (\$15 million) and the Transportation Authority (\$2 million in Prop K funds) which will allow the Presidio Trust to pursue their vision for the area, while enabling Caltrans to ensure delivery of the project and secure property rights for the duration of the GLC concession.

The Transportation Authority still has some exposure to claims until the project is fully closed out; thus, additional Prop K funds are being held on reserve in the Strategic Plan Baseline for that purpose.

Schedule

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	3	2002/03	2	2008/09
Environmental Studies (PA&ED)	3	2002/03	2	2008/09
Design Engineering (PS&E)	3	2008/09	2	2009/10
R/W Activities/Acquisition	3	2008/09	2	2009/10
Advertise Construction	3	2009/10	N/A	N/A
Start Construction (e.g., Award Contract)	3	2009/10	N/A	N/A
Project Completion (i.e., Open for Use)	N/A	N/A	1	2015/16

Draft 2019 Strategic Plan Baseline
Attachment 7. Prop K Major Capital Projects Update

Presidio Parkway (formerly known as the Doyle Drive Replacement Project)

Cost

Phase I	
Environmental Studies (PA&ED)	\$ 27,800,000
Design Engineering (PS&E)	\$ 52,700,000
Right of Way	\$ 84,100,000
Construction	\$ 345,400,000
Phase I Subtotal	\$ 510,000,000

Phase II	
P3 Support	\$ 43,100,000
Milestone Payment	\$ 276,400,000
Supplemental Funds	\$ 121,000,000
Risk Reserve	\$ 46,500,000
Landscaping	\$ 54,000,000
Phase II Subtotal	\$ 541,000,000
Total Capital Cost	\$ 1,051,000,000

See next page for funding.

Presidio Parkway Funding Plan
Updated: April 2018

Source ³	Type	Status	Project Phases ^{1,2}				Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON		
ARRA-SHOPP	Federal	Allocated	\$0	\$0	\$0	\$104,581,000	\$104,581,000	\$104,581,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
ARRA-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	
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 ^{4,6}	Federal	Allocated	\$0	\$0	\$0	\$34,000,000	\$34,000,000	\$49,000,000
		Programmed	\$0	\$0	\$0	\$15,000,000	\$15,000,000	
		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	
RIP-Marin	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	\$74,681,200	\$91,547,200	\$91,547,200
		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 ⁵	State	Allocated	\$0	\$0	\$0	\$76,800,000	\$76,800,000	\$735,700,000
		Programmed	\$0	\$0	\$0	\$658,900,000	\$658,900,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
SHOPP ⁶	State	Allocated	\$0	\$20,240,000	\$33,400,000	\$365,275,800	\$418,915,800	\$418,915,800
		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	\$75,000,000	\$75,000,000	\$75,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K ⁶	Local	Allocated	\$5,873,000	\$3,004,000	\$6,000,000	\$54,967,000	\$69,844,000	\$69,844,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Totals		Allocated	\$27,773,000	\$60,497,000	\$83,775,000	\$940,675,000	\$1,112,720,000	\$1,786,620,000
		Programmed	\$0	\$0	\$0	\$673,900,000	\$673,900,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
			\$27,773,000	\$60,497,000	\$83,775,000	\$1,614,575,000	\$1,786,620,000	

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

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

³ Acronyms used for funding sources include: ARRA - American Recovery and Reinvestment Act, BATA - Bay Area Toll Authority, CMAQ - Congestion Mitigation and Air Quality, GGBHTD - 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.

⁴ 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 \$61.748 million.

⁵ Senate Bill 870 (2010) provided a continuous appropriation of State Highway Account funds for Presidio Parkway availability payments over a 30-year period.

Draft 2019 Strategic Plan Baseline
Attachment 8. 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	FY2017/18	FY2018/19
TRANSIT																				
1	Rapid Bus Network Including Real Time Transit Information	\$ 118,835,058	15.13%	Programming \$ 99,966,295 \$ 600,000 \$ 848,211 \$ 3,419,882 \$ 1,899,739 \$ 919,031 \$ - \$ 5,526,515 \$ 42,179 \$ 2,206,868 \$ 16,123,598 \$ 2,467,139 \$ 8,770,336 \$ 22,306,288 \$ - \$ 34,454,605 Finance Costs \$ 17,984,799 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 270,417 \$ 1,098,618 Total \$ 117,951,094 \$ 600,000 \$ 848,211 \$ 3,419,882 \$ 1,899,739 \$ 919,031 \$ - \$ 5,526,515 \$ 42,179 \$ 2,206,868 \$ 16,123,598 \$ 2,467,139 \$ 8,770,336 \$ 22,306,288 \$ - \$ 35,553,223																
2	3rd Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,095,276 \$ - \$ 74,849,985 \$ 10,254,560 \$ 5,071,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,029,582 \$ - \$ - \$ 3,890,149 Finance Costs \$ - Total \$ 96,095,276 \$ - \$ 74,849,985 \$ 10,254,560 \$ 5,071,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,029,582 \$ - \$ - \$ 3,890,149																
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming \$ 126,000,000 \$ 4,142,132 \$ - \$ - \$ - \$ 449,444 \$ 27,769,257 \$ 15,479,025 \$ 57,533,174 \$ 19,722,000 \$ - \$ - \$ - \$ - \$ - \$ 904,968 Finance Costs \$ - Total \$ 126,000,000 \$ 4,142,132 \$ - \$ - \$ - \$ 449,444 \$ 27,769,257 \$ 15,479,025 \$ 57,533,174 \$ 19,722,000 \$ - \$ - \$ - \$ - \$ - \$ 904,968																
4	Geary LRT	\$ -	-	Programming \$ - Finance Costs \$ - Total \$ -																
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,748,925	9.43%	Programming \$ 196,211,115 \$ 20,350,000 \$ 12,875,000 \$ 14,829,000 \$ 54,401,856 \$ 8,084,850 \$ 18,200,000 \$ (2,501,334) \$ - \$ - \$ 7,950,000 \$ 40,065,950 \$ 11,100,831 \$ 5,225,103 \$ 5,629,859 \$ - \$ - Finance Costs \$ 26,844,485 \$ - \$ 1,303,142 \$ 838,458 \$ 575,873 \$ 416,869 \$ 286,123 \$ 697,401 \$ 611,433 \$ 247,274 \$ 263,058 \$ 332,579 \$ 218,040 \$ 315,021 \$ 2,093,931 \$ 1,917,794 Total \$ 223,055,600 \$ 20,350,000 \$ 14,178,142 \$ 15,667,458 \$ 54,977,729 \$ 8,501,719 \$ 18,486,123 \$ (1,803,933) \$ 611,433 \$ 247,274 \$ 8,213,058 \$ 40,398,529 \$ 11,318,871 \$ 5,540,124 \$ 7,723,790 \$ 1,917,794																
6	Electrification	\$ 24,557,648	21.89%	Programming \$ 20,900,000 \$ - Finance Costs \$ 5,376,340 \$ - Total \$ 26,276,340 \$ -																
7	Capital Improvement Program	\$ 23,838,888	14.47%	Programming \$ 20,281,256 \$ 797,683 \$ 1,193,483 \$ 1,052,092 \$ 1,184,361 \$ 1,901,299 \$ 1,730,000 \$ 340,000 \$ - \$ - \$ 149,999 \$ 1,014,868 \$ 844,931 \$ 1,437,571 \$ 1,095,729 \$ 1,595,947 \$ 1,162,459 Finance Costs \$ 3,449,242 \$ - \$ - \$ - \$ - \$ 6,084 \$ 10,708 \$ 34,001 \$ 31,437 \$ 13,393 \$ 9,726 \$ 6,863 \$ 1,093 \$ - \$ - \$ 93,592 \$ 114,076 Total \$ 23,730,498 \$ 797,683 \$ 1,193,483 \$ 1,052,092 \$ 1,184,361 \$ 1,907,384 \$ 1,740,707 \$ 374,001 \$ 31,437 \$ 163,392 \$ 1,024,595 \$ 851,794 \$ 1,438,664 \$ 1,438,664 \$ 1,095,729 \$ 1,689,539 \$ 1,276,535																
8	BART Station Access, Safety and Capacity	\$ 11,020,993	8.41%	Programming \$ 9,988,644 \$ 564,418 \$ 2,015,047 \$ - \$ - \$ - \$ - \$ 306,953 \$ - \$ - \$ 528,300 \$ 2,030,000 \$ - \$ - \$ - \$ 653,092 \$ - \$ - \$ - \$ 327,025 Finance Costs \$ 926,753 \$ - \$ - \$ 59,310 \$ 36,942 \$ 12,459 \$ 8,085 \$ 11,070 \$ 6,141 \$ 2,850 \$ 1,002 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 43,557 Total \$ 10,915,398 \$ 564,418 \$ 2,015,047 \$ 59,310 \$ 36,942 \$ 12,459 \$ 8,085 \$ 318,023 \$ 6,141 \$ 2,850 \$ 529,302 \$ 2,030,000 \$ - \$ - \$ - \$ 653,092 \$ - \$ - \$ 37,762 \$ 370,582																
9	Ferry	\$ 5,270,910	9.72%	Programming \$ 4,725,089 \$ 8,647 \$ 27,973 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - Finance Costs \$ 512,256 \$ - Total \$ 5,237,345 \$ 8,647 \$ 27,973 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -																
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 9,312,199	0.34%	Programming \$ 9,268,127 \$ - Finance Costs \$ 31,391 \$ - Total \$ 9,299,518 \$ -																
11	F-Line Extension to Fort Mason	\$ 4,901,157	0.00%	Programming \$ 4,888,748 \$ - Finance Costs \$ - Total \$ 4,888,748 \$ -																
12	Purchase/Rehab Historic Street Cars	\$ 1,372,324	0.00%	Programming \$ 1,369,332 \$ - Finance Costs \$ - Total \$ 1,369,332 \$ -																
13	Barbova Park BART/MUNI Station Access	\$ 9,527,850	4.98%	Programming \$ 9,038,192 \$ - \$ 535,031 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - Finance Costs \$ 474,039 \$ - Total \$ 9,512,231 \$ - \$ 535,031 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -																
14	Relocation of Paul St to Oakdale-Caltrain	\$ 7,773,236	3.64%	Programming \$ 7,479,322 \$ - \$ 40,340 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - Finance Costs \$ 283,252 \$ - Total \$ 7,762,574 \$ - \$ 40,340 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -																
15	Purchase Additional LRVs	\$ 5,685,343	15.60%	Programming \$ 4,777,275 \$ - Finance Costs \$ 887,125 \$ - Total \$ 5,664,400 \$ -																
16	Other transit Enhancements	\$ 12,939,056	24.17%	Programming \$ 11,302,258 \$ - \$ 13,077 \$ 201,354 \$ 192,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - Finance Costs \$ 3,127,268 \$ - Total \$ 14,429,526 \$ - \$ 13,077 \$ 201,354 \$ 192,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -																
	Total Transit Enhancements (10-16)	\$ 51,511,164	9.32%	Programming \$ 48,123,255 \$ 13,077 \$ 776,725 \$ - \$ 192,000 \$ - \$ - \$ - \$ 689,819 \$ 673,121 \$ 602,972 \$ 7,205,483 \$ 2,624,001 \$ 2,624,001 \$ - \$ 14,857,916 Finance Costs \$ 4,803,075 \$ - \$ - \$ - \$ 192,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 55,471 \$ 214,221 Total \$ 52,926,329 \$ 13,077 \$ 776,725 \$ - \$ 192,000 \$ - \$ - \$ - \$ 689,819 \$ 673,121 \$ 602,972 \$ 7,205,483 \$ 2,624,001 \$ 2,624,001 \$ - \$ 15,072,137																

