

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18			
TRANSIT																						
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	\$ 126,926,149	31.23%	Programming	\$ 81,315,787	\$ 600,000	\$ 397,423	\$ 856,966	\$ 3,487,710	\$ 1,925,401	\$ 940,750	\$ -	\$ 12,614,833	\$ 333,000	\$ 16,177,167	\$ 26,020,000	\$ 6,200,000	\$ 1,254,000	\$ 1,310,430	\$ 1,369,399		
				Finance Costs	\$ 39,639,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 304,990	\$ 1,309,838	\$ 2,027,568	\$ 2,850,997	\$ 2,801,388
				Total	\$ 120,955,345	\$ 600,000	\$ 397,423	\$ 856,966	\$ 3,487,710	\$ 1,925,401	\$ 940,750	\$ -	\$ 12,614,833	\$ 333,000	\$ 16,177,167	\$ 26,324,990	\$ 7,509,838	\$ 3,281,568	\$ 4,160,527	\$ 4,170,787		
2	3rd Street Light Rail (LRT)(Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,852,085	\$ 700,000	\$ 74,906,794	\$ 10,254,560	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,919,731	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,852,085	\$ 700,000	\$ 74,906,794	\$ 10,254,560	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,919,731	\$ -	\$ -	\$ -	\$ -	
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ -	\$ -	\$ 4,142,132	\$ -	\$ -	\$ 863,000	\$ 28,580,669	\$ 41,091,339	\$ 51,322,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 126,000,000	\$ -	\$ -	\$ 4,142,132	\$ -	\$ 863,000	\$ 28,580,669	\$ 41,091,339	\$ 51,322,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	Geary Light Rail	\$ -	-	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 304,136,549	25.25%	Programming	\$ 178,034,186	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,007	\$ 56,209,006	\$ 25,110,000	\$ 18,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 76,782,675	\$ -	\$ -	\$ 674,303	\$ 534,381	\$ 624,052	\$ -	\$ 653,077	\$ -	\$ 3,512,590	\$ 2,123,263	\$ 6,969,177	\$ 6,353,188	\$ 5,413,365	\$ 6,411,337	\$ 6,044,615		
				Total	\$ 254,816,861	\$ -	\$ 20,350,000	\$ 13,549,303	\$ 15,363,388	\$ 56,833,058	\$ 25,110,000	\$ 18,853,077	\$ -	\$ 3,512,590	\$ 2,123,263	\$ 6,969,177	\$ 6,353,188	\$ 5,413,365	\$ 6,411,337	\$ 6,044,615		
6	Electrification	\$ 26,229,698	39.43%	Programming	\$ 15,860,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 6,470,000	\$ -	\$ -	\$ -		
				Finance Costs	\$ 10,343,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,866	\$ 699,235	\$ 606,992	\$ 734,494	\$ 709,787	
				Total	\$ 26,203,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,670,866	\$ 7,169,235	\$ 606,992	\$ 734,494	\$ 709,787	
7	Caltrain Capital Improvement Program	\$ 25,462,000	27.88%	Programming	\$ 16,270,541	\$ -	\$ 797,683	\$ 1,193,695	\$ 1,053,064	\$ 1,214,066	\$ 1,901,301	\$ 1,730,000	\$ 310,389	\$ 150,000	\$ 150,000	\$ 150,000	\$ 837,114	\$ 853,856	\$ 870,933	\$ 888,352		
				Finance Costs	\$ 7,098,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,549	\$ -	\$ 140,103	\$ 80,757	\$ 255,313	\$ 271,906	\$ 265,309	\$ 359,085	\$ 386,379			
				Total	\$ 23,368,935	\$ -	\$ 797,683	\$ 1,193,695	\$ 1,053,064	\$ 1,214,066	\$ 1,901,301	\$ 1,755,549	\$ 310,389	\$ 290,103	\$ 230,757	\$ 405,313	\$ 1,109,020	\$ 1,119,165	\$ 1,230,018	\$ 1,274,731		
8	BART Station Access, Safety and Capacity	\$ 11,771,377	23.93%	Programming	\$ 7,402,775	\$ -	\$ 564,418	\$ 2,322,000	\$ -	\$ -	\$ -	\$ 1,145,000	\$ 355,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 210,000	\$ 220,500	\$ 231,525		
				Finance Costs	\$ 2,816,522	\$ -	\$ -	\$ -	\$ 45,504	\$ 49,071	\$ -	\$ 17,088	\$ -	\$ 81,954	\$ 49,214	\$ 158,972	\$ 145,060	\$ 128,832	\$ 159,858	\$ 158,778		
				Total	\$ 10,219,298	\$ -	\$ 564,418	\$ 2,322,000	\$ 45,504	\$ 49,071	\$ -	\$ 1,162,088	\$ 355,000	\$ 81,954	\$ 49,214	\$ 158,972	\$ 345,060	\$ 338,832	\$ 380,358	\$ 390,303		
9	Ferry	\$ 5,629,789	28.63%	Programming	\$ 4,058,874	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ -	\$ 430,000	\$ -	\$ -	\$ 870,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -		
				Finance Costs	\$ 1,611,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015	\$ 28,108	\$ 55,044	\$ 73,226	\$ 83,721	\$ 75,601	
				Total	\$ 5,670,629	\$ -	\$ 8,647	\$ 300,000	\$ -	\$ -	\$ -	\$ 430,000	\$ -	\$ -	\$ -	\$ 871,015	\$ 28,108	\$ 1,055,044	\$ 73,226	\$ 83,721	\$ 75,601	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,946,236	14.64%	Programming	\$ 8,280,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ 480,000	\$ 1,116,000	\$ -	\$ -	\$ 200,000	\$ 203,162	\$ 213,896	\$ 225,127		
				Finance Costs	\$ 1,455,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,586	\$ 23,978	\$ 67,163	\$ 65,360	\$ 57,733	\$ 71,249	\$ 70,394	
				Total	\$ 9,736,567	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ 480,000	\$ 1,160,586	\$ 23,978	\$ 67,163	\$ 265,360	\$ 260,895	\$ 285,145	\$ 295,521
11	F-Line Extension to Fort Mason	\$ 5,234,861	17.99%	Programming	\$ 4,158,738	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 1,170,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 941,590	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,101	\$ 32,733	\$ 106,473	\$ 96,207	\$ 81,003	\$ 94,580	\$ 87,667	
				Total	\$ 5,100,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 1,177,101	\$ 832,733	\$ 106,473	\$ 96,207	\$ 81,003	\$ 94,580	\$ 87,667
12	Purchase/Rehabilitation Historic Street Cars	\$ 1,465,761	0.00%	Programming	\$ 1,441,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,019	\$ 51,598	\$ 53,460	\$ 55,407		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,441,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,019	\$ 51,598	\$ 53,460	\$ 55,407	
13	Balboa Park BART/MTA-MUNI Station Access	\$ 10,176,570	2.04%	Programming	\$ 9,563,706	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ 700,800	\$ 1,286,400	\$ 412,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 207,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,111	\$ 22,265	\$ 60,697	\$ 44,393	\$ 25,383	\$ 12,721	\$ -	
				Total	\$ 9,771,275	\$ -	\$ -	\$ 570,000	\$ -	\$ -	\$ -	\$ 700,800	\$ 1,286,400	\$ 454,911	\$ 22,265	\$ 60,697	\$ 44,393	\$ 25,383	\$ 12,721	\$ -		
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ 8,302,490	36.28%	Programming	\$ 5,488,559	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 1,632,000	\$ -	\$ 1,843,800	\$ -	\$ 1,497,250	\$ -	\$ -		
				Finance Costs	\$ 3,012,090	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,002	\$ 92,006	\$ 147,252	\$ 230,887	\$ 223,005		
				Total	\$ 8,500,649	\$ -	\$ -	\$ 50,002	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 1,632,000	\$ -	\$ 1,882,802	\$ 92,006	\$ 1,644,502	\$ 230,887	\$ 223,005		
15	Purchase Additional Light Rail Vehicles	\$ 6,072,439	34.45%	Programming	\$ 3,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 2,650,000	\$ -	\$ -	\$ -			
				Finance Costs	\$ 2,091,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,664	\$ 134,768	\$ 162,584	\$ 156,580		
				Total	\$ 5,741,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 2,805,664	\$ 134,768	\$ 162,584	\$ 156,580	
16	Other Transit Enhancements	\$ 13,820,034	12.03%	Programming	\$ 11,170,551	\$ -	\$ 13,077	\$ 372,257	\$ -	\$ 192,000	\$ -	\$ 3,060,000	\$ 450,000	\$ 1,620,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 1,663,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,933	\$ 71,958	\$ 229,961	\$ 204,136	\$ 167,683	\$ 189,878	\$ 169,347	
				Total	\$ 12,833,714	\$ -	\$ 13,077	\$ 372,257	\$ -	\$ 192,000	\$ -	\$ 3,060,000	\$ 450,000	\$ 1,721,933	\$ 171,958	\$ 229,961	\$ 204,136	\$ 167,683	\$ 189,878	\$ 169,347		
	Total Transit Enhancements (10-16)	\$ 55,018,391	17.03%	Programming	\$ 43,753,913	\$ -	\$ 13,077	\$ 992,259	\$ -	\$ 192,000	\$ -	\$ 5,860,800	\$ 2,216,400	\$ 5,950,800	\$ 1,400,000	\$ 2,343,800	\$ 2,900,019	\$ 1,752,010	\$ 267,355	\$ 280,534		
				Finance Costs	\$ 9,371,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,730	\$ 150,934	\$ 657,766	\$ 613,821	\$ 761,900	\$ 706,994		
				Total	\$ 53,125,890	\$ -	\$ 13,077	\$ 992,259	\$ -	\$ 192,000	\$ -	\$ 5,860,800	\$ 2,216,400	\$ 6,146,530	\$ 1,550,934	\$ 2,847,096	\$ 3,557,785	\$ 2,365,832	\$ 1,029,255	\$ 987,528		

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18			
