

**Transportation Expansion Program - Multiyear Project Plan  
FY 2012 - FY 2021 - APPROVED**

**Summary Information**

<b>ANNUAL SURPLUS/DEFICIT</b>		<b>\$0</b>	<b>\$1,984</b>	<b>\$3,526</b>	<b>\$3,144</b>	<b>\$3,286</b>	<b>\$9,771</b>	<b>\$2,498</b>	<b>\$5,567</b>	<b>\$236,505</b>	<b>\$896,729</b>
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Transportation Expansion Program (TEP) Revenues	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12 - FY 21
TEP Cash Capital	\$0	\$909,044	\$909,044	\$909,044	\$991,881	\$951,534	\$950,113	\$1,798,182	\$2,109,044	\$2,109,044	\$2,109,044	\$13,745,974
TEP Reserved Real Estate Tax Rate	0	\$10,704,965	\$7,408,983	\$7,742,388	\$8,168,219	\$8,658,312	\$9,177,811	\$9,728,479	\$10,312,188	\$10,930,919	\$11,586,775	94,419,039
TEP General Obligation Bonds	0	0	11,710,000	4,470,000	3,805,000	2,675,000	500,000	5,000,000	6,560,000	0	0	34,720,000
Use of Fund Balance	0	\$0	\$0	\$1,984	\$3,526	\$3,144	\$3,286	\$9,771	\$2,498	\$5,567	\$236,505	\$0
<b>Total TEP Revenues</b>	<b>\$0</b>	<b>\$11,614,009</b>	<b>\$20,028,027</b>	<b>\$13,123,416</b>	<b>\$12,968,626</b>	<b>\$12,287,990</b>	<b>\$10,631,210</b>	<b>\$16,536,432</b>	<b>\$18,983,730</b>	<b>\$13,045,530</b>	<b>\$13,932,324</b>	<b>\$142,885,013</b>

Transportation Expansion Program Expenditure Overview	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12 - FY 21
TEP Expanded Operating	\$0	\$864,009	\$3,479,900	\$3,482,858	\$3,185,875	\$3,624,953	\$3,793,092	\$3,796,294	\$3,799,559	\$3,802,891	\$3,806,288	\$33,635,719
TEP Capital Projects	0	10,750,000	16,350,000	8,750,000	8,450,000	7,050,000	5,050,000	10,850,000	12,950,000	6,410,000	6,600,000	93,210,000
TEP Debt Service	0	0	196,143	887,032	1,329,607	1,609,751	1,778,347	1,887,640	2,228,604	2,596,134	2,629,307	15,142,565
<b>Total TEP Expenditures</b>	<b>\$0</b>	<b>\$11,614,009</b>	<b>\$20,026,043</b>	<b>\$13,119,890</b>	<b>\$12,965,482</b>	<b>\$12,284,704</b>	<b>\$10,621,439</b>	<b>\$16,533,934</b>	<b>\$18,978,163</b>	<b>\$12,809,025</b>	<b>\$13,035,595</b>	<b>\$141,988,284</b>
<b>Annual Surplus / Deficit</b>		<b>\$0</b>	<b>\$1,984</b>	<b>\$3,526</b>	<b>\$3,144</b>	<b>\$3,286</b>	<b>\$9,771</b>	<b>\$2,498</b>	<b>\$5,567</b>	<b>\$236,505</b>	<b>\$896,729</b>	

**Details of Operating Expenditures**

Transportation Expansion Program Operating Expenditures	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12 - FY 21
Transit Corridor "A" Operations	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$9,000,000
Transit Corridor "B" Operations	0	0	0	0	0	0	0	0	0	0	0	0
Transit Corridor "C" Operations	0	0	0	0	0	0	0	0	0	0	0	0
DASH Bus Expanded Service	0	0	1,332,000	1,332,000	1,332,000	1,768,000	1,933,000	1,933,000	1,933,000	1,933,000	1,933,000	15,429,000
Expanded Trolley/Circulator Service	0	700,000	1,000,000	1,000,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	7,600,000
Transportation Implementation Staff	\$0	\$164,009	\$147,900	\$150,858	\$153,875	\$156,953	\$160,092	\$163,294	\$166,559	\$169,891	\$173,288	\$1,606,719
<b>Total TEP Operating Costs</b>	<b>\$0</b>	<b>\$864,009</b>	<b>\$3,479,900</b>	<b>\$3,482,858</b>	<b>\$3,185,875</b>	<b>\$3,624,953</b>	<b>\$3,793,092</b>	<b>\$3,796,294</b>	<b>\$3,799,559</b>	<b>\$3,802,891</b>	<b>\$3,806,288</b>	<b>\$33,635,719</b>
<i>TEP Debt Service</i>	<i>\$0</i>	<i>\$0</i>	<i>\$196,143</i>	<i>\$887,032</i>	<i>\$1,329,607</i>	<i>\$1,609,751</i>	<i>\$1,778,347</i>	<i>\$1,887,640</i>	<i>\$2,228,604</i>	<i>\$2,596,134</i>	<i>\$2,629,307</i>	<i>\$15,142,565</i>