Draft 2019 Strategic Plan Baseline
Attachment 8. 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	FY2017/18	FY2018/19			
17B	New and Renovated Vehicles-BART	\$ 12,135,755	0.00%	Programming		\$ 5,000																	
				Finance Costs																			
				Total		\$ 5,000																	
17M	New and Renovated Vehicles-MUNI	\$ 475,668,826	12.23%	Programming		\$ 28,258,807	\$ 991,284	\$ 2,986,817	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267		\$ 98,976	\$ 14,586,444	\$ 16,589,325	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155	\$ 70,395,165	\$ 2,574,498		
				Finance Costs																			
				Total		\$ 28,258,807	\$ 991,284	\$ 2,986,817	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267		\$ 98,976	\$ 14,586,444	\$ 16,589,325	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155	\$ 70,395,165	\$ 2,574,498		
17P	New and Renovated Vehicles-PCJPB	\$ 24,271,510	7.74%	Programming		\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,173,745	\$ 1,208,957		
				Finance Costs																			
				Total		\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,173,745	\$ 1,208,957		
17U	New and Renovated Vehicles-Discretionary	\$ 84,950,284	5.95%	Programming																			
				Finance Costs																			
				Total																			
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming		\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000		\$ 360,297											
				Finance Costs																			
				Total		\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000		\$ 360,297											
19	F-Line O&M	\$ 5,088,090	0.00%	Programming		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000													
				Finance Costs																			
				Total		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000													
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,012,529	4.40%	Programming		\$ 10,000	\$ 383,615																
				Finance Costs																			
				Total		\$ 10,000	\$ 383,615																
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,172,012	9.80%	Programming		\$ 1,949,581		\$ 364,016	\$ 227,785		\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214				
				Finance Costs																			
				Total		\$ 1,949,581		\$ 364,016	\$ 227,785		\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214				
20P	Rehab/Upgrades Existing facilities-PCJPB	\$ 8,157,931	13.33%	Programming		\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178		\$ 159,999					\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296	\$ 418,485		
				Finance Costs																			
				Total		\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178		\$ 159,999						\$ 210,531	\$ 490,989	\$ 436,462	\$ 406,296	\$ 418,485	
20U	Rehab/Upgrades Existing facilities-Discr	\$ 10,122,543	0.00%	Programming																			
				Finance Costs																			
				Total																			
21	Muni MMX O&M	\$ 16,518,835	0.00%	Programming		\$ 2,893,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 12,298,331	\$ 15,331,999	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 933,734			
				Finance Costs																			
				Total		\$ 2,893,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 12,298,331	\$ 15,331,999	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 933,734			
22B	Guideways-BART	\$ 7,383,993	0.00%	Programming		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000													
				Finance Costs																			
				Total		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000													
22M	Guideways-MUNI	\$ 293,882,905	4.75%	Programming		\$ 6,893,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,331,999	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 933,734			
				Finance Costs																			
				Total		\$ 6,893,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,331,999	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510	\$ 933,734			