17B	New and Renovated Vehicles - BART	\$ 12,962,039	0.92%	Programming	\$ 12,370,236	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 3,205,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307,968	\$ 324,848	\$ 341,994			
				Finance Costs	\$ 119,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,853	\$ 14,441	\$ 28,095	\$ 8,557	\$ 6,958	\$ 7,865	\$ 7,055		
				Total	\$ 12,489,605	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,205,000	\$ -	\$ 19,853	\$ 14,441	\$ 28,095	\$ 8,557	\$ 314,926	\$ 332,713	\$ 349,049
17M	New and Renovated Vehicles - MUNI	\$ 508,055,562	0.81%	Programming	\$ 496,711,679	\$ -	\$ 28,750,091	\$ 500,000	\$ 3,292,847	\$ 3,821,299	\$ 4,600,000	\$ 8,983,964	\$ 37,012,195	\$ 3,753,320	\$ 5,025,256	\$ 2,016,825	\$ 12,928,108	\$ 29,822,786	\$ 86,704	\$ 14,929,612		
				Finance Costs	\$ 4,102,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 500,814,597	\$ -	\$ 28,750,091	\$ 500,000	\$ 3,292,847	\$ 3,821,299	\$ 4,600,000	\$ 8,983,964	\$ 37,012,195	\$ 3,753,320	\$ 5,025,256	\$ 2,016,825	\$ 12,928,108	\$ 29,822,786	\$ 86,704	\$ 14,929,612		
17P	New and Renovated Vehicles - PCJPB	\$ 25,924,077	20.89%	Programming	\$ 19,704,706	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 745,281	\$ 778,818	\$ 813,865	\$ 850,489		
				Finance Costs	\$ 5,416,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,851	\$ 13,645	\$ 105,400	\$ 139,978	\$ 137,777	\$ 188,616	\$ 205,725
				Total	\$ 25,121,522	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 1,000,000	\$ 1,015,851	\$ 1,013,645	\$ 1,105,400	\$ 885,259	\$ 916,595	\$ 1,002,482	\$ 1,056,214		
17U	New and Renovated Vehicles - Discretionary	\$ 90,734,271	0.00%	Programming	\$ 80,231,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,734,955	\$ 1,795,223	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 80,231,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,734,955	\$ 1,795,223
	Vehicles Subtotal	\$ 637,675,949	1.51%	Programming	\$ 609,018,336	\$ -	\$ 28,813,244	\$ 893,380	\$ 3,588,347	\$ 4,635,563	\$ 5,006,000	\$ 13,601,327	\$ 38,012,195	\$ 4,753,320	\$ 6,025,256	\$ 3,016,825	\$ 13,673,388	\$ 30,909,573	\$ 2,960,372	\$ 17,917,318		
				Finance Costs	\$ 9,639,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,704	\$ 28,086	\$ 133,495	\$ 148,535	\$ 144,734	\$ 196,481	\$ 212,780	
				Total	\$ 618,657,439	\$ -	\$ 28,813,244	\$ 893,380	\$ 3,588,347	\$ 4,635,563	\$ 5,006,000	\$ 13,601,327	\$ 38,012,195	\$ 4,789,024	\$ 6,053,343	\$ 3,150,320	\$ 13,821,923	\$ 31,054,307	\$ 3,156,853	\$ 18,130,099		
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ 2,520,679	0.00%	Programming	\$ 2,520,679	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 432,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,520,679	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 432,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line Operations & Maintenance	\$ 5,097,240	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Vehicles	\$ 645,293,868	1.49%	Programming	\$ 616,707,015	\$ -	\$ 30,660,438	\$ 2,456,318	\$ 5,205,347	\$ 5,831,665	\$ 6,039,000	\$ 13,601,327	\$ 38,444,641	\$ 4,753,320	\$ 6,025,256	\$ 3,016,825	\$ 13,673,388	\$ 30,909,573	\$ 2,960,372	\$ 17,917,318		
				Finance Costs	\$ 9,639,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,704	\$ 28,086	\$ 133,495	\$ 148,535	\$ 144,734	\$ 196,481	\$ 212,780	
				Total	\$ 626,346,118	\$ -	\$ 30,660,438	\$ 2,456,318	\$ 5,205,347	\$ 5,831,665	\$ 6,039,000	\$ 13,601,327	\$ 38,444,641	\$ 4,789,024	\$ 6,053,343	\$ 3,150,320	\$ 13,821,923	\$ 31,054,307	\$ 3,156,853	\$ 18,130,099		
20B	Rehab/Upgrade Existing Facilities - BART	\$ 2,149,556	17.69%	Programming	\$ 1,446,606	\$ -	\$ 10,000	\$ 496,864	\$ -	\$ -	\$ 272,000	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 380,323	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,860	\$ -	\$ 14,572	\$ 8,375	\$ 35,320	\$ 35,613	\$ 33,372	\$ 38,980	\$ 36,147	
				Total	\$ 1,826,929	\$ -	\$ 10,000	\$ 496,864	\$ -	\$ -	\$ -	\$ -	\$ 274,860	\$ -	\$ 14,572	\$ 8,375	\$ 275,320	\$ 35,613	\$ 33,372	\$ 38,980	\$ 36,147	
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ 86,698,749	24.89%	Programming	\$ 58,018,079	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 33,413,124	\$ 210,000	\$ 3,092,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 5,127,000	\$ -	
				Finance Costs	\$ 21,575,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,714	\$ 774,892	\$ 500,885	\$ 1,746,462	\$ 1,576,863	\$ 1,326,271	\$ 1,643,442	\$ 1,812,227	
				Total	\$ 79,593,379	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ -	\$ 33,434,838	\$ 210,000	\$ 3,866,892	\$ 1,300,885	\$ 1,746,462	\$ 1,576,863	\$ 1,326,271	\$ 6,770,442	\$ 1,812,227	
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,713,378	13.22%	Programming	\$ 6,282,513	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 693,599	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,151,644	\$ -	\$ -	\$ -	\$ -	\$ 48,577	\$ -	\$ 16,875	\$ -	\$ 77,467	\$ 45,847	\$ 146,680	\$ 130,355	\$ 107,250	\$ 121,695	\$ 108,826		
				Total	\$ 7,434,158	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 413,773	\$ 693,599	\$ 16,875	\$ 77,467	\$ 45,847	\$ 146,680	\$ 130,355	\$ 107,250	\$ 121,695	\$ 108,826			
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 10,811,754	0.00%	Programming	\$ 9,601,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207,934	\$ 215,116	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,601,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 207,934	\$ 215,116
	Facilities Subtotal	\$ 108,373,436	21.32%	Programming	\$ 75,348,276	\$ -	\$ 2,893,007	\$ 1,941,636	\$ 530,683	\$ 592,981	\$ 693,599	\$ 33,685,124	\$ 210,000	\$ 3,092,000	\$ 800,000	\$ 240,000	\$ -	\$ -	\$ -	\$ 5,334,934	\$ 215,116	
				Finance Costs	\$ 23,107,266	\$ -	\$ -	\$ -	\$ -	\$ 48,577	\$ -	\$ 41,449	\$ -	\$ 866,932	\$ 555,107	\$ 1,928,462	\$ 1,742,831	\$ 1,466,893	\$ 1,804,117	\$ 1,957,199		
				Total	\$ 98,455,542	\$ -	\$ 2,893,007	\$ 1,941,636	\$ 530,683	\$ 641,558	\$ 693,599	\$ 33,726,573	\$ 210,000	\$ 3,958,932	\$ 1,355,107	\$ 2,168,462	\$ 1,742,831	\$ 1,466,893	\$ 7,139,051	\$ 2,172,315		
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	\$ 16,556,153	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Facilities	\$ 124,929,589	18.50%	Programming	\$ 92,129,276	\$ -	\$ 6,893,007	\$ 5,760,636	\$ 4,027,683	\$ 3,743,981	\$ 3,007,599	\$ 33,685,124	\$ 210,000	\$ 3,092,000	\$ 800,000	\$ 240,000	\$ -	\$ -	\$ -	\$ 5,334,934	\$ 215,116	
				Finance Costs	\$ 23,107,266	\$ -	\$ -	\$ -	\$ -	\$ 48,577	\$ -	\$ 41,449	\$ -	\$ 866,932	\$ 555,107	\$ 1,928,462	\$ 1,742,831	\$ 1,466,893	\$ 1,804,117	\$ 1,957,199		
				Total	\$ 115,236,542	\$ -	\$ 6,893,007	\$ 5,760,636	\$ 4,027,683	\$ 3,792,558	\$ 3,007,599	\$ 33,726,573	\$ 210,000	\$ 3,958,932	\$ 1,355,107	\$ 2,168,462	\$ 1,742,831	\$ 1,466,893	\$ 7,139,051	\$ 2,172,315		
22B	Guideways - BART	\$ 7,886,745	0.00%	Programming	\$ 7,764,787	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ 100,000	\$ 1,141,000	\$ -	\$ -	\$ -	\$ -	\$ 181,075	\$ 189,573	\$ 199,588	\$ 210,067		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,764,787	\$ -	\$ 3,378	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 1,141,000	\$ -	\$ -	\$ -	\$ -	\$ 181,075	\$ 189,573	\$ 199,588	\$ 210,067	
22M	Guideways - MUNI	\$ 313,892,432	18.74%	Programming	\$ 237,689,977	\$ -	\$ 5,253,649	\$ 1,256,023	\$ 3,316,253	\$ 5,218,436	\$ 6,856,095	\$ 94,885,714	\$ 9,797,000	\$ 2,500,000	\$ 5,655,000	\$ 7,826,091	\$ 1,000,000	\$ 1,045,000	\$ 1,092,025	\$ 1,141,166		
				Finance Costs	\$ 58,812,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,447,641	\$ 1,520,859	\$ 5,943,278	\$ 5,453,350	\$ 4,629,683	\$ 5,459,077	\$ 5,119,662	
				Total	\$ 296,502,637	\$ -	\$ 5,253,649	\$ 1,256,023	\$ 3,316,253	\$ 5,218,436	\$ 6,856,095	\$ 94,885,714	\$ 9,797,000	\$ 3,947,641	\$ 7,175,859	\$ 13,769,369	\$ 6,453,350	\$ 5,674,683	\$ 6,551,102	\$ 6,260,828		

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18			