**Details by Project**

Transportation Expansion Program Projects Subsection/Project	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12 - FY 21
<b>High Capacity Transit Corridors</b>												
1. Transit Corridor "C" Construction	\$0	\$2,100,000	\$7,400,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,500,000
1a. Transit Corridor "C" BRT Rolling Stock	\$0	0	0	0	0	0	0	0	0	0	0	\$0
2. Transit Corridor "A" Widening	0	600,000	0	0	0	0	0	0	0	0	0	600,000
3. Transit Corridor "A" BRT Rolling Stock	0	0	0	0	0	2,000,000	0	0	0	0	0	2,000,000
4. Transit Corridor "A" Streetcar Conversion	0	1,000,000	0	0	0	0	0	0	0	2,250,000	2,250,000	5,500,000
5. Transit Corridor "B" Construction	0	0	0	0	0	700,000	1,800,000	10,000,000	10,000,000	0	0	22,500,000
<b>Peak Period Bus Service</b>												
6. DASH Fleet Expansion (See Footnote 1)	0	3,900,000	0	0	2,600,000	0	0	0	0	0	0	6,500,000
7. Expanded Trolley/Circulator/Transit Service	0	0	0	3,500,000	0	0	0	0	0	0	0	3,500,000
<b>Transit Station Improvements</b>												
8. King Street Station Improvements	0	2,200,000	0	0	0	0	0	0	0	1,000,000	0	3,200,000
9. Landmark Transit Station	0	0	0	0	0	0	0	600,000	2,700,000	2,700,000	0	6,000,000
<b>Non-Motorized Transportation Initiatives</b>												
10. Holmes Run Greenway/Eisenhower East	0	250,000	3,300,000	0	0	0	0	0	0	0	0	3,550,000
11. Transportation Technologies	0	100,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,350,000
12. Old Cameron Run Trail	0	0	0	0	500,000	3,000,000	0	0	0	0	0	3,500,000
13. Backlick Run Multi-Use Paths	0	0	0	0	0	200,000	3,000,000	0	0	0	0	3,200,000
14. Van Dorn Metro Multimodal Bridge	0	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
<b>Street Enhancements and Extensions</b>												
15. King/Quaker/Braddock Intersection	0	600,000	5,400,000	0	0	0	0	0	0	0	0	6,000,000
16. Mt. Vernon Ave/Russell Road Intersection	0	0	0	0	100,000	900,000	0	0	0	0	0	1,000,000
17. Duke Street Complete Streets	0	0	0	0	0	0	0	0	0	210,000	2,100,000	2,310,000
18. High Street Construction	0	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
<b>Total CIP Transportation Program Expenditures</b>	<b>\$0</b>	<b>\$10,750,000</b>	<b>\$16,350,000</b>	<b>\$8,750,000</b>	<b>\$8,450,000</b>	<b>\$7,050,000</b>	<b>\$5,050,000</b>	<b>\$10,850,000</b>	<b>\$12,950,000</b>	<b>\$6,410,000</b>	<b>\$6,600,000</b>	<b>\$93,210,000</b>

<sup>1</sup> In FY 2012, \$1.95 million in Urban Funds was applied to this project. Since we are only looking at the 2.2 cents and additional cash capital, it was removed from this analysis