Draft 2019 Strategic Plan Baseline
Attachment 8. 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	FY2017/18	FY2018/19				
22P	Guideways-PC/JPB	\$ 29,430,485	9.37%	Programming \$ 26,588,540		\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,398,240	\$ 1,358,704	\$ 1,399,445	\$ 1,441,449					
				Finance Costs \$ 2,757,371																				
				Total \$ 29,345,911		\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,813,328	\$ 1,398,240	\$ 1,358,704	\$ 1,399,445	\$ 1,441,449					
22U	Guideways-Discretionary	\$ 36,708,992	0.00%	Programming \$ 36,682,165																				
				Finance Costs \$ -																				
				Total \$ 36,682,165																				
	Total Guideways	\$ 367,406,375	4.55%	Programming \$ 350,393,932		\$ 5,656,081	\$ 2,119,340	\$ 3,731,904	\$ 5,403,354	\$ 5,495,296	\$ 81,779,680	\$ 4,004,349	\$ 23,209,615	\$ 2,583,522	\$ 2,583,522	\$ 994,810	\$ 1,403,737	\$ 994,810	\$ 16,818,317	\$ 2,762,944	\$ 29,807,316			
				Finance Costs \$ 16,725,997																				
				Total \$ 367,119,930		\$ 5,656,081	\$ 2,119,340	\$ 3,731,904	\$ 5,403,354	\$ 5,495,296	\$ 81,779,680	\$ 4,004,349	\$ 23,209,615	\$ 2,583,522	\$ 2,583,522	\$ 994,810	\$ 1,403,737	\$ 994,810	\$ 16,818,317	\$ 2,762,944	\$ 29,807,316			
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,090,020,531	8.34%	Programming \$ 998,030,395		\$ 42,718,242	\$ 10,714,329	\$ 12,658,904	\$ 14,979,000	\$ 14,378,474	\$ 102,396,641	\$ 20,649,806	\$ 27,157,343	\$ 18,185,966	\$ 18,327,955	\$ 104,965,138	\$ 149,282,923	\$ 104,965,138	\$ 55,833,989	\$ 42,368,354	\$ 102,345,172			
				Finance Costs \$ 90,961,312																				
				Total \$ 1,088,991,707		\$ 42,718,242	\$ 10,714,329	\$ 12,658,904	\$ 14,979,000	\$ 14,378,474	\$ 102,396,641	\$ 20,649,806	\$ 27,157,343	\$ 18,185,966	\$ 18,327,955	\$ 104,965,138	\$ 149,282,923	\$ 104,965,138	\$ 55,833,989	\$ 42,368,354	\$ 102,345,172			
TOTAL TRANSIT		\$ 1,832,656,202	8.23%	Programming \$ 1,620,321,324		\$ 139,683,957	\$ 38,705,328	\$ 37,030,878	\$ 72,656,956	\$ 25,733,098	\$ 150,095,898	\$ 42,890,965	\$ 85,422,515	\$ 45,237,954	\$ 50,937,693	\$ 209,366,426	\$ 128,015,218	\$ 92,878,203	\$ 49,594,160	\$ 159,042,294				
				Finance Costs \$ 150,858,263																				
				Total \$ 1,771,179,587		\$ 139,683,957	\$ 38,705,328	\$ 37,030,878	\$ 72,656,956	\$ 25,733,098	\$ 150,095,898	\$ 42,890,965	\$ 85,422,515	\$ 45,237,954	\$ 50,937,693	\$ 209,366,426	\$ 128,015,218	\$ 92,878,203	\$ 49,594,160	\$ 159,042,294				
PARATRANSIT	23	Paratransit	13.67%	Programming \$ 208,740,374		\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,521,965	\$ 9,670,000	\$ 6,604,078	\$ 8,697,240	\$ 9,670,000	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010				
				Finance Costs \$ 33,055,969																				
				Total \$ 241,796,343		\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,521,965	\$ 9,670,000	\$ 6,604,078	\$ 8,697,240	\$ 9,670,000	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010				
24	Doyle Drive	\$ 94,876,377	10.94%	Programming \$ 69,843,737		\$ 1,977,839	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ 10,379,938		\$ 454,805	\$ 16,196	\$ -	\$ -	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491	\$ 153,491		
				Total \$ 80,223,675		\$ 2,432,644	\$ 16,196	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 32,566,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
25	Bernal Heights	\$ 2,552,000	0.00%	Programming \$ 2,550,584		\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ -																				
				Total \$ 2,550,584		\$ 1,854,000	\$ -	\$ -	\$ -	\$ 696,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
26	Great Highway Erosion Repair	\$ 2,431,806	11.24%	Programming \$ 2,128,672		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ 273,273		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 2,401,945		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
27	Visitacion Valley Watershed	\$ 17,969,011	0.00%	Programming \$ 17,949,202		\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ 184,500	\$ 1,778,050	\$ -	\$ -	\$ 3,000,000			
				Finance Costs \$ -																				
				Total \$ 17,949,202		\$ 50,000	\$ 100,000	\$ 100,000	\$ 45,000	\$ -	\$ 55,000	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ 184,500	\$ 1,778,050	\$ -	\$ -	\$ 3,000,000				
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/SR17 Traffic Study	\$ 239,587	0.00%	Programming \$ 229,438		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ -																				
				Total \$ 229,438		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
30	Other Upgrades to Major Arterials	\$ 4,258,656	11.49%	Programming \$ 3,753,689		\$ -	\$ 73,000	\$ -	\$ -	\$ 182,960	\$ -	\$ -	\$ 392,867	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 1,000,000			
				Finance Costs \$ 489,309																				
				Total \$ 4,242,998		\$ 73,000	\$ -	\$ 182,960	\$ -	\$ 392,867	\$ -	\$ 550,000	\$ 438,366	\$ 425,000	\$ 1,000,000									
	Total New and Upgraded Streets	\$ 29,451,059	2.59%	Programming \$ 28,611,585		\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 49,596	\$ 200,000	\$ 200,000	\$ 494,632	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 5,364,186			
				Finance Costs \$ 762,582																				
				Total \$ 29,374,167		\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 924,545	\$ -	\$ 55,000	\$ 49,596	\$ 200,000	\$ 200,000	\$ 494,632	\$ 494,632	\$ 734,286	\$ 2,286,428	\$ 425,000	\$ 5,364,186			
31	New Signals and Signs	\$ 43,245,419	3.81%	Programming \$ 41,504,943		\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,649,017	\$ 495,896	\$ 39,819	\$ 2,272,458	\$ 326,166	\$ 2,060,000	\$ 1,407,547	\$ 2,069,359	\$ 5,289,722	\$ 2,356,250					
				Finance Costs \$ 1,645,933																				
				Total \$ 43,150,876		\$ 817,843	\$ 599,021	\$ 1,745,054	\$ 1,458,777	\$ 1,649,882	\$ 495,896	\$ 39,819	\$ 2,272,458	\$ 326,166	\$ 2,060,000	\$ 1,407,547	\$ 2,069,359	\$ 5,289,722	\$ 2,356,250					
32	Advanced Technology and Information Systems (Sfip)	\$ 20,724,259	0.00%	Programming \$ 20,718,024		\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 192,509	\$ 463,300	\$ 1,470,850	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ -																				
				Total \$ 20,718,024		\$ 35,903	\$ 898,149	\$ 1,134,346	\$ 192,509	\$ 463,300	\$ 1,470,850	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

Draft 2019 Strategic Plan Baseline
Attachment 8. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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	Rapid Bus Network including Real Time Transit Information	\$ 1,410,617	\$ 2,010,831	\$ 1,880,884	\$ 1,776,041	\$ 1,658,153	\$ 1,514,538	\$ 1,341,944	\$ 1,194,997	\$ 1,076,009	\$ 952,826	\$ 791,139	\$ 596,748	\$ 411,036	\$ -	\$ -
2	3rd Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (3rd St. LRT Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Electrification	\$ 306,232	\$ 438,329	\$ 411,991	\$ 391,274	\$ 367,861	\$ 338,920	\$ 303,613	\$ 274,284	\$ 251,904	\$ 229,595	\$ 200,375	\$ 166,801	\$ 151,886	\$ 396,184	\$ 620,507
7	Capital Improvement Program	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 930,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 54,272	\$ 76,912	\$ 71,858	\$ 68,193	\$ 64,540	\$ 60,455	\$ 55,728	\$ 48,865	\$ 45,954	\$ 43,800	\$ 41,774	\$ 40,889	\$ 36,333	\$ -	\$ -
9	Ferry	\$ 108,551	\$ 127,170	\$ 126,737	\$ 133,822	\$ 141,882	\$ 150,779	\$ 127,409	\$ 140,106	\$ 152,523	\$ 163,625	\$ 186,902	\$ 97,988	\$ 18,658	\$ -	\$ -
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 290,304	\$ 292,482	\$ 304,396	\$ 316,112	\$ 328,014	\$ 341,658	\$ 352,971	\$ 366,131	\$ 380,869	\$ 396,301	\$ 438,709	\$ 462,028	\$ 479,089	\$ 450,000	\$ -
11	F-Line Extension to Fort Mason	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 360,000	\$ 43,781	\$ 45,672	\$ 47,395	\$ 49,138	\$ 51,123	\$ 52,985	\$ 54,861	\$ 57,032	\$ 59,332	\$ 65,650	\$ 69,129	\$ 71,647	\$ 73,657	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 228,694	\$ 207,604	\$ 221,996	\$ 236,484	\$ 251,976	\$ 269,398	\$ 256,805	\$ 278,009	\$ 298,382	\$ 317,262	\$ 360,589	\$ 387,354	\$ 408,545	\$ 70,000	\$ -
14	Relocation of Paul St to Oakdale-Caltrain	\$ 15,081	\$ 190,835	\$ 202,062	\$ 213,296	\$ 225,159	\$ 238,562	\$ 233,947	\$ 249,434	\$ 264,815	\$ 279,495	\$ 314,858	\$ 336,013	\$ 352,427	\$ 150,000	\$ -
15	Purchase Additional LRVs	\$ 64,379	\$ 91,393	\$ 85,346	\$ 80,946	\$ 76,566	\$ 71,676	\$ 63,648	\$ 57,831	\$ 52,192	\$ 46,374	\$ 38,740	\$ 29,599	\$ 21,280	\$ -	\$ -
16	Other transit Enhancements	\$ 165,326	\$ 237,102	\$ 223,364	\$ 212,705	\$ 200,625	\$ 185,576	\$ 167,070	\$ 151,898	\$ 140,703	\$ 129,798	\$ 115,535	\$ 99,628	\$ 98,105	\$ 343,575	\$ 538,111
	Total Transit Enhancements (10-16)	\$ 2,434,280	\$ 891,064	\$ 943,485	\$ 1,000,694	\$ 1,061,854	\$ 1,130,690	\$ 1,091,611	\$ 1,173,635	\$ 1,204,785	\$ 1,264,291	\$ 1,414,273	\$ 1,501,412	\$ 1,567,591	\$ 1,006,716	\$ -
		\$ 285,055	\$ 407,111	\$ 382,276	\$ 363,570	\$ 343,462	\$ 319,425	\$ 286,091	\$ 260,217	\$ 240,497	\$ 221,660	\$ 197,747	\$ 171,815	\$ 172,770	\$ 343,575	\$ 538,111
		\$ 2,719,334	\$ 1,298,175	\$ 1,325,761	\$ 1,364,264	\$ 1,405,315	\$ 1,450,115	\$ 1,377,703	\$ 1,433,852	\$ 1,445,282	\$ 1,485,950	\$ 1,612,019	\$ 1,673,228	\$ 1,740,361	\$ 1,350,291	\$ 538,111