22P	Guideways - PCJPB	\$ 31,434,310	28.87%	Programming	\$ 21,883,317	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,994	\$ 2,061,666	\$ 473,159	\$ 2,126,841	\$ 3,222,763	\$ 1,300,000	\$ 800,000	\$ 836,000	\$ 873,620	\$ 912,933		
				Finance Costs	\$ 9,076,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,764	\$ 55,921	\$ 290,698	\$ 347,610	\$ 323,965	\$ 422,032	\$ 440,085	
				Total	\$ 30,959,864	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,994	\$ 2,061,666	\$ 473,159	\$ 2,145,605	\$ 3,278,684	\$ 1,590,698	\$ 1,147,610	\$ 1,159,965	\$ 1,295,632	\$ 1,353,018		
	Total	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310	\$ 31,434,310			
22U	Guideways - Discretionary	\$ 39,208,387	3.45%	Programming	\$ 34,923,628	\$ 4,379,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 705,717	\$ 731,760		
				Finance Costs	\$ 1,351,638	\$ 848,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 66,417	\$ -	\$ 2,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 36,275,266	\$ 5,227,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 66,417	\$ -	\$ 2,546	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 705,717	\$ 731,760
Total	Guideways	\$ 392,421,874	17.64%	Programming	\$ 302,261,709	\$ 4,379,000	\$ 5,646,959	\$ 2,119,340	\$ 3,750,718	\$ 5,513,436	\$ 7,422,089	\$ 97,047,380	\$ 11,411,159	\$ 4,626,841	\$ 8,877,763	\$ 9,126,091	\$ 1,981,075	\$ 2,070,573	\$ 2,870,950	\$ 2,995,926		
				Finance Costs	\$ 69,240,845	\$ 848,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 66,417	\$ -	\$ 2,546	\$ -	\$ -	\$ 1,466,405	\$ 1,576,780	\$ 6,233,976	\$ 5,800,960	\$ 4,953,648	\$ 5,881,110	\$ 5,559,747	
				Total	\$ 371,502,554	\$ 5,227,735	\$ 5,797,704	\$ 2,279,342	\$ 3,873,912	\$ 5,579,854	\$ 7,422,089	\$ 97,049,926	\$ 11,411,159	\$ 6,093,246	\$ 10,454,543	\$ 15,360,067	\$ 7,782,035	\$ 7,024,221	\$ 8,752,059	\$ 8,555,674		
Total	System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,162,645,332	8.77%	Programming	\$ 1,011,098,001	\$ 4,379,000	\$ 43,200,404	\$ 10,336,294	\$ 12,983,748	\$ 15,089,082	\$ 16,468,688	\$ 144,333,831	\$ 50,065,800	\$ 12,472,161	\$ 15,703,019	\$ 12,382,916	\$ 15,654,463	\$ 32,980,146	\$ 11,166,256	\$ 21,128,360		
				Finance Costs	\$ 101,987,214	\$ 848,735	\$ 150,745	\$ 160,001	\$ 123,194	\$ 114,995	\$ -	\$ 43,995	\$ -	\$ 2,369,041	\$ 2,159,973	\$ 8,295,933	\$ 7,692,325	\$ 6,565,276	\$ 7,881,708	\$ 7,729,727		
				Total	\$ 1,113,085,214	\$ 5,227,735	\$ 43,351,149	\$ 10,496,295	\$ 13,106,942	\$ 15,204,077	\$ 16,468,688	\$ 144,377,826	\$ 50,065,800	\$ 14,841,202	\$ 17,862,992	\$ 20,678,849	\$ 23,346,789	\$ 39,545,421	\$ 19,047,964	\$ 28,858,087		
TOTAL TRANSIT		\$ 1,940,671,369	12.86%	Programming	\$ 1,580,646,162	\$ 5,679,000	\$ 140,238,447	\$ 43,272,906	\$ 37,424,529	\$ 74,629,555	\$ 45,283,739	\$ 200,280,300	\$ 106,653,761	\$ 70,228,821	\$ 37,300,186	\$ 53,206,447	\$ 33,261,596	\$ 37,050,012	\$ 13,835,475	\$ 23,898,170		
				Finance Costs	\$ 249,651,548	\$ 848,735	\$ 150,745	\$ 834,305	\$ 703,079	\$ 788,118	\$ -	\$ 739,708	\$ -	\$ 6,299,419	\$ 4,565,156	\$ 16,796,655	\$ 17,184,362	\$ 15,694,388	\$ 19,242,200	\$ 18,613,268		
				Total	\$ 1,830,297,711	\$ 6,527,735	\$ 140,389,191	\$ 44,107,211	\$ 38,127,608	\$ 75,417,673	\$ 45,283,739	\$ 201,020,008	\$ 106,653,761	\$ 76,528,240	\$ 41,865,342	\$ 70,003,102	\$ 50,445,958	\$ 52,744,400	\$ 33,077,675	\$ 42,511,438		
PARATRANSIT																						
23	Paratransit	\$ 258,330,539	32.68%	Programming	\$ 160,545,600	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000		
				Finance Costs	\$ 84,411,408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,020	\$ -	\$ 156,691	\$ -	\$ -	\$ 1,151,930	\$ 840,663	\$ 3,281,727	\$ 3,517,120	\$ 3,456,438	\$ 4,696,959	\$ 5,061,940
				Total	\$ 244,957,008	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,802,020	\$ 9,670,000	\$ 9,826,691	\$ 9,670,000	\$ 10,821,930	\$ 10,510,663	\$ 12,951,727	\$ 13,187,120	\$ 13,126,438	\$ 14,366,959	\$ 14,731,940	
TOTAL PARATRANSIT		\$ 258,330,539	32.68%	Programming	\$ 160,545,600	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000			
				Finance Costs	\$ 84,411,408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,020	\$ -	\$ 156,691	\$ -	\$ 1,151,930	\$ 840,663	\$ 3,281,727	\$ 3,517,120	\$ 3,456,438	\$ 4,696,959	\$ 5,061,940
				Total	\$ 244,957,008	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,802,020	\$ 9,670,000	\$ 9,826,691	\$ 9,670,000	\$ 10,821,930	\$ 10,510,663	\$ 12,951,727	\$ 13,187,120	\$ 13,126,438	\$ 14,366,959	\$ 14,731,940		
STREETS AND TRAFFIC SAFETY																						
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 101,336,200	35.54%	Programming	\$ 55,881,085	\$ 2,832,840	\$ 1,977,839	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 1,504,008	\$ 25,665,487	\$ 5,397,165	\$ 8,437,348	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 36,016,654	\$ -	\$ 74,676	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,588	\$ -	\$ 1,060,573	\$ 648,218	\$ 2,112,605	\$ 2,517,029	\$ 2,174,293	\$ 2,616,393	\$ 2,512,504	
				Total	\$ 91,897,739	\$ 2,832,840	\$ 2,052,515	\$ -	\$ 1,062,563	\$ 3,003,835	\$ 6,000,000	\$ 1,511,596	\$ 25,665,487	\$ 6,457,738	\$ 9,085,566	\$ 2,112,605	\$ 2,517,029	\$ 2,174,293	\$ 2,616,393	\$ 2,512,504		
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,552,000	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 698,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,552,000	\$ -	\$ 1,854,000	\$ -	\$ -	\$ -	\$ 698,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
26	Great Highway Erosion Repair	\$ 2,597,380	29.57%	Programming	\$ 1,330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 768,071	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,684	\$ -	\$ 32,026	\$ 19,445	\$ 64,157	\$ 58,780	\$ 50,419	\$ 60,181	\$ 57,256
				Total	\$ 2,098,071	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,336,684	\$ -	\$ 32,026	\$ 19,445	\$ 64,157	\$ 58,780	\$ 50,419	\$ 60,181	\$ 57,256
27	Visitation Valley Watershed Area projects (San Francisco share)	\$ 19,192,462	14.79%	Programming	\$ 16,698,768	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000	\$ -	\$ 470,250	\$ 491,411	\$ 513,525	\$ 536,633		
				Finance Costs	\$ 2,838,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,849	\$ 75,074	\$ 78,997	\$ 73,916	\$ 96,527	\$ 100,769	
				Total	\$ 19,537,046	\$ -	\$ -	\$ 50,000	\$ 100,000	\$ -	\$ 45,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 2,030,849	\$ 75,074	\$ 549,247	\$ 565,327	\$ 610,051	\$ 637,402		
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/SRI Traffic Study	\$ 255,899	0.00%	Programming	\$ 251,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,700	\$ 10,963	\$ 11,067	\$ 11,180		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 251,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,700	\$ 10,963	\$ 11,067	\$ 11,180	
30	Other Upgrades to Major Arterials	\$ 4,548,614	6.66%	Programming	\$ 4,019,481	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 186,692	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 302,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,964	\$ 59,752	\$ 51,650	\$ 40,801	\$ 43,851	\$ 36,384		
				Total	\$ 4,322,469	\$ -	\$ -	\$ 73,000	\$ -	\$ -	\$ 186,692	\$ -	\$ -	\$ 500,000	\$ 1,007,964	\$ 59,752	\$ 51,650	\$ 40,801	\$ 43,851	\$ 36,384		
Total	New and Upgraded Streets	\$ 31,146,355	12.55%	Programming	\$ 26,851,262	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 929,692	\$ 2,330,000	\$ 1,000,000	\$ 1,500,000	\$ 3,000,000	\$ -	\$ 480,950	\$ 502,374	\$ 524,591	\$ 547,813		
				Finance Costs	\$ 3,909,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,684	\$ -	\$ 32,026	\$ 58,258	\$ 198,982	\$ 189,427	\$ 165,137	\$ 200,559	\$ 194,408	
				Total	\$ 30,760,598	\$ -	\$ 3,854,000	\$ 123,000	\$ 100,000	\$ -	\$ 929,692	\$ 2,336,684	\$ 1,000,000	\$ 1,532,026	\$ 3,058,258	\$ 198,982	\$ 670,377	\$ 667,511	\$ 725,150	\$ 742,221		

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18		
31	New Signals and Signs	\$ 46,189,859	7.91%	Programming	\$ 41,373,387	\$ -	\$ 817,843	\$ 599,021	\$ 1,752,000	\$ 1,641,718	\$ 1,831,616	\$ 656,404	\$ 1,725,000	\$ 780,000	\$ 2,200,000	\$ 2,025,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