**Transportation Expansion Program - Multiyear Project Plan  
FY 2013 - FY 2022 - DRAFT ONLY**

**Summary Information**

<b>ANNUAL SURPLUS/DEFICIT</b>		\$5,158	\$73,571	\$8,148	\$441,282	\$7,214	\$400,064	\$100,847	\$854,830	\$29,037	\$158,841
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Transportation Expansion Program (TEP) Revenues	FY 2012 (Unallocated)	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 13-FY 22
TEP Cash Capital	\$0	\$909,044	\$909,044	\$991,881	\$951,534	\$950,113	\$1,798,182	\$2,109,044	\$2,109,044	\$2,109,044	\$2,109,044	\$14,945,974
TEP Reserved Real Estate Tax Rate	0	7,399,658	7,658,646	7,964,992	8,363,242	8,865,036	9,396,938	9,960,755	10,558,400	11,191,904	11,863,418	93,222,990
TEP General Obligation Bonds	0	6,725,000	0	17,760,000	3,475,000	0	2,290,000	0	0	640,000	3,830,000	34,720,000
Use of Fund Balance	0	\$0	\$5,158	\$73,571	\$8,148	\$441,282	\$7,214	\$400,064	\$100,847	\$854,830	\$29,037	\$0
<b>Total TEP Revenues</b>	<b>\$0</b>	<b>\$15,033,702</b>	<b>\$8,572,849</b>	<b>\$26,790,444</b>	<b>\$12,797,924</b>	<b>\$10,256,431</b>	<b>\$13,492,334</b>	<b>\$12,469,863</b>	<b>\$12,768,291</b>	<b>\$14,795,778</b>	<b>\$17,831,499</b>	<b>\$142,888,964</b>

Transportation Expansion Program Expenditure Overview	FY 2012 (Unallocated)	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 13-FY 22
TEP Expanded Operating	\$864,009	\$1,765,900	\$3,182,858	\$4,185,875	\$5,179,033	\$7,582,172	\$7,585,374	\$7,588,639	\$8,141,971	\$8,145,368	\$8,148,834	\$61,506,024
TEP Capital Projects	10,750,000	13,150,000	4,850,000	21,750,000	5,350,000	450,000	3,250,000	2,450,000	1,460,000	4,350,000	7,200,000	64,260,000
TEP Debt Service	0	112,644	466,419	846,421	1,827,609	2,217,045	2,256,896	2,330,377	2,311,490	2,271,374	2,323,824	16,964,099
<b>Total TEP Expenditures</b>	<b>\$11,614,009</b>	<b>\$15,028,544</b>	<b>\$8,499,277</b>	<b>\$26,782,296</b>	<b>\$12,356,642</b>	<b>\$10,249,217</b>	<b>\$13,092,270</b>	<b>\$12,369,016</b>	<b>\$11,913,461</b>	<b>\$14,766,742</b>	<b>\$17,672,658</b>	<b>\$142,730,123</b>
<b>Annual Surplus / Deficit</b>		<b>\$5,158</b>	<b>\$73,571</b>	<b>\$8,148</b>	<b>\$441,282</b>	<b>\$7,214</b>	<b>\$400,064</b>	<b>\$100,847</b>	<b>\$854,830</b>	<b>\$29,037</b>	<b>\$158,841</b>	

**Details of Operating Expenditures**

Transportation Expansion Program Operating Expenditures	FY 2012 (Unallocated)	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 13-FY 22
Transit Corridor "A" Operations	\$0	\$0	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$17,000,000
Transit Corridor "B" Operations	0	0	0	0	0	0	0	0	0	0	0	0
Transit Corridor "C" Operations	0	0	0	0	0	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000	14,400,000
DASH Bus Expanded Service	0	1,000,000	1,332,000	1,332,000	2,322,080	2,322,080	2,322,080	2,322,080	2,872,080	2,872,080	2,872,080	21,568,560
Expanded Trolley/Circulator Service	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	5,600,000
<sup>1</sup> Transportation Implementation Staff	\$164,009	\$65,900	\$150,858	\$153,875	\$156,953	\$160,092	\$163,294	\$166,559	\$169,891	\$173,288	\$176,754	\$1,537,464
<b>Total TEP Operating Costs</b>	<b>\$864,009</b>	<b>\$1,765,900</b>	<b>\$3,182,858</b>	<b>\$4,185,875</b>	<b>\$5,179,033</b>	<b>\$7,582,172</b>	<b>\$7,585,374</b>	<b>\$7,588,639</b>	<b>\$8,141,971</b>	<b>\$8,145,368</b>	<b>\$8,148,834</b>	<b>\$61,506,024</b>
<i>TEP Debt Service</i>	<b>\$0</b>	<b>\$112,644</b>	<b>\$466,419</b>	<b>\$846,421</b>	<b>\$1,827,609</b>	<b>\$2,217,045</b>	<b>\$2,256,896</b>	<b>\$2,330,377</b>	<b>\$2,311,490</b>	<b>\$2,271,374</b>	<b>\$2,323,824</b>	<b>\$16,964,099</b>

<sup>1</sup> Assumes staff person won't be hired until January 2012. Savings in 2011 applied to FY 2013 costs.