Draft 2019 Strategic Plan Baseline
Attachment 8. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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	\$ 5,570,000	\$ 387,167	\$ 403,885	\$ 419,122	\$ 434,538	\$ 452,095	\$ 468,557	\$ 485,149	\$ 504,348	\$ 524,689	\$ 580,560	\$ 611,321	\$ 633,591	\$ 651,361	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 3,482,823	\$ 5,057,637	\$ 5,113,266	\$ 5,267,410	\$ 5,271,813	\$ 5,200,259	\$ 4,997,911	\$ 4,743,652	\$ 4,366,686	\$ 3,879,973	\$ 3,241,247	\$ 2,476,471	\$ 1,780,504	\$ -	\$ -
17P	New and Renovated Vehicles-PCJPB	\$ 562,418	\$ 641,170	\$ 666,402	\$ 698,690	\$ 734,127	\$ 773,534	\$ 711,610	\$ 814,246	\$ 863,126	\$ 973,282	\$ 1,047,768	\$ 1,100,000	\$ 1,168,557	\$ 1,246,624	\$ 1,332,666
17U	New and Renovated Vehicles-Discretionary	\$ 14,557,925	\$ -	\$ -	\$ -	\$ -	\$ 104,430	\$ 519,923	\$ 782,916	\$ 805,404	\$ 721,203	\$ 610,758	\$ 479,883	\$ 375,882	\$ 255,308	\$ 399,866
	Vehicles Subtotal	\$ 47,741,172	\$ 855,466	\$ 906,921	\$ 960,810	\$ 1,018,008	\$ 1,082,364	\$ 1,049,864	\$ 1,125,876	\$ 1,200,672	\$ 1,271,267	\$ 1,437,469	\$ 1,538,441	\$ 1,653,591	\$ 1,785,266	\$ 1,928,187
	Vehicles	\$ 3,603,449	\$ 5,230,509	\$ 5,276,632	\$ 5,424,413	\$ 5,422,471	\$ 5,447,954	\$ 5,648,138	\$ 5,648,216	\$ 5,290,011	\$ 4,717,723	\$ 3,968,379	\$ 3,077,003	\$ 2,246,624	\$ 1,560,308	\$ 999,866
		\$ 51,344,622	\$ 6,085,975	\$ 6,183,553	\$ 6,385,223	\$ 6,440,478	\$ 6,530,318	\$ 6,698,002	\$ 6,774,092	\$ 6,490,663	\$ 5,988,990	\$ 5,405,848	\$ 4,615,444	\$ 3,980,216	\$ 2,906,669	\$ 399,866
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 47,741,172	\$ 855,466	\$ 906,921	\$ 960,810	\$ 1,018,008	\$ 1,082,364	\$ 1,049,864	\$ 1,125,876	\$ 1,200,672	\$ 1,271,267	\$ 1,437,469	\$ 1,538,441	\$ 1,653,591	\$ 1,785,266	\$ 1,928,187
	Vehicles	\$ 3,603,449	\$ 5,230,509	\$ 5,276,632	\$ 5,424,413	\$ 5,422,471	\$ 5,447,954	\$ 5,648,138	\$ 5,648,216	\$ 5,290,011	\$ 4,717,723	\$ 3,968,379	\$ 3,077,003	\$ 2,246,624	\$ 1,560,308	\$ 999,866
		\$ 51,344,622	\$ 6,085,975	\$ 6,183,553	\$ 6,385,223	\$ 6,440,478	\$ 6,530,318	\$ 6,698,002	\$ 6,774,092	\$ 6,490,663	\$ 5,988,990	\$ 5,405,848	\$ 4,615,444	\$ 3,980,216	\$ 2,906,669	\$ 399,866
20B	Rehab/Upgrades Existing facilities-BART	\$ 53,898	\$ 7,002	\$ 6,605	\$ 6,334	\$ 6,063	\$ 5,750	\$ 5,207	\$ 4,838	\$ 4,663	\$ 4,576	\$ 4,527	\$ 4,635	\$ 6,149	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,364,738	\$ 985,913	\$ 1,127,333	\$ 1,272,111	\$ 1,432,414	\$ 1,610,401	\$ 1,296,710	\$ 1,543,442	\$ 1,762,224	\$ 1,949,466	\$ 2,318,058	\$ 2,570,899	\$ 200,000	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-PCJPB	\$ 64,455	\$ 91,790	\$ 86,059	\$ 81,996	\$ 77,948	\$ 73,374	\$ 65,715	\$ 60,299	\$ 57,309	\$ 55,343	\$ 53,705	\$ 42,498	\$ 30,575	\$ -	\$ -
20U	Rehab/Upgrades Existing facilities-Discr	\$ 144,339	\$ 176,468	\$ 181,119	\$ 192,115	\$ 204,855	\$ 218,875	\$ 174,761	\$ 195,719	\$ 215,797	\$ 233,280	\$ 268,673	\$ 82,498	\$ 30,575	\$ -	\$ -
	Facilities Subtotal	\$ 4,650,000	\$ 322,940	\$ 336,884	\$ 349,594	\$ 362,452	\$ 377,097	\$ 390,828	\$ 404,667	\$ 420,682	\$ 437,648	\$ 484,250	\$ 509,909	\$ 528,484	\$ 543,306	\$ -
	Facilities	\$ 6,148,521	\$ 1,444,882	\$ 1,613,489	\$ 1,788,892	\$ 1,981,841	\$ 2,196,463	\$ 1,859,367	\$ 2,150,159	\$ 2,411,893	\$ 2,639,284	\$ 3,100,667	\$ 3,209,614	\$ 821,461	\$ 543,306	\$ -
		\$ 623,790	\$ 884,192	\$ 826,232	\$ 784,293	\$ 742,512	\$ 695,771	\$ 618,738	\$ 563,141	\$ 530,092	\$ 505,908	\$ 483,452	\$ 463,346	\$ 347,096	\$ -	\$ -
		\$ 6,772,311	\$ 2,329,074	\$ 2,439,721	\$ 2,573,185	\$ 2,724,352	\$ 2,892,234	\$ 2,478,105	\$ 2,713,300	\$ 2,941,984	\$ 3,145,192	\$ 3,584,120	\$ 3,672,960	\$ 1,168,557	\$ 543,306	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 6,148,521	\$ 1,444,882	\$ 1,613,489	\$ 1,788,892	\$ 1,981,841	\$ 2,196,463	\$ 1,859,367	\$ 2,150,159	\$ 2,411,893	\$ 2,639,284	\$ 3,100,667	\$ 3,209,614	\$ 821,461	\$ 543,306	\$ -
	Facilities	\$ 623,790	\$ 884,192	\$ 826,232	\$ 784,293	\$ 742,512	\$ 695,771	\$ 618,738	\$ 563,141	\$ 530,092	\$ 505,908	\$ 483,452	\$ 463,346	\$ 347,096	\$ -	\$ -
		\$ 6,772,311	\$ 2,329,074	\$ 2,439,721	\$ 2,573,185	\$ 2,724,352	\$ 2,892,234	\$ 2,478,105	\$ 2,713,300	\$ 2,941,984	\$ 3,145,192	\$ 3,584,120	\$ 3,672,960	\$ 1,168,557	\$ 543,306	\$ -
22B	Guideways-BART	\$ 1,730,000	\$ 235,572	\$ 245,744	\$ 255,015	\$ 264,394	\$ 275,077	\$ 285,093	\$ 295,189	\$ 306,870	\$ 319,247	\$ 353,241	\$ 371,958	\$ 385,508	\$ 396,320	\$ -
22M	Guideways-MUNI	\$ 5,559,195	\$ 5,892,746	\$ 6,246,311	\$ 6,642,087	\$ 8,840,062	\$ 9,663,579	\$ 9,685,341	\$ 10,206,660	\$ 10,745,637	\$ 11,275,785	\$ 12,613,271	\$ 13,389,728	\$ 6,800,000	\$ -	\$ -
		\$ 601,118	\$ 1,143,787	\$ 1,108,649	\$ 1,094,007	\$ 1,079,285	\$ 1,056,464	\$ 1,002,006	\$ 977,799	\$ 993,937	\$ 1,034,817	\$ 1,096,371	\$ 1,213,714	\$ 1,169,723	\$ -	\$ -
		\$ 6,160,313	\$ 7,036,553	\$ 7,354,960	\$ 7,736,094	\$ 9,919,347	\$ 10,720,043	\$ 10,687,347	\$ 11,184,459	\$ 11,739,573	\$ 12,310,602	\$ 13,709,642	\$ 14,603,442	\$ 7,969,723	\$ -	\$ -