				Finance Costs	\$ 3,652,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,757	\$ -	\$ 43,659	\$ 38,649	\$ 222,332	\$ 258,011	\$ 229,455	\$ 281,301	\$ 272,125	\$ 272,125
				Total	\$ 45,026,355	\$ -	\$ 817,843	\$ 599,021	\$ 1,752,000	\$ 1,641,718	\$ 1,831,616	\$ 660,161	\$ 1,725,000	\$ 823,659	\$ 2,238,649	\$ 2,247,332	\$ 1,258,011	\$ 1,229,455	\$ 1,281,301	\$ 1,272,125	
32	Advanced Technology and Information Systems (SFgo)	\$ 22,135,306	9.95%	Programming	\$ 19,631,323	\$ -	\$ 35,903	\$ 903,017	\$ 1,135,000	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ 1,503,850	\$ -	\$ -	\$ 531,925	\$ 560,028	\$ 589,434	\$ 620,201	
				Finance Costs	\$ 2,203,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,356	\$ 63,968	\$ 49,257	\$ 45,206	\$ 58,118	\$ 59,955
				Total	\$ 21,834,373	\$ -	\$ 35,903	\$ 903,017	\$ 1,135,000	\$ 195,000	\$ 463,300	\$ 1,470,850	\$ -	\$ 1,523,509	\$ 15,356	\$ 63,968	\$ 581,182	\$ 605,234	\$ 647,552	\$ 680,156	
33	Signals and Signs	\$ 112,467,828	4.99%	Programming	\$ 102,552,674	\$ -	\$ 2,393,676	\$ 8,887,685	\$ 274,956	\$ 7,754,339	\$ 597,500	\$ 750,000	\$ 370,000	\$ 3,270,000	\$ 370,000	\$ 4,920,000	\$ 2,000,000	\$ 2,500,000	\$ 2,845,127	\$ 2,993,637	
				Finance Costs	\$ 5,612,095	\$ -	\$ -	\$ -	\$ 5,527	\$ 161,447	\$ -	\$ 34,854	\$ -	\$ 99,200	\$ 50,968	\$ 190,669	\$ 270,339	\$ 215,827	\$ 258,633	\$ 255,566	
				Total	\$ 108,164,769	\$ -	\$ 2,393,676	\$ 8,887,685	\$ 280,483	\$ 7,915,785	\$ 597,500	\$ 784,854	\$ 370,000	\$ 3,369,200	\$ 420,968	\$ 5,110,669	\$ 2,270,339	\$ 2,715,827	\$ 3,103,760	\$ 3,249,003	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 151,364,551	28.81%	Programming	\$ 93,889,458	\$ -	\$ 10,946,606	\$ 12,630,000	\$ 3,250,000	\$ 13,920,000	\$ 2,880,000	\$ 2,970,000	\$ 3,000,000	\$ 3,100,000	\$ 3,200,000	\$ 3,300,000	\$ 3,402,062	\$ 3,507,280	\$ 3,615,753	\$ 3,727,580	
				Finance Costs	\$ 43,602,408	\$ -	\$ -	\$ 85,404	\$ 201,080	\$ 486,472	\$ -	\$ 174,555	\$ -	\$ 917,547	\$ 591,759	\$ 2,082,024	\$ 2,050,136	\$ 1,878,476	\$ 2,402,980	\$ 2,458,131	
				Total	\$ 137,491,866	\$ -	\$ 10,946,606	\$ 12,715,404	\$ 3,451,080	\$ 14,406,472	\$ 2,880,000	\$ 3,144,555	\$ 3,000,000	\$ 4,017,547	\$ 3,791,759	\$ 5,382,024	\$ 5,452,198	\$ 5,385,756	\$ 6,018,733	\$ 6,185,711	
35	Street Repair and Cleaning Equipment	\$ 29,172,542	5.57%	Programming	\$ 26,697,704	\$ -	\$ 1,033,625	\$ 535,166	\$ 664,504	\$ 642,000	\$ 670,000	\$ 699,000	\$ 729,000	\$ 761,000	\$ 794,000	\$ 828,000	\$ 701,034	\$ 738,072	\$ 776,826	\$ 817,375	
				Finance Costs	\$ 1,624,402	\$ -	\$ 146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,517	\$ 6,506	\$ 35,620	\$ 47,105	\$ 43,083	\$ 55,223	\$ 56,830	
				Total	\$ 28,322,107	\$ -	\$ 1,033,771	\$ 535,166	\$ 664,504	\$ 642,000	\$ 670,000	\$ 699,000	\$ 729,000	\$ 765,517	\$ 800,506	\$ 863,620	\$ 748,140	\$ 781,155	\$ 832,050	\$ 874,205	
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ 2,121,184	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	Pedestrian and Bicycle Facility Maintenance	\$ 22,263,256	11.10%	Programming	\$ 19,370,814	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 626,300	\$ 539,120	\$ 649,780	\$ 620,000	\$ 638,000	\$ 656,000	\$ 675,000	\$ 535,000	\$ 559,075	\$ 584,233	\$ 610,524	
				Finance Costs	\$ 2,471,784	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,450	\$ -	\$ 29,944	\$ 23,539	\$ 97,312	\$ 81,692	\$ 75,110	\$ 96,379	\$ 98,874	
				Total	\$ 21,842,598	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 626,300	\$ 539,120	\$ 653,230	\$ 620,000	\$ 667,944	\$ 679,539	\$ 772,312	\$ 616,692	\$ 634,185	\$ 680,612	\$ 709,398	
38	Traffic Calming	\$ 77,793,446	0.70%	Programming	\$ 75,415,811	\$ -	\$ 1,050,380	\$ 1,450,483	\$ 1,367,315	\$ 1,738,170	\$ 240,900	\$ 2,631,450	\$ 3,004,500	\$ 2,302,000	\$ 2,067,000	\$ 2,429,880	\$ 1,869,424	\$ 1,968,192	\$ 2,071,537	\$ 2,179,667	
				Finance Costs	\$ 547,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,060	\$ 18,066	\$ 21,810	\$ 21,312	
				Total	\$ 75,963,742	\$ -	\$ 1,050,380	\$ 1,450,483	\$ 1,367,315	\$ 1,738,170	\$ 240,900	\$ 2,631,450	\$ 3,004,500	\$ 2,302,000	\$ 2,067,000	\$ 2,429,880	\$ 1,890,485	\$ 1,986,258	\$ 2,093,347	\$ 2,200,979	
39	Bicycle Circulation/Safety	\$ 35,314,130	0.23%	Programming	\$ 34,552,965	\$ -	\$ 619,669	\$ 477,917	\$ 713,340	\$ 572,562	\$ 713,736	\$ 765,000	\$ 1,440,000	\$ 1,286,000	\$ 1,086,000	\$ 850,000	\$ 848,620	\$ 893,456	\$ 940,369	\$ 989,454	
				Finance Costs	\$ 80,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 950	\$ 7,690	\$ 45,142	\$ 17,382	\$ 4,382	\$ 3,566	\$ 1,699	
				Total	\$ 34,633,776	\$ -	\$ 619,669	\$ 477,917	\$ 713,340	\$ 572,562	\$ 713,736	\$ 765,000	\$ 1,440,000	\$ 1,286,950	\$ 1,093,690	\$ 895,142	\$ 866,002	\$ 897,838	\$ 943,935	\$ 991,153	
40	Pedestrian Circulation/Safety	\$ 30,452,040	10.06%	Programming	\$ 27,000,086	\$ -	\$ 364,656	\$ 401,508	\$ 600,260	\$ 222,258	\$ 1,097,850	\$ 833,000	\$ 1,088,000	\$ 1,716,000	\$ 809,000	\$ 1,105,000	\$ 731,781	\$ 750,000	\$ 780,000	\$ 800,000	
				Finance Costs	\$ 3,064,863	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,780	\$ 17,463	\$ 93,590	\$ 93,987	\$ 85,842	\$ 108,660	
				Total	\$ 30,064,949	\$ -	\$ 364,656	\$ 401,508	\$ 600,260	\$ 222,258	\$ 1,097,850	\$ 833,000	\$ 1,088,000	\$ 1,720,780	\$ 826,463	\$ 1,198,590	\$ 825,769	\$ 835,842	\$ 888,660	\$ 909,214	
41	Curb Ramps	\$ 30,196,140	0.21%	Programming	\$ 29,554,985	\$ -	\$ 871,446	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 731,000	\$ 763,000	\$ 796,000	\$ 831,000	\$ 867,000	\$ 725,632	\$ 763,969	\$ 804,084	\$ 846,055	
				Finance Costs	\$ 63,407	\$ -	\$ 1,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,328	\$ 9,743	\$ 10,580	
				Total	\$ 29,618,392	\$ -	\$ 873,354	\$ 617,000	\$ 644,000	\$ 672,000	\$ 701,000	\$ 731,000	\$ 763,000	\$ 796,000	\$ 831,000	\$ 867,000	\$ 737,960	\$ 773,712	\$ 814,663	\$ 855,084	
42	Tree Planting and Maintenance	\$ 41,967,517	7.03%	Programming	\$ 38,991,009	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,016,000	\$ 1,060,000	\$ 1,106,000	\$ 1,154,000	\$ 1,204,429	\$ 1,000,000	\$ 1,045,000	\$ 1,092,025	\$ 1,141,166	
				Finance Costs	\$ 2,950,122	\$ -	\$ 3,385	\$ 283	\$ 43	\$ -	\$ 1,186	\$ -	\$ 20,168	\$ -	\$ 19,015	\$ 88,378	\$ 96,822	\$ 89,497	\$ 115,277	\$ 118,550	
				Total	\$ 41,941,131	\$ -	\$ 1,234,785	\$ 857,283	\$ 894,042	\$ 929,155	\$ 975,463	\$ 1,017,186	\$ 1,060,000	\$ 1,126,168	\$ 1,173,015	\$ 1,292,807	\$ 1,096,822	\$ 1,134,497	\$ 1,207,302	\$ 1,259,716	
TOTAL STREETS AND TRAFFIC SAFETY		\$ 733,920,354	14.42%	Programming	\$ 593,912,208	\$ 2,832,840	\$ 26,390,170	\$ 28,454,678	\$ 13,435,735	\$ 32,311,336	\$ 17,981,824	\$ 17,006,492	\$ 40,464,987	\$ 24,156,015	\$ 24,604,348	\$ 18,204,309	\$ 13,826,428	\$ 14,787,446	\$ 15,623,980	\$ 16,273,473	
				Finance Costs	\$ 105,799,833	\$ -	\$ 80,114	\$ 85,687	\$ 206,649	\$ 647,919	\$ -	\$ 232,074	\$ 5,704,575	\$ 5,034,116	\$ 6,229,480	\$ 6,167,996					
				Total	\$ 699,712,041	\$ 2,832,840	\$ 26,470,285	\$ 28,540,365	\$ 13,642,384	\$ 32,959,255	\$ 17,981,824	\$ 17,238,566	\$ 40,464,987	\$ 26,389,038	\$ 26,081,769	\$ 23,434,929	\$ 19,531,003	\$ 19,821,562	\$ 21,853,460	\$ 22,441,469	
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																					
43	Transportation Demand Management/Parking Management	\$ 14,842,171	11.10%	Programming	\$ 13,099,381	\$ -	\$ 443,000	\$ 310,318	\$ 379,983	\$ 129,814	\$ 264,874	\$ 778,100	\$ 338,100	\$ 298,100	\$ 563,100	\$ 270,100	\$ 400,000	\$ 412,000	\$ 424,360	\$ 437,091	
				Finance Costs	\$ 1,647,165	\$ -	\$ 1,469	\$ -	\$ 406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,396	\$ 6,679	\$ 38,479	\$ 44,605	\$ 43,875	\$ 59,489	
				Total	\$ 14,746,545	\$ -	\$ 444,469	\$ 310,318	\$ 380,389	\$ 129,814	\$ 264,874	\$ 778,100	\$ 338,100	\$ 308,496	\$ 569,779	\$ 308,579	\$ 444,605	\$ 455,875	\$ 483,849	\$ 500,893	
44	Transportation/Land Use Coordination	\$ 22,519,155	12.63%	Programming	\$ 19,528,558	\$ -	\$ 37,990	\$ 230,000	\$ 243,000	\$ 303,535	\$ 964,980	\$ 272,885	\$ 581,096	\$ 1,545,556	\$ 576,276	\$ 1,726,276	\$ 500,000	\$ 522,500	\$ 546,013	\$ 570,583	