**Details by Project**

Transportation Expansion Program Projects Subsection/Project	<i>FY 2012 (Unallocated)</i>	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 13-FY 22
<b>High Capacity Transit Corridors</b>												
1. Transit Corridor "C" Construction	<i>\$2,100,000</i>	\$0	\$1,800,000	\$13,300,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,300,000
1a. Transit Corridor "C" BRT Rolling Stock	<i>\$0</i>	0	0	5,000,000	0	0	0	0	0	0	0	\$5,000,000
2. Transit Corridor "A" Widening	<i>600,000</i>	0	0	0	0	0	0	0	0	0	0	0
3. Transit Corridor "A" BRT Rolling Stock	<i>0</i>	4,000,000	0	0	0	0	0	0	0	0	0	4,000,000
4. Transit Corridor "A" Streetcar Conversion	<i>1,000,000</i>	0	0	0	0	0	0	0	0	0	2,250,000	2,250,000
5. Transit Corridor "B" Construction	<i>0</i>	0	0	0	0	0	0	0	0	0	700,000	700,000
<b>Peak Period Bus Service</b>												
6. DASH Fleet Expansion	<i>3,900,000</i>	0	0	2,600,000	0	0	0	2,200,000	0	0	0	4,800,000
7. Expanded Trolley/Circulator/Transit Service	<i>0</i>	0	2,800,000	0	0	0	0	0	0	0	0	2,800,000
<b>Transit Station Improvements</b>												
8. King Street Station Improvements	<i>2,200,000</i>	200,000	0	0	0	0	0	0	1,000,000	0	0	1,200,000
9. Landmark Transit Station	<i>0</i>	0	0	0	0	0	0	0	0	2,000,000	3,000,000	5,000,000
<b>Non-Motorized Transportation Initiatives</b>												
10. Holmes Run Greenway/Eisenhower East	<i>250,000</i>	3,300,000	0	0	0	0	0	0	0	0	0	3,300,000
11. Transportation Technologies	<i>100,000</i>	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
12. Old Cameron Run Trail	<i>0</i>	0	0	500,000	3,000,000	0	0	0	0	0	0	3,500,000
13. Backlick Run Multi-Use Paths	<i>0</i>	0	0	0	0	200,000	3,000,000	0	0	0	0	3,200,000
14. Van Dorn Metro Multimodal Bridge	<i>0</i>	0	0	0	0	0	0	0	0	0	500,000	500,000
<b>Street Enhancements and Extensions</b>												
15. King/Quaker/Braddock Intersection	<i>600,000</i>	5,400,000	0	0	0	0	0	0	0	0	0	5,400,000
16. Mt. Vernon Ave/Russell Road Intersection	<i>0</i>	0	0	100,000	900,000	0	0	0	0	0	0	1,000,000
17. Duke Street Complete Streets	<i>0</i>	0	0	0	0	0	0	0	210,000	2,100,000	0	2,310,000
18. High Street Construction	<i>0</i>	0	0	0	0	0	0	0	0	0	500,000	500,000
<b>Total CIP Transportation Program Expenditures</b>	<b><i>\$10,750,000</i></b>	<b>\$13,150,000</b>	<b>\$4,850,000</b>	<b>\$21,750,000</b>	<b>\$5,350,000</b>	<b>\$450,000</b>	<b>\$3,250,000</b>	<b>\$2,450,000</b>	<b>\$1,460,000</b>	<b>\$4,350,000</b>	<b>\$7,200,000</b>	<b>\$64,260,000</b>

<b><u>Other Information</u></b>												
FY 12 - 21 Planned Borrowing Schedule		11,710,000	4,470,000	3,805,000	2,675,000	500,000	5,000,000	6,560,000	0	0	0	
FY 13 - 22 Revised Borrowing Schedule		6,725,000	0	17,760,000	3,475,000	0	2,290,000	0	0	640,000	3,830,000	
Difference: Revised - Planned		4,985,000	4,470,000	(13,955,000)	(800,000)	500,000	2,710,000	6,560,000	0	(640,000)	(3,830,000)	