Draft 2019 Strategic Plan Baseline
Attachment 8. Programming and Finance Costs By Expenditure Plan Line Item (VOE \$'s)

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
33	Signals and Signs	\$ 3,144,919	\$ 3,349,339	\$ 3,504,395	\$ 3,626,602	\$ 3,570,356	\$ 3,922,700	\$ 4,065,536	\$ 4,209,496	\$ 4,376,083	\$ 4,552,572	\$ 5,037,350	\$ 5,304,257	\$ 5,497,486	\$ 5,650,000	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,144,919	\$ 3,349,339	\$ 3,504,395	\$ 3,626,602	\$ 3,570,356	\$ 3,922,700	\$ 4,065,536	\$ 4,209,496	\$ 4,376,083	\$ 4,552,572	\$ 5,037,350	\$ 5,304,257	\$ 5,497,486	\$ 5,650,000	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 2,637,370	\$ 2,795,612	\$ 2,967,278	\$ 3,192,117	\$ 3,434,954	\$ 3,707,032	\$ 3,429,310	\$ 3,773,639	\$ 4,096,469	\$ 4,388,850	\$ 5,033,064	\$ 5,442,029	\$ 1,100,000	\$ -	\$ -
		\$ 694,483	\$ 996,943	\$ 942,507	\$ 906,189	\$ 869,977	\$ 827,711	\$ 753,397	\$ 703,945	\$ 683,021	\$ 675,794	\$ 675,666	\$ 701,558	\$ 564,698	\$ -	\$ -
		\$ 3,331,853	\$ 3,792,555	\$ 3,909,785	\$ 4,098,306	\$ 4,304,930	\$ 4,534,743	\$ 4,182,706	\$ 4,477,583	\$ 4,779,491	\$ 5,064,643	\$ 5,708,729	\$ 6,143,587	\$ 1,664,698	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,017,492	\$ 1,054,542	\$ 1,091,883	\$ 1,135,093	\$ 1,180,872	\$ 1,306,616	\$ 1,375,848	\$ 1,425,969	\$ 1,465,962	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,017,492	\$ 1,054,542	\$ 1,091,883	\$ 1,135,093	\$ 1,180,872	\$ 1,306,616	\$ 1,375,848	\$ 1,425,969	\$ 1,465,962	\$ -
36	Embarcadero Roadway IOM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 600,716	\$ 635,470	\$ 665,476	\$ 693,129	\$ 720,807	\$ 752,056	\$ 781,436	\$ 810,710	\$ 844,254	\$ 879,555	\$ 975,725	\$ 1,028,833	\$ 1,067,633	\$ 900,000	\$ -
		\$ 9,235	\$ 13,079	\$ 12,257	\$ 11,692	\$ 11,137	\$ 10,505	\$ 9,752	\$ 9,276	\$ 9,158	\$ 9,226	\$ 9,418	\$ 9,959	\$ 13,680	\$ -	\$ -
		\$ 609,951	\$ 648,549	\$ 677,734	\$ 704,822	\$ 731,943	\$ 762,561	\$ 791,188	\$ 819,886	\$ 853,412	\$ 888,781	\$ 985,143	\$ 1,038,792	\$ 1,081,313	\$ 900,000	\$ -
38	Traffic Calming	\$ 6,200,000	\$ 2,323,638	\$ 2,423,973	\$ 2,515,420	\$ 2,607,937	\$ 2,713,312	\$ 2,812,111	\$ 2,911,688	\$ 3,026,915	\$ 3,148,991	\$ 3,484,311	\$ 3,668,929	\$ 3,802,584	\$ 3,909,232	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,200,000	\$ 2,323,638	\$ 2,423,973	\$ 2,515,420	\$ 2,607,937	\$ 2,713,312	\$ 2,812,111	\$ 2,911,688	\$ 3,026,915	\$ 3,148,991	\$ 3,484,311	\$ 3,668,929	\$ 3,802,584	\$ 3,909,232	\$ -
39	Bicycle Circulation/Safety	\$ 770,000	\$ 1,017,109	\$ 1,059,925	\$ 1,102,105	\$ 1,145,134	\$ 1,194,385	\$ 1,228,921	\$ 1,277,450	\$ 1,331,008	\$ 1,386,520	\$ 1,537,076	\$ 1,620,545	\$ 1,681,990	\$ 1,560,000	\$ -
		\$ 13,578	\$ 19,506	\$ 18,367	\$ 17,545	\$ 16,703	\$ 15,737	\$ 14,081	\$ 12,912	\$ 12,223	\$ 11,685	\$ 11,080	\$ 10,608	\$ 12,769	\$ -	\$ -
		\$ 783,578	\$ 1,036,615	\$ 1,078,292	\$ 1,119,650	\$ 1,161,837	\$ 1,210,121	\$ 1,245,002	\$ 1,290,362	\$ 1,343,231	\$ 1,398,205	\$ 1,548,157	\$ 1,631,153	\$ 1,694,759	\$ 1,560,000	\$ -
40	Pedestrian Circulation/Safety	\$ 625,674	\$ 743,733	\$ 783,857	\$ 823,867	\$ 865,795	\$ 913,301	\$ 907,922	\$ 961,027	\$ 1,014,914	\$ 1,067,279	\$ 1,197,015	\$ 1,273,220	\$ 1,331,639	\$ 750,000	\$ -
		\$ 57,830	\$ 82,113	\$ 76,810	\$ 72,970	\$ 69,130	\$ 64,820	\$ 52,541	\$ 49,480	\$ 47,210	\$ 45,027	\$ 43,990	\$ 43,932	\$ 54,932	\$ -	\$ -
		\$ 683,504	\$ 825,846	\$ 860,667	\$ 896,837	\$ 934,925	\$ 978,121	\$ 965,603	\$ 1,013,568	\$ 1,064,394	\$ 1,114,489	\$ 1,242,042	\$ 1,317,210	\$ 1,386,572	\$ 750,000	\$ -
41	Curb Ramps	\$ 1,590,000	\$ 901,939	\$ 940,884	\$ 976,380	\$ 1,012,291	\$ 1,053,194	\$ 1,091,543	\$ 1,130,195	\$ 1,174,921	\$ 1,222,306	\$ 1,352,463	\$ 1,424,124	\$ 1,476,003	\$ 1,507,399	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,590,000	\$ 901,939	\$ 940,884	\$ 976,380	\$ 1,012,291	\$ 1,053,194	\$ 1,091,543	\$ 1,130,195	\$ 1,174,921	\$ 1,222,306	\$ 1,352,463	\$ 1,424,124	\$ 1,476,003	\$ 1,507,399	\$ -
42	Tree Planting and Maintenance	\$ 2,150,000	\$ 1,253,542	\$ 1,307,670	\$ 1,357,003	\$ 1,406,913	\$ 1,463,761	\$ 1,517,060	\$ 1,570,779	\$ 1,632,941	\$ 1,698,798	\$ 1,879,694	\$ 1,979,291	\$ 2,051,394	\$ 2,100,000	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,150,000	\$ 1,253,542	\$ 1,307,670	\$ 1,357,003	\$ 1,406,913	\$ 1,463,761	\$ 1,517,060	\$ 1,570,779	\$ 1,632,941	\$ 1,698,798	\$ 1,879,694	\$ 1,979,291	\$ 2,051,394	\$ 2,100,000	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 25,090,593	\$ 16,222,928	\$ 17,017,552	\$ 17,807,507	\$ 18,449,898	\$ 19,532,060	\$ 19,753,798	\$ 20,725,431	\$ 21,808,707	\$ 22,885,571	\$ 25,508,004	\$ 26,930,216	\$ 23,411,364	\$ 20,782,231	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STR		\$ 1,825,415	\$ 2,580,799	\$ 2,390,209	\$ 2,236,842	\$ 2,073,184	\$ 1,881,771	\$ 1,632,969	\$ 1,425,034	\$ 1,257,971	\$ 1,089,696	\$ 877,511	\$ 883,100	\$ 771,991	\$ -	\$ -