				Finance Costs	\$ 2,844,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,453	\$ 65,517	\$ 112,824	\$ 102,025	\$ 128,809	\$ 130,072	
				Total	\$ 22,372,952	\$ -	\$ 37,990	\$ 230,000	\$ 243,000	\$ 303,535	\$ 964,980	\$ 272,885	\$ 581,096	\$ 1,545,556	\$ 581,729	\$ 1,791,793	\$ 612,824	\$ 624,525	\$ 674,821	\$ 700,655	
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 37,361,326	12.02%	Programming	\$ 32,627,938	\$ -	\$ 480,990	\$ 540,318	\$ 622,983	\$ 433,349	\$ 1,229,854	\$ 1,050,985	\$ 919,196	\$ 1,843,656	\$ 1,139,376	\$ 1,996,376	\$ 900,000	\$ 934,500	\$ 970,373	\$ 1,007,674	
				Finance Costs	\$ 4,491,559	\$ -	\$ 1,469	\$ -	\$ 406	\$ -	\$ -	\$ -	\$ 10,396	\$ 12,132	\$ 103,996	\$ 157,429	\$ 145,900	\$ 188,297	\$ 193,874		
				Total	\$ 37,119,498	\$ -	\$ 482,458	\$ 540,318	\$ 623,389	\$ 433,349	\$ 1,229,854	\$ 1,050,985	\$ 919,196	\$ 1,854,052	\$ 1,151,508	\$ 2,100,372	\$ 1,057,429	\$ 1,080,400	\$ 1,158,670	\$ 1,201,548	
TOTAL STRATEGIC PLAN		\$ 2,970,283,589	14.96%	Programming	\$ 2,367,731,908	\$ 8,511,840	\$ 176,779,607	\$ 81,937,902	\$ 61,153,247	\$ 117,044,240	\$ 74,165,417	\$ 228,007,777	\$ 157,707,944	\$ 105,898,492	\$ 72,713,910	\$ 83,077,132					

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																	
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	\$ 1,431,022	\$ 1,495,418	\$ 1,562,712	\$ 1,633,034	\$ 1,706,521	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,697,224	\$ 2,822,846	\$ 2,765,179	\$ 2,709,371	\$ 2,724,893	\$ 2,628,023	\$ 2,536,899	\$ 2,352,256	\$ 2,205,370	\$ 2,072,836	\$ 1,851,971	\$ 1,464,908	\$ 984,974	\$ 518,829	\$ 10,099	\$ -
		\$ 4,128,246	\$ 4,318,264	\$ 4,327,891	\$ 4,342,405	\$ 4,431,414	\$ 2,628,023	\$ 2,536,899	\$ 2,352,256	\$ 2,205,370	\$ 2,072,836	\$ 1,851,971	\$ 1,464,908	\$ 984,974	\$ 518,829	\$ 10,099	\$ -
2	3rd Street Light Rail (LRT)(Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (3rd St. LRT Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,461,173
		\$ 5,549,662	\$ 5,497,110	\$ 5,048,998	\$ 4,581,445	\$ 4,196,002	\$ 3,683,009	\$ 3,212,733	\$ 2,570,781	\$ 1,900,450	\$ 1,117,692	\$ 111,446	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,549,662	\$ 5,497,110	\$ 5,048,998	\$ 4,581,445	\$ 4,196,002	\$ 3,683,009	\$ 3,212,733	\$ 2,570,781	\$ 1,900,450	\$ 1,117,692	\$ 111,446	\$ -	\$ -	\$ -	\$ -	\$ 30,461,173
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 670,754	\$ 687,521	\$ 657,898	\$ 627,734	\$ 612,372	\$ 583,275	\$ 568,317	\$ 533,226	\$ 507,766	\$ 487,528	\$ 449,219	\$ 372,919	\$ 274,432	\$ 181,718	\$ 97,401	\$ -
		\$ 670,754	\$ 687,521	\$ 657,898	\$ 627,734	\$ 612,372	\$ 583,275	\$ 568,317	\$ 533,226	\$ 507,766	\$ 487,528	\$ 449,219	\$ 372,919	\$ 274,432	\$ 181,718	\$ 97,401	\$ -
7	Caltrain Capital Improvement Program	\$ 906,119	\$ 924,241	\$ 942,726	\$ 961,580	\$ 435,423	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 405,389	\$ 460,936	\$ 489,415	\$ 519,073	\$ 527,232	\$ 494,923	\$ 473,533	\$ 434,029	\$ 400,633	\$ 368,304	\$ 318,108	\$ 237,500	\$ 140,666	\$ 44,251	\$ -	\$ -
		\$ 1,311,508	\$ 1,385,177	\$ 1,432,141	\$ 1,480,653	\$ 962,655	\$ 494,923	\$ 473,533	\$ 434,029	\$ 400,633	\$ 368,304	\$ 318,108	\$ 237,500	\$ 140,666	\$ 44,251	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 243,101	\$ 255,256	\$ 268,019	\$ 281,420	\$ 295,491	\$ 310,266	\$ 325,779	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 154,602	\$ 163,827	\$ 162,721	\$ 161,918	\$ 165,697	\$ 166,752	\$ 173,198	\$ 169,314	\$ 156,949	\$ 138,117	\$ 110,926	\$ 71,656	\$ 26,512	\$ -	\$ -	\$ -
		\$ 397,703	\$ 419,084	\$ 430,741	\$ 443,338	\$ 461,188	\$ 477,018	\$ 498,977	\$ 344,314	\$ 156,949	\$ 138,117	\$ 110,926	\$ 71,656	\$ 26,512	\$ -	\$ -	\$ -
9	Ferry	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,227	\$ -
		\$ 65,735	\$ 60,662	\$ 134,595	\$ 127,818	\$ 123,990	\$ 117,294	\$ 113,323	\$ 105,188	\$ 98,762	\$ 93,013	\$ 83,350	\$ 66,249	\$ 44,974	\$ 33,345	\$ 24,388	\$ 2,355
		\$ 65,735	\$ 60,662	\$ 1,334,595	\$ 127,818	\$ 123,990	\$ 117,294	\$ 113,323	\$ 105,188	\$ 98,762	\$ 93,013	\$ 83,350	\$ 66,249	\$ 44,974	\$ 283,572	\$ 24,388	\$ 2,355
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 236,878	\$ 249,173	\$ 262,035	\$ 275,491	\$ 289,568	\$ 304,292	\$ 319,695	\$ 335,805	\$ 352,655	\$ 370,278	\$ 388,710	\$ 407,986	\$ 450,000	\$ 200,000	\$ -	\$ -
		\$ 68,149	\$ 71,797	\$ 70,912	\$ 70,158	\$ 71,387	\$ 73,768	\$ 74,146	\$ 76,706	\$ 81,522	\$ 85,323	\$ 83,609	\$ 78,681	\$ 76,586	\$ 56,586	\$ 21,171	\$ -
		\$ 305,027	\$ 320,970	\$ 332,947	\$ 345,649	\$ 360,955	\$ 375,730	\$ 393,462	\$ 409,951	\$ 429,361	\$ 451,800	\$ 474,033	\$ 491,595	\$ 528,681	\$ 256,586	\$ 21,171	\$ -
11	F-Line Extension to Fort Mason	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 229,324	\$ 240,739	\$ 252,676	\$ 272,564	\$ 290,788	\$ 308,037	\$ 94,609
		\$ 78,831	\$ 76,076	\$ 67,579	\$ 58,649	\$ 50,461	\$ 40,315	\$ 29,997	\$ 17,186	\$ 2,838	\$ 2,838	\$ 2,789	\$ 2,522	\$ 2,137	\$ 1,823	\$ 1,767	\$ -
		\$ 78,831	\$ 76,076	\$ 67,579	\$ 58,649	\$ 50,461	\$ 40,315	\$ 29,997	\$ 17,186	\$ 2,838	\$ 232,181	\$ 243,528	\$ 255,198	\$ 274,701	\$ 292,610	\$ 309,804	\$ 94,609
12	Purchase/Rehabilitation Historic Street Cars	\$ 57,445	\$ 59,577	\$ 61,807	\$ 64,141	\$ 66,581	\$ 69,135	\$ 71,806	\$ 74,599	\$ 77,521	\$ 80,577	\$ 83,773	\$ 87,115	\$ 92,684	\$ 97,787	\$ 102,616	\$ 83,962
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 57,445	\$ 59,577	\$ 61,807	\$ 64,141	\$ 66,581	\$ 69,135	\$ 71,806	\$ 74,599	\$ 77,521	\$ 80,577	\$ 83,773	\$ 87,115	\$ 92,684	\$ 97,787	\$ 102,616	\$ 83,962
13	Balboa Park BART/MTA-MUNI Station Access	\$ 285,204	\$ 300,006	\$ 315,492	\$ 331,692	\$ 348,638	\$ 366,366	\$ 384,908	\$ 404,304	\$ 424,590	\$ 445,807	\$ 467,996	\$ 491,203	\$ 529,864	\$ 565,291	\$ 598,824	\$ 333,520
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 285,204	\$ 300,006	\$ 315,492	\$ 331,692	\$ 348,638	\$ 366,366	\$ 384,908	\$ 404,304	\$ 424,590	\$ 445,807	\$ 467,996	\$ 491,203	\$ 529,864	\$ 565,291	\$ 598,824	\$ 333,520
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,507
		\$ 210,618	\$ 215,737	\$ 206,281	\$ 196,643	\$ 191,623	\$ 182,279	\$ 177,318	\$ 166,032	\$ 157,688	\$ 150,865	\$ 138,311	\$ 113,944	\$ 82,730	\$ 53,172	\$ 25,269	\$ 11,428
		\$ 210,618	\$ 215,737	\$ 206,281	\$ 196,643	\$ 191,623	\$ 182,279	\$ 177,318	\$ 166,032	\$ 157,688	\$ 150,865	\$ 138,311	\$ 113,944	\$ 82,730	\$ 53,172	\$ 25,269	\$ 276,934
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 147,393	\$ 150,400	\$ 143,171	\$ 135,771	\$ 131,480	\$ 124,121	\$ 119,606	\$ 110,650	\$ 103,427	\$ 96,799	\$ 85,939	\$ 67,273	\$ 44,284	\$ 21,838	\$ -	\$ -
		\$ 147,393	\$ 150,400	\$ 143,171	\$ 135,771	\$ 131,480	\$ 124,121	\$ 119,606	\$ 110,650	\$ 103,427	\$ 96,799	\$ 85,939	\$ 67,273	\$ 44,284	\$ 21,838	\$ -	\$ -
16	Other Transit Enhancements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 547,653	\$ 575,021	\$ 603,644	\$ 633,578	\$ 683,452	\$ 729,152	\$ 772,409	\$ 418,309
		\$ 144,815	\$ 130,525	\$ 105,120	\$ 78,198	\$ 50,692	\$ 18,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 144,815	\$ 130,525	\$ 105,120	\$ 78,198	\$ 50,692	\$ 18,918	\$ -	\$ 400,000	\$ 547,653	\$ 575,021	\$ 603,644	\$ 633,578	\$ 683,452	\$ 729,152	\$ 772,409	\$ 418,309
	Total Transit Enhancements (10-16)	\$ 579,527	\$ 608,756	\$ 639,334	\$ 671,323	\$ 704,788	\$ 739,793	\$ 776,409	\$ 1,214,708	\$ 1,402,418	\$ 1,701,007	\$ 1,784,862	\$ 1,872,559	\$ 2,028,564	\$ 1,883,018	\$ 1,781,887	\$ 1,195,907
		\$ 649,805	\$ 644,534	\$ 593,063	\$ 539,418	\$ 495,642	\$ 437,071	\$ 400,690	\$ 368,015	\$ 340,658	\$ 332,042	\$ 312,362	\$ 267,349	\$ 207,833	\$ 133,419	\$ 48,207	\$ 11,428
		\$ 1,229,333	\$ 1,253,290	\$ 1,232,397	\$ 1,210,741	\$ 1,200,430	\$ 1,176,864	\$ 1,177,099	\$ 1,582,723	\$ 1,743,076	\$ 2,033,049	\$ 2,097,224	\$ 2,139,908	\$ 2,236,396	\$ 2,016,437	\$ 1,830,094	\$ 1,207,335

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
17B	New and Renovated Vehicles - BART	\$ 359,943	\$ 378,734	\$ 398,405	\$ 418,999	\$ 440,558	\$ 463,129	\$ 486,760	\$ 511,504	\$ 537,415	\$ 564,552	\$ 592,980	\$ 622,770	\$ 672,267	\$ 717,809	\$ 761,144	\$ 258,456	
		\$ 6,037	\$ 5,501	\$ 4,607	\$ 3,716	\$ 2,931	\$ 2,101	\$ 1,290	\$ 363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 365,980	\$ 384,235	\$ 403,012	\$ 422,714	\$ 443,489	\$ 465,230	\$ 488,050	\$ 511,866	\$ 537,415	\$ 564,552	\$ 592,980	\$ 622,770	\$ 672,267	\$ 717,809	\$ 761,144	\$ 258,456	
17M	New and Renovated Vehicles - MUNI	\$ 15,682,124	\$ 16,453,155	\$ 17,260,328	\$ 18,105,354	\$ 18,990,039	\$ 19,916,291	\$ 20,886,135	\$ 21,901,731	\$ 22,965,400	\$ 24,079,659	\$ 25,947,281	\$ 27,187,341	\$ 28,972,397	\$ 30,670,943	\$ 32,589,284	\$ 34,812,209	\$ 8,581,209
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,395	\$ 149,056	\$ 273,347	\$ 473,299	\$ 667,104	\$ 818,645	\$ 995,121	\$ 1,229,951	\$ -
		\$ 15,682,124	\$ 16,453,155	\$ 17,260,328	\$ 18,105,354	\$ 18,990,039	\$ 19,916,291	\$ 20,886,135	\$ 21,950,126	\$ 23,114,456	\$ 24,353,007	\$ 26,420,580	\$ 27,854,445	\$ 29,791,043	\$ 31,666,064	\$ 34,267,235	\$ 38,581,209	\$ 8,581,209
17P	New and Renovated Vehicles - PCJPB	\$ 888,761	\$ 928,756	\$ 970,550	\$ 1,014,224	\$ 1,059,864	\$ 1,107,538	\$ 1,157,398	\$ 1,209,481	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 219,101	\$ 253,307	\$ 273,920	\$ 296,276	\$ 329,229	\$ 359,517	\$ 405,039	\$ 444,278	\$ 468,397	\$ 443,796	\$ 401,217	\$ 323,435	\$ 225,650	\$ 131,691	\$ 34,971	\$ -	\$ -
		\$ 1,107,862	\$ 1,182,062	\$ 1,244,469	\$ 1,310,500	\$ 1,389,093	\$ 1,467,075	\$ 1,562,437	\$ 1,653,759	\$ 1,268,397	\$ 443,796	\$ 401,217	\$ 323,435	\$ 225,650	\$ 131,691	\$ 34,971	\$ -	\$ -
17U	New and Renovated Vehicles - Discretionary	\$ 1,858,282	\$ 1,924,256	\$ 3,986,558	\$ 4,130,973	\$ 4,282,045	\$ 4,440,076	\$ 4,605,377	\$ 4,778,277	\$ 4,959,119	\$ 5,148,259	\$ 5,346,072	\$ 7,230,305	\$ 7,632,577	\$ 8,008,678	\$ 8,370,683	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,858,282	\$ 1,924,256	\$ 3,986,558	\$ 4,130,973	\$ 4,282,045	\$ 4,440,076	\$ 4,605,377	\$ 4,778,277	\$ 4,959,119	\$ 5,148,259	\$ 5,346,072	\$ 7,230,305	\$ 7,632,577	\$ 8,008,678	\$ 8,370,683	\$ -	\$ -
	Vehicles Subtotal	\$ 18,789,110	\$ 19,684,900	\$ 22,615,840	\$ 23,669,550	\$ 24,772,507	\$ 25,927,053	\$ 27,135,670	\$ 28,400,994	\$ 29,261,934	\$ 29,792,471	\$ 31,886,334	\$ 35,040,416	\$ 37,277,241	\$ 39,397,430	\$ 42,721,110	\$ 48,839,665	\$ 8,839,665
		\$ 225,137	\$ 258,808	\$ 278,527	\$ 299,992	\$ 332,160	\$ 361,618	\$ 406,329	\$ 493,036	\$ 617,453	\$ 717,144	\$ 874,517	\$ 990,539	\$ 1,044,295	\$ 1,126,811	\$ 1,229,951	\$ -	\$ -
		\$ 19,014,248	\$ 19,943,709	\$ 22,894,367	\$ 23,969,542	\$ 25,104,666	\$ 26,288,671	\$ 27,541,999	\$ 28,894,029	\$ 29,879,387	\$ 30,509,615	\$ 32,760,851	\$ 36,030,955	\$ 38,321,536	\$ 40,524,242	\$ 43,434,032	\$ 48,839,665	\$ 8,839,665
18	Trolleybus Wheelchair-lift Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 18,789,110	\$ 19,684,900	\$ 22,615,840	\$ 23,669,550	\$ 24,772,507	\$ 25,927,053	\$ 27,135,670	\$ 28,400,994	\$ 29,261,934	\$ 29,792,471	\$ 31,886,334	\$ 35,040,416	\$ 37,277,241	\$ 39,397,430	\$ 42,721,110	\$ 48,839,665	\$ 8,839,665
		\$ 225,137	\$ 258,808	\$ 278,527	\$ 299,992	\$ 332,160	\$ 361,618	\$ 406,329	\$ 493,036	\$ 617,453	\$ 717,144	\$ 874,517	\$ 990,539	\$ 1,044,295	\$ 1,126,811	\$ 1,229,951	\$ -	\$ -
		\$ 19,014,248	\$ 19,943,709	\$ 22,894,367	\$ 23,969,542	\$ 25,104,666	\$ 26,288,671	\$ 27,541,999	\$ 28,894,029	\$ 29,879,387	\$ 30,509,615	\$ 32,760,851	\$ 36,030,955	\$ 38,321,536	\$ 40,524,242	\$ 43,434,032	\$ 48,839,665	\$ 8,839,665
20B	Rehab/Upgrade Existing Facilities - BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 32,521	\$ 31,407	\$ 27,925	\$ 24,266	\$ 20,918	\$ 16,764	\$ 12,547	\$ 7,302	\$ 1,436	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 32,521	\$ 31,407	\$ 27,925	\$ 24,266	\$ 20,918	\$ 16,764	\$ 12,547	\$ 7,302	\$ 1,436	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20M	Rehab/Upgrade Existing Facilities - MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,672,860	\$ 1,667,950	\$ 1,544,476	\$ 1,415,996	\$ 1,314,574	\$ 1,175,498	\$ 1,053,543	\$ 880,131	\$ 704,339	\$ 503,552	\$ 239,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,672,860	\$ 1,667,950	\$ 1,544,476	\$ 1,415,996	\$ 1,314,574	\$ 1,175,498	\$ 1,053,543	\$ 880,131	\$ 704,339	\$ 503,552	\$ 239,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 93,398	\$ 84,621	\$ 68,702	\$ 51,838	\$ 34,691	\$ 14,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 93,398	\$ 84,621	\$ 68,702	\$ 51,838	\$ 34,691	\$ 14,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20U	Rehab/Upgrade Existing Facilities - Discretionary	\$ 222,630	\$ 230,491	\$ 477,432	\$ 494,640	\$ 512,641	\$ 531,472	\$ 551,169	\$ 571,772	\$ 593,320	\$ 615,858	\$ 639,429	\$ 865,151	\$ 913,085	\$ 957,901	\$ 1,001,037	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 222,630	\$ 230,491	\$ 477,432	\$ 494,640	\$ 512,641	\$ 531,472	\$ 551,169	\$ 571,772	\$ 593,320	\$ 615,858	\$ 639,429	\$ 865,151	\$ 913,085	\$ 957,901	\$ 1,001,037	\$ -	\$ -
	Facilities Subtotal	\$ 222,630	\$ 230,491	\$ 477,432	\$ 494,640	\$ 512,641	\$ 531,472	\$ 551,169	\$ 571,772	\$ 593,320	\$ 615,858	\$ 1,040,137	\$ 1,285,729	\$ 4,366,765	\$ 4,688,813	\$ 4,929,218	\$ 4,007,111	\$ 4,007,111
		\$ 1,798,779	\$ 1,783,978	\$ 1,641,102	\$ 1,492,100	\$ 1,370,182	\$ 1,207,085	\$ 1,066,090	\$ 887,433	\$ 705,775	\$ 503,552	\$ 239,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,021,409	\$ 2,014,469	\$ 2,118,533	\$ 1,986,740	\$ 1,882,823	\$ 1,738,557	\$ 1,617,259	\$ 1,459,204	\$ 1,299,095	\$ 1,119,410	\$ 1,279,762	\$ 1,285,729	\$ 4,366,765	\$ 4,688,813	\$ 4,929,218	\$ 4,007,111	\$ 4,007,111
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 222,630	\$ 230,491	\$ 477,432	\$ 494,640	\$ 512,641	\$ 531,472	\$ 551,169	\$ 571,772	\$ 593,320	\$ 615,858	\$ 1,040,137	\$ 1,285,729	\$ 4,366,765	\$ 4,688,813	\$ 4,929,218	\$ 4,007,111	\$ 4,007,111
		\$ 1,798,779	\$ 1,783,978	\$ 1,641,102	\$ 1,492,100	\$ 1,370,182	\$ 1,207,085	\$ 1,066,090	\$ 887,433	\$ 705,775	\$ 503,552	\$ 239,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,021,409	\$ 2,014,469	\$ 2,118,533	\$ 1,986,740	\$ 1,882,823	\$ 1,738,557	\$ 1,617,259	\$ 1,459,204	\$ 1,299,095	\$ 1,119,410	\$ 1,279,762	\$ 1,285,729	\$ 4,366,765	\$ 4,688,813	\$ 4,929,218	\$ 4,007,111	\$ 4,007,111
22B	Guideways - BART	\$ 221,031	\$ 232,502	\$ 244,503	\$ 257,058	\$ 270,191	\$ 283,930	\$ 298,300	\$ 313,331	\$ 674,549	\$ -	\$ 362,693	\$ 380,677	\$ 410,640	\$ 438,095	\$ 464,083	\$ 888,524	\$ 888,524
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 221,031	\$ 232,502	\$ 244,503	\$ 257,058	\$ 270,191	\$ 283,930	\$ 298,300	\$ 313,331	\$ 674,549	\$ -	\$ 362,693	\$ 380,677	\$ 410,640	\$ 438,095	\$ 464,083	\$ 888,524	\$ 888,524
22M	Guideways - MUNI	\$ 1,192,519	\$ 1,246,182	\$ 1,302,260	\$ 1,360,862	\$ 1,422,101	\$ 1,486,095	\$ 1,552,969	\$ 1,622,853	\$ 1,695,881	\$ 1,772,196	\$ 11,977,660	\$ 12,060,998	\$ 12,148,086	\$ 12,239,092	\$ 15,334,194	\$ 12,433,576	\$ 12,433,576
		\$ 4,669,748	\$ 4,587,913	\$ 4,170,650	\$ 3,733,649	\$ 3,357,397	\$ 2,870,727	\$ 2,404,673	\$ 1,792,522	\$ 1,133,987	\$ 348,370	\$ 169,475	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,862,267	\$ 5,834,095	\$ 5,472,910	\$ 5,094,511	\$ 4,779,498	\$ 4,356,822	\$ 3,957,642	\$ 3,415,375	\$ 2,829,868	\$ 2,120,566	\$ 12,147,135	\$ 12,060,998	\$ 12,148,086	\$ 12,239,092	\$ 15,334,194	\$ 12,433,576	\$ 12,433,576

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
22P	Guideways - PCJPB	\$ 954,015	\$ 996,946	\$ 1,041,808	\$ 1,088,689	\$ 1,137,680	\$ 1,188,876	\$ 319,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 450,011	\$ 501,079	\$ 523,254	\$ 547,838	\$ 590,439	\$ 626,439	\$ 654,444	\$ 621,745	\$ 589,437	\$ 562,561	\$ 513,960	\$ 421,168	\$ 302,884	\$ 190,447	\$ 81,764	\$ -	
		\$ 1,404,026	\$ 1,498,024	\$ 1,565,063	\$ 1,636,528	\$ 1,728,119	\$ 1,815,315	\$ 974,057	\$ 621,745	\$ 589,437	\$ 562,561	\$ 513,960	\$ 421,168	\$ 302,884	\$ 190,447	\$ 81,764	\$ -	