		\$ 26,916,008	\$ 18,803,727	\$ 19,407,761	\$ 20,044,350	\$ 20,523,082	\$ 21,413,831	\$ 21,386,767	\$ 22,150,465	\$ 23,066,678	\$ 23,975,267	\$ 26,385,515	\$ 27,813,316	\$ 24,183,355	\$ 20,782,231	\$ -
43	Transportation Demand Management/Parking Management	\$ 630,000	\$ 355,705	\$ 375,424	\$ 395,110	\$ 415,791	\$ 439,201	\$ 434,790	\$ 461,246	\$ 487,903	\$ 513,654	\$ 576,882	\$ 614,239	\$ 642,989	\$ 699,396	\$ -
		\$ 24,405	\$ 33,862	\$ 30,842	\$ 28,416	\$ 25,991	\$ 23,407	\$ 19,486	\$ 16,339	\$ 13,802	\$ 11,294	\$ 8,400	\$ 5,116	\$ 1,146	\$ -	\$ -
		\$ 654,405	\$ 389,567	\$ 406,266	\$ 423,526	\$ 441,782	\$ 462,608	\$ 454,276	\$ 477,585	\$ 501,704	\$ 524,948	\$ 585,282	\$ 619,355	\$ 644,135	\$ 699,396	\$ -
44	Transportation/Land Use Coordination	\$ 457,347	\$ 461,116	\$ 492,922	\$ 524,934	\$ 559,154	\$ 597,641	\$ 570,228	\$ 617,003	\$ 661,986	\$ 703,707	\$ 799,585	\$ 858,756	\$ 905,579	\$ 270,000	\$ -
		\$ 71,707	\$ 101,459	\$ 94,594	\$ 89,551	\$ 84,520	\$ 78,926	\$ 69,796	\$ 63,114	\$ 58,937	\$ 55,670	\$ 52,437	\$ 50,445	\$ 61,722	\$ -	\$ -
		\$ 529,054	\$ 562,575	\$ 587,516	\$ 614,485	\$ 643,674	\$ 676,567	\$ 640,024	\$ 680,118	\$ 720,923	\$ 759,377	\$ 852,022	\$ 909,201	\$ 967,302	\$ 270,000	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,087,347	\$ 816,820	\$ 868,346	\$ 920,044	\$ 974,945	\$ 1,036,842	\$ 1,005,018	\$ 1,078,250	\$ 1,149,889	\$ 1,217,360	\$ 1,376,467	\$ 1,472,995	\$ 1,548,568	\$ 969,396	\$ -
		\$ 96,112	\$ 135,321	\$ 125,436	\$ 117,967	\$ 110,511	\$ 102,332	\$ 89,282	\$ 79,453	\$ 72,739	\$ 66,964	\$ 60,837	\$ 55,561	\$ 62,868	\$ -	\$ -
		\$ 1,183,459	\$ 952,141	\$ 993,782	\$ 1,038,011	\$ 1,085,457	\$ 1,139,174	\$ 1,094,301	\$ 1,157,703	\$ 1,222,628	\$ 1,284,324	\$ 1,437,304	\$ 1,528,557	\$ 1,611,436	\$ 969,396	\$ -
TOTAL STRATEGIC PLAN		\$ 119,053,074	\$ 39,978,973	\$ 41,510,519	\$ 42,626,954	\$ 45,044,318	\$ 47,518,004	\$ 42,549,291	\$ 39,252,696	\$ 41,498,458	\$ 43,704,669	\$ 49,011,984	\$ 51,540,705	\$ 37,434,610	\$ 26,319,607	\$ 1,558,484
		\$ 12,861,317	\$ 18,894,447	\$ 18,282,043	\$ 17,929,291	\$ 17,315,096	\$ 16,561,504	\$ 15,499,955	\$ 14,220,435	\$ 12,785,961	\$ 11,258,762	\$ 9,756,946	\$ 8,272,921	\$ 6,556,300	\$ 995,067	\$ -
		\$ 131,914,391	\$ 58,873,420	\$ 59,792,562	\$ 60,556,245	\$ 62,359,414	\$ 64,079,508	\$ 58,048,247	\$ 53,473,131	\$ 54,284,420	\$ 54,963,431	\$ 58,768,930	\$ 59,813,626	\$ 43,990,910	\$ 27,314,674	\$ 1,558,484

Draft 2019 Prop K Strategic Plan Baseline
Attachment 9. Cash Flow 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	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
				Total Programming & Finance Costs															
1	Rapid Bus Network including Real Time Transit Information	\$ 118,835,058	15.13%	\$ 40,020	\$ 512,974	\$ 449,231	\$ 227,073	\$ 673,144	\$ 1,958,944	\$ 625,020	\$ 3,082,000	\$ 3,029,056	\$ 1,886,458	\$ 3,120,829	\$ 8,993,789	\$ 5,683,488	\$ 8,993,789	\$ 25,175,335	\$ 39,024,394
2	3rd Street Light Rail (Phase 1)	\$ 96,852,085	0.00%		\$ 10,153,919	\$ 25,336,365	\$ 22,001,549	\$ 30,129,641	\$ 2,212,398		\$ 294,672					\$ 2,029,582		\$ 47,000	\$ 3,890,149
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%					\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,450,569	\$ 540,181	\$ 320,000	\$ 320,000	\$ 904,968
4	Geary LRT																		
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,748,925	9.43%		\$ 309,000	\$ 32,784,000	\$ 1,172,099	\$ 12,609,436	\$ 22,034,368	\$ 7,423,790	\$ 19,243,327	\$ 7,075,000	\$ 1,109,907	\$ 16,175,570	\$ 11,600,423	\$ 32,239,139	\$ 11,600,423	\$ 13,438,123	\$ 762,222
6	Electrification	\$ 24,557,648	21.89%														\$ 5,904,966	\$ 8,331,389	\$ -
7	Capital Improvement Program	\$ 23,838,888	14.47%		\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,361,426	\$ 1,369,484	\$ 1,636,900	\$ 780,609	\$ 450,535	\$ 275,272	\$ 18,567,290	\$ 181,821	\$ 1,125	\$ 197,185	\$ 1,705,552
8	BART Station Access, Safety and Capacity	\$ 11,020,993	8.41%		\$ 189,942		\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 212,915			\$ 306,953	\$ 36,510	\$ 115,530	\$ 19,006	\$ 73,435	\$ 2,713,810	\$ 580,126
9	Ferry	\$ 5,270,910	9.72%																
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 9,312,199	0.34%																
11	F-Line Extension to Fort Mason	\$ 4,901,157	0.00%																
12	Purchase/Rehab Historic Street Cars	\$ 1,372,324	0.00%																
13	Bay Area Park BART/MUNI Station Access	\$ 9,527,850	4.98%				\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 1,385,584	\$ 1,740,597
14	Relocation of Paul St to Oakland-Caltrain	\$ 7,773,236	3.64%																
15	Purchase Additional LR's	\$ 5,685,343	15.60%																
16	Other transit Enhancements	\$ 12,939,056	24.17%																
	Total Transit Enhancements (10-16)	\$ 51,511,164	9.32%																

Draft 2019 Prop K Strategic Plan Baseline
Attachment 9. 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	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
17B	New and Renovated Vehicles-BART	\$ 12,135,755	0.00%	-	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
																				Programming	\$ 12,131,385	
																				Finance Costs	\$ -	
17M	New and Renovated Vehicles-MUNI	\$ 475,668,826	12.23%	-	1,214,347	251,829	7,080,702	11,754,180	2,906,527	6,633,507	9,207,514	2,954,233	6,455,161	16,048,573	3,941,460	26,592,499	50,134,849	74,725,080	93,950,992	2,574,498		
																					Programming	\$ 415,745,410
																					Finance Costs	\$ 58,172,121
17P	New and Renovated Vehicles-PC-JPB	\$ 24,271,510	7.74%	-	(3,194)	56,000	4,786	1,176,229	560,987	678,446	1,187,261	1,187,261	130,008	398,922	793,385	59,881	144,362	7,593,909	1,191,351	84,461		
																					Programming	\$ 22,294,326
																					Finance Costs	\$ 1,879,706
17U	New and Renovated Vehicles-Discretionary	\$ 84,950,284	5.95%	-	(3,194)	56,000	4,786	1,176,229	560,987	678,446	1,187,261	1,187,261	130,008	398,922	793,385	59,881	144,362	7,667,683	1,275,812	-		
																					Programming	\$ 81,002,268
																					Finance Costs	\$ 5,055,573
Vehicles Subtotal		\$ 597,026,374	10.91%	-	1,216,153	307,829	7,080,702	11,758,966	4,082,756	9,885,960	14,141,494	4,141,494	6,585,168	16,447,494	4,734,845	26,652,381	50,279,211	82,318,989	95,142,343	2,658,959		
																					Programming	\$ 531,173,390
																					Finance Costs	\$ 65,107,400
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	-	607,194	378,938	533,000	219,102	142,990	207,010	360,296	-	-	-	-	-	-	-	1	-		
																					Programming	\$ 2,448,531
																					Finance Costs	\$ 67,313
19	F-Line O&M	\$ 5,088,090	0.00%	-	1,240,000	1,084,000	977,000	683,000	-	-	-	-	-	-	-	-	-	-	-	-		
																					Programming	\$ 5,168,000
																					Finance Costs	\$ -
Total Vehicles		\$ 604,630,307	10.77%	-	3,063,347	1,870,767	8,697,702	12,955,068	4,908,746	10,246,256	16,447,494	4,141,494	6,585,168	16,447,494	4,734,845	26,652,381	50,279,211	82,318,990	95,142,343	2,658,959		
																					Programming	\$ 538,789,921
																					Finance Costs	\$ 65,107,400
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,012,529	4.40%	-	-	-	236,864	146,751	-	-	-	-	-	-	-	-	-	35,000	600,249			
																				Programming	\$ 1,898,245	
																				Finance Costs	\$ 88,579	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,172,012	9.80%	-	800,780	35,784	174,116	577,391	787,633	55,898	71,433	218,522	692,574	9,439,172	3,761,805	2,015,158	5,017,155	23,462,559	6,463,857	445,036		
																					Programming	\$ 73,007,547
																					Finance Costs	\$ 7,951,938
20P	Rehab/Upgrades Existing facilities-PC/JPB	\$ 8,157,931	13.33%	-	800,780	35,784	174,116	577,391	787,633	55,898	71,433	218,522	692,574	9,439,172	3,761,805	2,015,158	5,017,155	23,813,207	6,908,893	412,390		
																					Programming	\$ 7,041,010
																					Finance Costs	\$ 1,087,399
20U	Rehab/Upgrades Existing facilities-Discr	\$ 10,122,543	0.00%	-	252	(41,416)	27,287	2,279,311	368,859	313,395	10,605	34,168	2,859	10,605	(468)	-	-	1,553,644	412,390	-		
																					Programming	\$ 10,118,740
																					Finance Costs	\$ 10,118,740
Facilities Subtotal		\$ 101,465,014	9.00%	-	801,032	(5,633)	438,267	3,003,453	1,156,493	384,828	252,690	695,433	9,347	9,449,777	3,761,348	2,015,158	5,017,155	25,051,202	7,476,496	496,775		
																					Programming	\$ 92,065,542
																					Finance Costs	\$ 9,127,916
21	Muni MMX O&M	\$ 16,518,835	0.00%	-	4,000,000	3,819,000	3,497,000	416,520	1,897,480	-	-	-	-	-	-	-	-	-	-	-		
																					Programming	\$ 16,781,000
																					Finance Costs	\$ -
Total Facilities		\$ 117,983,849	7.74%	-	4,801,032	3,813,367	3,935,267	6,154,453	2,346,241	384,828	252,690	695,433	9,347	9,449,777	3,761,348	2,015,158	5,017,155	25,051,202	7,476,496	496,775		
																					Programming	\$ 108,846,542
																					Finance Costs	\$ 9,127,916
22B	Guideways-BART	\$ 7,383,993	0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219,388	-			
																				Programming	\$ 7,370,229	
																				Finance Costs	\$ 13,764	
22M	Guideways-MUNI	\$ 293,882,905	4.75%	-	162,694	1,207,736	3,674,641	835,289	3,019,417	6,953,538	4,346,680	5,717,888	7,331,097	3,008,107	9,064,851	7,171,839	7,737,728	56,955,222	26,137,437	396,950		
																					Programming	\$ 279,752,999
																					Finance Costs	\$ 13,968,626