	22U	Guideways - Discretionary	\$ 759,010	\$ 787,519	\$ 1,555,303	\$ 1,617,708	\$ 1,682,990	\$ 1,751,279	\$ 1,822,709	\$ 1,897,424	\$ 1,975,569	\$ 2,057,301	\$ 2,142,781	\$ 2,532,898	\$ 2,694,284	\$ 2,843,784	\$ 2,986,590	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ 759,010	\$ 787,519	\$ 1,555,303	\$ 1,617,708	\$ 1,682,990	\$ 1,751,279	\$ 1,822,709	\$ 1,897,424	\$ 1,975,569	\$ 2,057,301	\$ 2,142,781	\$ 2,532,898	\$ 2,694,284	\$ 2,843,784	\$ 2,986,590	\$ -
	Total	Guideways	\$ 3,126,574	\$ 3,263,148	\$ 4,143,875	\$ 4,324,318	\$ 4,512,963	\$ 4,710,180	\$ 3,993,592	\$ 3,833,608	\$ 4,346,000	\$ 3,829,498	\$ 14,483,134	\$ 14,074,573	\$ 15,253,009	\$ 15,520,972	\$ 18,784,868	\$ 13,322,099
			\$ 5,119,759	\$ 5,088,992	\$ 4,693,904	\$ 4,281,487	\$ 3,947,836	\$ 3,497,166	\$ 3,059,117	\$ 2,414,267	\$ 1,723,424	\$ 910,931	\$ 683,434	\$ 421,168	\$ 302,884	\$ 190,447	\$ 81,764	\$ -
			\$ 8,246,333	\$ 8,352,140	\$ 8,837,779	\$ 8,605,805	\$ 8,460,799	\$ 8,207,346	\$ 7,052,709	\$ 6,247,875	\$ 6,069,424	\$ 4,740,428	\$ 15,166,569	\$ 15,395,741	\$ 15,555,893	\$ 15,711,419	\$ 18,866,632	\$ 13,322,099
	Total	System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 22,138,514	\$ 23,178,540	\$ 27,237,146	\$ 28,488,507	\$ 29,798,111	\$ 31,168,705	\$ 31,680,431	\$ 32,806,373	\$ 34,201,254	\$ 34,237,826	\$ 47,409,605	\$ 51,300,718	\$ 56,897,015	\$ 59,607,215	\$ 56,435,196	\$ 26,168,876
			\$ 7,143,676	\$ 7,131,777	\$ 6,613,533	\$ 6,073,579	\$ 5,650,178	\$ 5,065,868	\$ 4,531,536	\$ 3,794,735	\$ 3,046,652	\$ 2,131,627	\$ 1,797,576	\$ 1,411,707	\$ 1,347,179	\$ 1,317,258	\$ 794,686	\$ -
			\$ 29,282,190	\$ 30,310,317	\$ 33,850,679	\$ 34,562,087	\$ 35,448,289	\$ 36,234,573	\$ 36,211,967	\$ 36,601,108	\$ 37,247,906	\$ 36,369,453	\$ 49,207,181	\$ 52,712,424	\$ 58,244,195	\$ 60,924,473	\$ 57,229,882	\$ 26,168,876
TOTAL TRANSIT		\$ 25,298,083	\$ 26,462,211	\$ 31,849,937	\$ 32,035,865	\$ 32,940,333	\$ 32,218,764	\$ 32,782,618	\$ 34,196,081	\$ 35,603,672	\$ 35,938,833	\$ 49,194,467	\$ 53,173,277	\$ 58,925,579	\$ 61,740,460	\$ 58,217,082	\$ 57,825,956	
PARATRANSIT		\$ 17,336,847	\$ 17,469,214	\$ 16,465,401	\$ 15,340,356	\$ 14,496,005	\$ 13,176,215	\$ 12,010,228	\$ 10,327,545	\$ 8,657,241	\$ 6,741,160	\$ 5,034,959	\$ 3,892,287	\$ 3,026,570	\$ 2,228,820	\$ 974,781	\$ 13,783	
TOTAL PARATRANSIT		\$ 42,634,930	\$ 43,931,425	\$ 48,315,338	\$ 47,376,221	\$ 47,436,339	\$ 45,394,979	\$ 44,792,846	\$ 44,523,625	\$ 44,260,914	\$ 42,679,993	\$ 54,229,426	\$ 57,065,363	\$ 61,952,149	\$ 63,969,280	\$ 59,191,863	\$ 57,839,739	
23	Paratransit	\$ 9,670,000	\$ 9,670,000	\$ 5,825,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,309,968	\$ 6,027,307	\$ 6,111,729	\$ 5,797,853	\$ 5,616,999	\$ 5,305,390	\$ 5,115,747	\$ 4,736,635	\$ 4,432,399	\$ 4,154,936	\$ 3,697,497	\$ 2,905,733	\$ 1,928,183	\$ 975,544	\$ -	\$ -	
		\$ 14,979,968	\$ 15,697,307	\$ 11,937,329	\$ 5,797,853	\$ 5,616,999	\$ 5,305,390	\$ 5,115,747	\$ 4,736,635	\$ 4,432,399	\$ 4,154,936	\$ 3,697,497	\$ 2,905,733	\$ 1,928,183	\$ 975,544	\$ -	\$ -	
TOTAL PARATRANSIT		\$ 9,670,000	\$ 9,670,000	\$ 5,825,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL PARATRANSIT		\$ 5,309,968	\$ 6,027,307	\$ 6,111,729	\$ 5,797,853	\$ 5,616,999	\$ 5,305,390	\$ 5,115,747	\$ 4,736,635	\$ 4,432,399	\$ 4,154,936	\$ 3,697,497	\$ 2,905,733	\$ 1,928,183	\$ 975,544	\$ -	\$ -	
TOTAL PARATRANSIT		\$ 14,979,968	\$ 15,697,307	\$ 11,937,329	\$ 5,797,853	\$ 5,616,999	\$ 5,305,390	\$ 5,115,747	\$ 4,736,635	\$ 4,432,399	\$ 4,154,936	\$ 3,697,497	\$ 2,905,733	\$ 1,928,183	\$ 975,544	\$ -	\$ -	
STREETS AND TRAFFIC SAFETY																		
24	Golden Gate Bridge South Access (Doyle Drive)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,357,252	\$ 2,396,073	\$ 2,270,631	\$ 2,141,713	\$ 2,060,574	\$ 1,929,703	\$ 1,840,715	\$ 1,680,440	\$ 1,542,651	\$ 1,406,858	\$ 1,199,779	\$ 875,289	\$ 489,211	\$ 101,886	\$ -	\$ -	
		\$ 2,357,252	\$ 2,396,073	\$ 2,270,631	\$ 2,141,713	\$ 2,060,574	\$ 1,929,703	\$ 1,840,715	\$ 1,680,440	\$ 1,542,651	\$ 1,406,858	\$ 1,199,779	\$ 875,289	\$ 489,211	\$ 101,886	\$ -	\$ -	
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
26	Great Highway Erosion Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 53,138	\$ 53,326	\$ 49,769	\$ 46,079	\$ 43,322	\$ 39,394	\$ 36,142	\$ 31,266	\$ 26,508	\$ 21,236	\$ 14,092	\$ 4,850	\$ -	\$ -	\$ -	\$ -	
		\$ 53,138	\$ 53,326	\$ 49,769	\$ 46,079	\$ 43,322	\$ 39,394	\$ 36,142	\$ 31,266	\$ 26,508	\$ 21,236	\$ 14,092	\$ 4,850	\$ -	\$ -	\$ -	\$ -	
27	Visitacion Valley Watershed Area projects (San Francisco share)	\$ 560,782	\$ 586,017	\$ 612,388	\$ 639,945	\$ 668,743	\$ 698,836	\$ 730,284	\$ 763,147	\$ 797,488	\$ 833,375	\$ 870,877	\$ 910,067	\$ 820,000	\$ -	\$ -	\$ -	
		\$ 102,939	\$ 114,383	\$ 119,124	\$ 124,269	\$ 133,368	\$ 140,836	\$ 153,578	\$ 163,168	\$ 178,658	\$ 201,286	\$ 223,748	\$ 233,332	\$ 220,991	\$ 154,181	\$ 98,413	\$ 19,872	
		\$ 663,721	\$ 700,400	\$ 731,512	\$ 764,215	\$ 802,111	\$ 839,672	\$ 883,862	\$ 926,315	\$ 976,146	\$ 1,034,661	\$ 1,094,626	\$ 1,143,399	\$ 1,040,991	\$ 154,181	\$ 98,413	\$ 19,872	
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SRI Traffic Study	\$ 11,303	\$ 11,437	\$ 11,584	\$ 11,744	\$ 11,920	\$ 12,114	\$ 12,326	\$ 12,561	\$ 12,820	\$ 13,107	\$ 13,425	\$ 13,780	\$ 14,301	\$ 14,843	\$ 15,420	\$ 14,419	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 11,303	\$ 11,437	\$ 11,584	\$ 11,744	\$ 11,920	\$ 12,114	\$ 12,326	\$ 12,561	\$ 12,820	\$ 13,107	\$ 13,425	\$ 13,780	\$ 14,301	\$ 14,843	\$ 15,420	\$ 14,419	
30	Other Upgrades to Major Arterials	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,536	\$ 103,367	\$ 179,304	\$ 188,589	\$ 198,112	\$ 208,088	\$ 218,541	\$ 235,911	\$ 251,892	\$ 266,429	\$ 315,022	
		\$ 27,934	\$ 21,044	\$ 11,756	\$ 1,851	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 27,934	\$ 21,044	\$ 11,756	\$ 1,851	\$ -	\$ -	\$ -	\$ 94,536	\$ 103,367	\$ 179,304	\$ 188,589	\$ 198,112	\$ 208,088	\$ 218,541	\$ 235,911	\$ 251,892	\$ 266,429
Total	New and Upgraded Streets	\$ 572,084	\$ 597,454	\$ 623,971	\$ 651,689	\$ 680,663	\$ 805,486	\$ 845,977	\$ 955,011	\$ 998,897	\$ 1,044,594	\$ 1,092,390	\$ 1,142,388	\$ 1,070,212	\$ 266,735	\$ 281,849	\$ 329,440	
		\$ 184,011	\$ 188,753	\$ 180,648	\$ 172,200	\$ 176,690	\$ 180,230	\$ 189,721	\$ 194,434	\$ 205,166	\$ 222,522	\$ 237,840	\$ 238,183	\$ 220,991	\$ 154,181	\$ 98,413	\$ 19,872	
		\$ 756,095	\$ 786,207	\$ 804,619	\$ 823,890	\$ 857,353	\$ 985,715	\$ 1,035,698	\$ 1,149,446	\$ 1,204,063	\$ 1,267,116	\$ 1,330,230	\$ 1,380,571	\$ 1,291,203	\$ 420,916	\$ 380,262	\$ 349,312	

2009 Prop K Strategic Plan - Amendment No. 7 (Approved 11.20.12, Res. 13-17)

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

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
31	New Signals and Signs	\$ 1,000,000	\$ 1,089,079	\$ 1,145,298	\$ 1,204,112	\$ 1,265,637	\$ 1,329,995	\$ 1,397,315	\$ 1,467,729	\$ 1,541,377	\$ 1,618,406	\$ 1,698,966	\$ 1,783,217	\$ 1,600,000	\$ 1,500,000	\$ 2,000,000	\$ 1,703,654	
		\$ 253,705	\$ 255,583	\$ 241,206	\$ 226,524	\$ 217,029	\$ 202,456	\$ 192,328	\$ 174,725	\$ 159,364	\$ 143,952	\$ 120,795	\$ 85,538	\$ 30,475	\$ -	\$ -	\$ -	\$ -
		\$ 1,253,705	\$ 1,344,662	\$ 1,386,505	\$ 1,430,636	\$ 1,482,665	\$ 1,532,451	\$ 1,589,643	\$ 1,642,454	\$ 1,700,741	\$ 1,762,357	\$ 1,819,761	\$ 1,868,755	\$ 1,630,475	\$ 1,500,000	\$ 2,000,000	\$ 1,703,654	\$ -
32	Advanced Technology and Information Systems (SFgo)	\$ 705,023	\$ 738,700	\$ 773,931	\$ 810,787	\$ 849,339	\$ 889,666	\$ 931,846	\$ 975,964	\$ 1,022,106	\$ 1,070,364	\$ 1,120,833	\$ 1,204,919	\$ 529,337	\$ -	\$ -	\$ -	\$ -
		\$ 62,465	\$ 72,737	\$ 79,202	\$ 86,192	\$ 96,346	\$ 103,827	\$ 119,874	\$ 132,121	\$ 149,897	\$ 174,804	\$ 200,908	\$ 217,658	\$ 197,153	\$ 136,154	\$ 60,194	\$ -	\$ -
		\$ 767,488	\$ 811,437	\$ 853,134	\$ 896,979	\$ 945,685	\$ 995,492	\$ 1,051,720	\$ 1,108,085	\$ 1,172,003	\$ 1,245,168	\$ 1,321,741	\$ 1,422,576	\$ 726,490	\$ 136,154	\$ 60,194	\$ -	\$ -
33	Signals and Signs	\$ 3,149,014	\$ 3,311,570	\$ 3,481,626	\$ 3,659,522	\$ 3,845,611	\$ 4,040,262	\$ 4,243,861	\$ 4,456,812	\$ 4,679,535	\$ 4,912,470	\$ 5,156,079	\$ 5,561,950	\$ 5,933,860	\$ 3,142,942	\$ 3,050,642	\$ -	\$ -