Draft 2019 Prop K Strategic Plan Baseline
Attachment 9. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	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	Rapid Bus Network including Real Time Transit Information	\$ 2,179,514	\$ 2,010,831	\$ 1,880,884	\$ 1,776,041	\$ 1,658,153	\$ 1,514,538	\$ 1,341,944	\$ 1,194,997	\$ 1,076,009	\$ 952,826	\$ 791,139	\$ 596,748	\$ 411,036	\$ -	\$ -
		\$ 3,590,130	\$ 2,010,831	\$ 1,880,884	\$ 1,776,041	\$ 1,658,153	\$ 1,514,538	\$ 1,341,944	\$ 1,194,997	\$ 1,076,009	\$ 952,826	\$ 791,139	\$ 596,748	\$ 411,036	\$ -	\$ -
2	3rd Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (3rd St. LRT Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary LRT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Electrification	\$ 306,232	\$ 438,329	\$ 411,991	\$ 391,274	\$ 367,861	\$ 338,920	\$ 303,613	\$ 274,284	\$ 251,904	\$ 229,595	\$ 200,375	\$ 166,801	\$ 151,886	\$ 396,184	\$ 620,507
		\$ 306,232	\$ 438,329	\$ 411,991	\$ 391,274	\$ 367,861	\$ 338,920	\$ 303,613	\$ 274,284	\$ 251,904	\$ 229,595	\$ 200,375	\$ 166,801	\$ 151,886	\$ 396,184	\$ 620,507
7	Capital Improvement Program	\$ 1,828,562	\$ 1,283,252	\$ 1,320,250	\$ 930,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 184,082	\$ 308,823	\$ 339,453	\$ 358,172	\$ 334,597	\$ 305,845	\$ 271,250	\$ 241,852	\$ 218,155	\$ 193,689	\$ 161,580	\$ 123,099	\$ 87,672	\$ -	\$ -
		\$ 2,012,644	\$ 1,592,075	\$ 1,659,703	\$ 1,288,172	\$ 334,597	\$ 305,845	\$ 271,250	\$ 241,852	\$ 218,155	\$ 193,689	\$ 161,580	\$ 123,099	\$ 87,672	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 230,819	\$ 194,919	\$ 212,653	\$ 230,645	\$ 250,201	\$ 272,061	\$ 245,570	\$ 273,915	\$ 300,092	\$ 323,456	\$ 373,543	\$ 405,936	\$ 250,000	\$ -	\$ -
		\$ 54,272	\$ 76,912	\$ 71,858	\$ 68,193	\$ 64,540	\$ 60,455	\$ 53,728	\$ 48,865	\$ 45,954	\$ 43,800	\$ 41,774	\$ 40,889	\$ 36,333	\$ -	\$ -
		\$ 285,090	\$ 271,831	\$ 284,511	\$ 298,838	\$ 314,741	\$ 332,516	\$ 299,298	\$ 322,780	\$ 346,046	\$ 367,256	\$ 415,316	\$ 446,825	\$ 286,333	\$ -	\$ -
9	Ferry	\$ 292,118	\$ 75,002	\$ 77,709	\$ 86,984	\$ 97,226	\$ 108,610	\$ 89,457	\$ 105,089	\$ 119,029	\$ 131,032	\$ 154,970	\$ 71,242	\$ -	\$ -	\$ -
		\$ 36,433	\$ 52,167	\$ 49,029	\$ 46,838	\$ 44,656	\$ 42,169	\$ 37,952	\$ 35,017	\$ 33,494	\$ 32,593	\$ 31,932	\$ 26,746	\$ 18,658	\$ -	\$ -
		\$ 328,551	\$ 127,170	\$ 126,737	\$ 133,822	\$ 141,882	\$ 150,779	\$ 127,409	\$ 140,106	\$ 152,523	\$ 163,625	\$ 186,902	\$ 97,988	\$ 18,658	\$ -	\$ -
10	Extension of trolleybus lines/Motor Coach Conversion	\$ 290,304	\$ 292,482	\$ 304,396	\$ 316,112	\$ 328,014	\$ 341,658	\$ 352,971	\$ 366,131	\$ 380,869	\$ 396,301	\$ 438,709	\$ 462,028	\$ 479,089	\$ 450,000	\$ -
		\$ 1,926	\$ 2,830	\$ 2,711	\$ 2,632	\$ 2,547	\$ 2,441	\$ 2,326	\$ 2,206	\$ 2,050	\$ 2,019	\$ 1,975	\$ 1,952	\$ 2,440	\$ -	\$ -
		\$ 292,230	\$ 295,312	\$ 307,107	\$ 318,744	\$ 330,561	\$ 344,099	\$ 355,207	\$ 368,238	\$ 382,919	\$ 398,320	\$ 440,685	\$ 463,979	\$ 481,528	\$ 450,000	\$ -
11	F-Line Extension to Fort Mason	\$ 1,678,423	\$ 156,362	\$ 163,114	\$ 169,267	\$ 175,493	\$ 182,584	\$ 189,232	\$ 195,933	\$ 203,687	\$ 211,901	\$ 234,466	\$ 246,889	\$ 255,883	\$ 263,059	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,678,423	\$ 156,362	\$ 163,114	\$ 169,267	\$ 175,493	\$ 182,584	\$ 189,232	\$ 195,933	\$ 203,687	\$ 211,901	\$ 234,466	\$ 246,889	\$ 255,883	\$ 263,059	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 360,000	\$ 43,781	\$ 45,672	\$ 47,395	\$ 49,138	\$ 51,123	\$ 52,985	\$ 54,861	\$ 57,032	\$ 59,332	\$ 65,650	\$ 69,129	\$ 71,647	\$ 73,657	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 360,000	\$ 43,781	\$ 45,672	\$ 47,395	\$ 49,138	\$ 51,123	\$ 52,985	\$ 54,861	\$ 57,032	\$ 59,332	\$ 65,650	\$ 69,129	\$ 71,647	\$ 73,657	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 228,694	\$ 207,604	\$ 221,996	\$ 236,484	\$ 251,976	\$ 269,398	\$ 256,805	\$ 278,009	\$ 298,382	\$ 317,262	\$ 360,589	\$ 387,354	\$ 408,545	\$ 70,000	\$ -
		\$ 33,486	\$ 47,487	\$ 44,388	\$ 42,143	\$ 39,904	\$ 37,396	\$ 33,257	\$ 30,270	\$ 28,490	\$ 27,177	\$ 25,937	\$ 25,397	\$ 31,840	\$ -	\$ -
		\$ 262,180	\$ 255,091	\$ 266,384	\$ 278,627	\$ 291,880	\$ 306,794	\$ 290,062	\$ 308,279	\$ 326,872	\$ 344,438	\$ 386,526	\$ 412,751	\$ 440,385	\$ 70,000	\$ -
14	Relocation of Paul St to Oakland-Calfairn	\$ 202,581	\$ 190,835	\$ 202,062	\$ 213,296	\$ 225,159	\$ 238,562	\$ 233,947	\$ 249,434	\$ 264,815	\$ 279,495	\$ 314,858	\$ 336,013	\$ 352,427	\$ 150,000	\$ -
		\$ 19,939	\$ 28,300	\$ 26,468	\$ 25,144	\$ 23,821	\$ 22,337	\$ 19,880	\$ 18,112	\$ 17,063	\$ 16,291	\$ 15,560	\$ 15,240	\$ 19,105	\$ -	\$ -
		\$ 222,520	\$ 219,135	\$ 228,530	\$ 238,439	\$ 248,979	\$ 260,898	\$ 253,827	\$ 267,546	\$ 281,878	\$ 295,786	\$ 330,418	\$ 351,253	\$ 371,532	\$ 150,000	\$ -
15	Purchase Additional LRVs	\$ 40,201	\$ -	\$ 6,246	\$ 18,141	\$ 32,074	\$ 47,365	\$ 5,671	\$ 29,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 64,379	\$ 91,393	\$ 85,346	\$ 80,946	\$ 76,566	\$ 71,676	\$ 63,648	\$ 57,831	\$ 52,192	\$ 46,374	\$ 38,740	\$ 29,599	\$ 21,280	\$ -	\$ -
		\$ 104,580	\$ 91,393	\$ 91,591	\$ 99,087	\$ 108,640	\$ 119,042	\$ 69,319	\$ 87,098	\$ 52,192	\$ 46,374	\$ 38,740	\$ 29,599	\$ 21,280	\$ -	\$ -
16	Other transit Enhancements	\$ 688,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 165,326	\$ 237,102	\$ 223,364	\$ 212,705	\$ 200,625	\$ 185,576	\$ 167,070	\$ 151,898	\$ 140,703	\$ 129,798	\$ 115,535	\$ 99,628	\$ 98,105	\$ 343,575	\$ 538,111
		\$ 853,826	\$ 237,102	\$ 223,364	\$ 212,705	\$ 200,625	\$ 185,576	\$ 167,070	\$ 151,898	\$ 140,703	\$ 129,798	\$ 115,535	\$ 99,628	\$ 98,105	\$ 343,575	\$ 538,111
	Total Transit Enhancements (10-16)	\$ 3,488,703	\$ 891,064	\$ 943,485	\$ 1,000,694	\$ 1,061,854	\$ 1,130,690	\$ 1,091,611	\$ 1,173,635	\$ 1,204,785	\$ 1,264,291	\$ 1,414,273	\$ 1,501,412	\$ 1,567,591	\$ 1,006,716	\$ -
		\$ 285,055	\$ 407,111	\$ 382,276	\$ 363,570	\$ 343,462	\$ 319,425	\$ 286,091	\$ 260,217	\$ 240,497	\$ 221,660	\$ 197,747	\$ 171,815	\$ 172,770	\$ 343,575	\$ 538,111
		\$ 3,773,757	\$ 1,298,175	\$ 1,325,761	\$ 1,364,264	\$ 1,405,315	\$ 1,450,115	\$ 1,377,703	\$ 1,433,852	\$ 1,445,282	\$ 1,485,950	\$ 1,612,019	\$ 1,673,228	\$ 1,740,361	\$ 1,350,291	\$ 538,111