		\$ 246,704	\$ 259,582	\$ 256,563	\$ 254,279	\$ 259,710	\$ 261,510	\$ 272,205	\$ 276,167	\$ 288,714	\$ 310,366	\$ 328,749	\$ 332,459	\$ 319,029	\$ 316,332	\$ 86,896	\$ -	\$ -
		\$ 3,395,719	\$ 3,571,151	\$ 3,738,189	\$ 3,913,801	\$ 4,105,320	\$ 4,301,772	\$ 4,516,067	\$ 4,732,979	\$ 4,968,249	\$ 5,222,836	\$ 5,484,828	\$ 5,894,409	\$ 6,252,889	\$ 3,459,274	\$ 3,137,537	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 3,842,866	\$ 3,961,718	\$ 4,084,245	\$ 4,210,562	\$ 4,340,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,463,335	\$ 2,684,897	\$ 2,741,216	\$ 2,802,558	\$ 2,945,585	\$ 2,890,516	\$ 2,758,381	\$ 2,519,601	\$ 2,314,779	\$ 2,113,396	\$ 1,805,572	\$ 1,321,633	\$ 745,093	\$ 167,284	\$ -	\$ -	\$ -
		\$ 6,306,201	\$ 6,646,615	\$ 6,825,461	\$ 7,013,120	\$ 7,286,370	\$ 2,890,516	\$ 2,758,381	\$ 2,519,601	\$ 2,314,779	\$ 2,113,396	\$ 1,805,572	\$ 1,321,633	\$ 745,093	\$ 167,284	\$ -	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 859,799	\$ 904,183	\$ 950,615	\$ 999,187	\$ 1,049,996	\$ 1,103,143	\$ 1,158,733	\$ 1,216,877	\$ 1,277,689	\$ 1,341,289	\$ 1,407,803	\$ 1,518,621	\$ 1,620,166	\$ 900,000	\$ -	\$ -	\$ -
		\$ 57,305	\$ 63,077	\$ 65,359	\$ 68,046	\$ 73,146	\$ 77,643	\$ 85,531	\$ 91,549	\$ 101,383	\$ 115,665	\$ 130,296	\$ 139,482	\$ 142,277	\$ 121,303	\$ 43,511	\$ -	\$ -
		\$ 917,104	\$ 967,260	\$ 1,015,974	\$ 1,067,233	\$ 1,123,142	\$ 1,180,786	\$ 1,244,064	\$ 1,308,426	\$ 1,379,071	\$ 1,456,954	\$ 1,538,099	\$ 1,658,103	\$ 1,762,443	\$ 1,021,303	\$ 43,511	\$ -	\$ -
36	Embarcadero Roadway Incremental Operations & Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 637,997	\$ 666,707	\$ 696,709	\$ 728,061	\$ 760,823	\$ 795,060	\$ 830,838	\$ 868,226	\$ 907,296	\$ 948,124	\$ 990,790	\$ 1,035,376	\$ 1,081,967	\$ -	\$ -	\$ -	\$ -
		\$ 99,225	\$ 108,289	\$ 110,751	\$ 113,419	\$ 119,454	\$ 123,748	\$ 132,313	\$ 137,741	\$ 147,657	\$ 162,721	\$ 176,742	\$ 179,933	\$ 172,600	\$ 129,662	\$ 51,229	\$ -	\$ -
		\$ 737,222	\$ 774,996	\$ 807,460	\$ 841,479	\$ 880,277	\$ 918,809	\$ 963,151	\$ 1,005,967	\$ 1,054,953	\$ 1,110,846	\$ 1,167,532	\$ 1,215,309	\$ 1,254,567	\$ 129,662	\$ 51,229	\$ -	\$ -
38	Traffic Calming	\$ 2,292,798	\$ 2,411,154	\$ 2,534,972	\$ 2,664,498	\$ 2,799,990	\$ 2,941,715	\$ 3,089,956	\$ 3,245,005	\$ 3,407,170	\$ 3,576,770	\$ 3,754,141	\$ 4,049,656	\$ 4,320,444	\$ 4,347,915	\$ 3,608,728	\$ -	\$ -
		\$ 20,055	\$ 20,731	\$ 20,581	\$ 20,725	\$ 21,971	\$ 23,499	\$ 26,310	\$ 28,883	\$ 32,754	\$ 38,179	\$ 43,702	\$ 51,350	\$ 55,638	\$ 53,106	\$ 8,199	\$ -	\$ -
		\$ 2,312,853	\$ 2,431,885	\$ 2,555,553	\$ 2,685,223	\$ 2,821,960	\$ 2,965,214	\$ 3,116,266	\$ 3,273,888	\$ 3,439,924	\$ 3,614,949	\$ 3,797,843	\$ 4,101,006	\$ 4,376,082	\$ 4,401,021	\$ 3,616,927	\$ -	\$ -
39	Bicycle Circulation/Safety	\$ 1,040,810	\$ 1,094,537	\$ 1,150,744	\$ 1,209,542	\$ 1,271,048	\$ 1,335,384	\$ 1,335,384	\$ 1,523,895	\$ 1,592,470	\$ 1,664,131	\$ 1,739,017	\$ 1,817,273	\$ 1,899,050	\$ 1,984,508	\$ 1,899,050	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,040,810	\$ 1,094,537	\$ 1,150,744	\$ 1,209,542	\$ 1,271,048	\$ 1,335,384	\$ 1,335,384	\$ 1,523,895	\$ 1,592,470	\$ 1,664,131	\$ 1,739,017	\$ 1,817,273	\$ 1,899,050	\$ 1,984,508	\$ 1,899,050	\$ -	\$ -
40	Pedestrian Circulation/Safety	\$ 850,000	\$ 943,840	\$ 992,308	\$ 1,043,011	\$ 1,096,049	\$ 1,151,527	\$ 1,209,555	\$ 1,270,249	\$ 1,333,728	\$ 1,400,117	\$ 1,469,549	\$ 1,585,227	\$ 1,355,613	\$ -	\$ -	\$ -	\$ -
		\$ 107,189	\$ 116,756	\$ 121,291	\$ 126,518	\$ 136,107	\$ 144,415	\$ 158,546	\$ 169,873	\$ 187,855	\$ 214,040	\$ 240,875	\$ 256,280	\$ 297,677	\$ 188,970	\$ 84,934	\$ -	\$ -
		\$ 957,189	\$ 1,060,596	\$ 1,113,599	\$ 1,169,529	\$ 1,232,156	\$ 1,295,941	\$ 1,368,101	\$ 1,440,121	\$ 1,521,583	\$ 1,614,157	\$ 1,710,424	\$ 1,841,508	\$ 1,653,290	\$ 188,970	\$ 84,934	\$ -	\$ -
41	Curb Ramps	\$ 889,968	\$ 935,909	\$ 983,970	\$ 1,034,246	\$ 1,086,838	\$ 1,141,850	\$ 1,199,391	\$ 1,259,574	\$ 1,322,520	\$ 1,388,352	\$ 1,457,200	\$ 1,571,906	\$ 1,677,014	\$ 1,776,503	\$ 1,196,560	\$ -	\$ -
		\$ 7,126	\$ 5,761	\$ 4,026	\$ 2,285	\$ 622	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 897,093	\$ 941,670	\$ 987,995	\$ 1,036,531	\$ 1,087,460	\$ 1,141,850	\$ 1,199,391	\$ 1,259,574	\$ 1,322,520	\$ 1,388,352	\$ 1,457,200	\$ 1,571,906	\$ 1,677,014	\$ 1,776,503	\$ 1,196,560	\$ -	\$ -
42	Tree Planting and Maintenance	\$ 1,192,519	\$ 1,246,182	\$ 1,302,260	\$ 1,360,862	\$ 1,422,101	\$ 1,486,095	\$ 1,552,969	\$ 1,622,853	\$ 1,695,881	\$ 1,772,196	\$ 1,851,945	\$ 1,935,282	\$ 2,022,370	\$ 2,113,377	\$ 1,708,479	\$ -	\$ -
		\$ 118,986	\$ 129,712	\$ 132,411	\$ 135,182	\$ 141,810	\$ 146,207	\$ 155,400	\$ 160,592	\$ 170,617	\$ 186,002	\$ 199,430	\$ 200,027	\$ 186,788	\$ 177,283	\$ 157,073	\$ -	\$ -
		\$ 1,311,504	\$ 1,375,894	\$ 1,434,671	\$ 1,496,044	\$ 1,563,910	\$ 1,632,302	\$ 1,708,369	\$ 1,783,445	\$ 1,866,498	\$ 1,958,198	\$ 2,051,375	\$ 2,135,310	\$ 2,209,158	\$ 2,290,660	\$ 1,865,552	\$ -	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 17,032,878	\$ 17,901,032	\$ 18,720,650	\$ 19,576,079	\$ 20,468,880	\$ 17,020,183	\$ 17,595,826	\$ 18,862,195	\$ 19,778,668	\$ 20,736,813	\$ 21,738,713	\$ 23,205,815	\$ 23,110,034	\$ 16,031,980	\$ 13,745,308	\$ 2,033,094	
		\$ 5,977,356	\$ 6,301,950	\$ 6,223,885	\$ 6,149,641	\$ 6,249,043	\$ 6,085,754	\$ 5,931,124	\$ 5,566,126	\$ 5,300,837	\$ 5,088,505	\$ 4,684,689	\$ 3,897,833	\$ 2,856,932	\$ 1,546,162	\$ 590,449	\$ 19,872	
		\$ 23,010,234	\$ 24,202,982	\$ 24,944,534	\$ 25,725,720	\$ 26,717,923	\$ 23,105,937	\$ 23,526,950	\$ 24,428,321	\$ 25,079,505	\$ 25,825,319	\$ 26,423,402	\$ 27,103,648	\$ 25,966,966	\$ 17,578,141	\$ 14,335,757	\$ 2,052,966	
TRANSPORTATION SYSTEMS MANAGEMEN																		
43	Transportation Demand Management/Parking Management	\$ 450,204	\$ 463,710	\$ 477,621	\$ 491,950	\$ 506,708	\$ 521,909	\$ 537,567	\$ 553,694	\$ 570,304	\$ 587,413	\$ 605,036	\$ 623,187	\$ 600,000	\$ 661,139	\$ -	\$ -	\$ -
		\$ 66,352	\$ 74,490	\$ 77,848	\$ 80,975	\$ 86,128	\$ 89,608	\$ 95,694	\$ 98,946	\$ 104,738	\$ 113,263	\$ 119,898	\$ 118,053	\$ 105,391	\$ 97,843	\$ 48,740	\$ -	\$ -
		\$ 516,555	\$ 538,200	\$ 555,469	\$ 572,924	\$ 592,836	\$ 611,517	\$ 633,260	\$ 652,639	\$ 675,042	\$ 700,677	\$ 724,933	\$ 741,240	\$ 705,391	\$ 758,982	\$ 48,740	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 596,259	\$ 623,091	\$ 651,130	\$ 680,431	\$ 711,050	\$ 743,048	\$ 776,485	\$ 811,427	\$ 847,941	\$ 886,098	\$ 925,972	\$ 967,641	\$ 1,011,185	\$ 676,111	\$ -	\$ -	\$ -
		\$ 128,572	\$ 138,222	\$ 139,238	\$ 140,434	\$ 145,624	\$ 148,469	\$ 156,163	\$ 159,851	\$ 168,393	\$ 182,237	\$ 193,846	\$ 182,172	\$ 193,846	\$ 182,172	\$ 148,382	\$ 73,861	\$ -
		\$ 724,832	\$ 761,313	\$ 790,368	\$ 820,865	\$ 856,674	\$ 891,517	\$ 932,648	\$ 971,277	\$ 1,016,334	\$ 1,068,335	\$ 1,120,202	\$ 1,161,488	\$ 1,193,357	\$ 824,493	\$ 73,861	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,046,463	\$ 1,086,801	\$ 1,128,751	\$ 1,172,380	\$ 1,217,758	\$ 1,264,957	\$ 1,314,051	\$ 1,365,120	\$ 1,418,245	\$ 1,473,512	\$ 1,531,008	\$ 1,590,828	\$ 1,611,185	\$ 1,337,250	\$ -	\$ -	
		\$ 194,924	\$ 212,712	\$ 217,086	\$ 221,409	\$ 231,752	\$ 238,077	\$ 251,857	\$ 258,797	\$ 273,131	\$ 295,300	\$ 314,128	\$ 311,900	\$ 287,563	\$ 246,225	\$ 122,601	\$ -	
		\$ 1,241,387	\$ 1,299,513	\$ 1,345,837	\$ 1,393,789	\$ 1,449,510	\$ 1,503,034	\$ 1,565,908	\$ 1,623,917	\$ 1,691,376	\$ 1,769,012	\$ 1,845,136	\$ 1,902,728	\$ 1,898,748	\$ 1,583,475	\$ 122,601	\$ -	
TOTAL STRATEGIC PLAN		\$ 53,047,424	\$ 55,120,043	\$ 57,524,938	\$ 52,784,324	\$ 54,026,972	\$ 50,503,904	\$ 51,692,496	\$ 54,423,396	\$ 56,800,585	\$ 58,149,158	\$ 72,464,188	\$ 77,969,920	\$ 83,646,799	\$ 79,109,689	\$ 71,962,390	\$ 59,859,050	
		\$ 28,819,096	\$ 30,011,183	\$ 29,018,101	\$ 27,509,258	\$ 26,593,799	\$ 24,805,436	\$ 23,308,955	\$ 20,889,102	\$ 18,663,608	\$ 16,280,101	\$ 13,731,273	\$ 11,007,752	\$ 8,099,248	\$ 4,996,751	\$ 1,687,831	\$ 33,655	
		\$ 81,866,520	\$ 85,131,226	\$ 86,543,039	\$ 80,293,583	\$ 81,220,771	\$ 75,309,340	\$ 75,001,451	\$ 75,312,498	\$ 75,464,194	\$ 74,429,259	\$ 86,195,460	\$ 88,977,672	\$ 91,746,046	\$ 84,106,441	\$ 73,650,221	\$ 59,892,705	