



Memorandum

AGENDA ITEM 6

DATE: July 6, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 7/11/2023 Board Meeting: Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt four 2023 Prop L 5-Year Prioritization Programs (5YPPs)</p> <ul style="list-style-type: none"> • Paratransit • Street Resurfacing, Rehabilitation and Maintenance • Pedestrian and Bicycle Facilities Maintenance • Neighborhood Transportation Program <p>Amend the Strategic Plan Baseline</p> <p>SUMMARY</p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. In June 2023, the Board adopted the Strategic Plan Baseline and the guidance for development of the 2023 Prop L 5YPPs covering the 5-year period starting July 1, 2023. Among other features, the Baseline established the initial budget or amount of cash flow by fiscal year available to each program. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in 3 rounds, with this first round in July comprised of just four 5YPPs with time sensitive needs for allocation of funds. Project sponsors have submitted allocation requests (see separate item on this agenda) that are conditioned upon approval of three of the subject 5YPPs. We are recommending concurrent adoption of an amendment to the Strategic Plan Baseline to incorporate the recommended programming and cash flow for the five-year project lists in the subject 5YPPs. The Pedestrian and Bicycle Facilities Maintenance and Neighborhood Transportation Program 5YPPs require</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: ____
--	---



<p>advancement of funds in the first five years primarily to provide sufficient funding given the lower available cash in that period due to carryforward Prop K obligations (e.g., remaining grant balances). This results in about a 2.4% (\$15.1 million) increase in debt costs in the Baseline. The accelerated funding to support SF Paratransit operations is already included in the Baseline. We will bring the remaining 5YPPs to the Board for approval this fall, followed by adoption of the final 2023 Strategic Plan.</p>	
--	--

BACKGROUND

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

The 5YPPs also provide transparency about how Prop L projects are prioritized. We work in close collaboration with project sponsors eligible for Prop L funds from a particular program, as well as any other interested agencies, to develop each 5YPP. Input from the Board, sponsors, and the public inform the 5YPP process.

The Board adopted the 2023 Prop L Strategic Plan Baseline at the June 27, 2023 meeting. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery.

For the remaining 5 programs - BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, and Paratransit, the Baseline advanced cash flow in advance of 5YPP development. This was done primarily to meet the needs of two major transit projects:

- The Portal/Caltrain Downtown Rail Extension is seeking the \$300 million Prop L programming commitment needed to meet a Federal Transit Administration Capital Investment Grants (CIG) funding milestone in August 2023. The project is seeking a \$3+ billion CIG grant.



- BART Core Capacity is seeking \$100 million in the first 10 years of the Expenditure Plan, including a partial allocation this fall to exercise an option on its railcar replacement contract.

This approach provides a more realistic picture of financing costs for The Portal and BART Core Capacity, while ensuring we can meet other programs' requests for advancing funds.

DISCUSSION

Each 5YPP document includes the following sections:

- **Eligibility and Expected Fund Leveraging.** Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. For each 5YPP, we provide the Expenditure Plan program description of eligible project types and project sponsors, and highlight leveraging expectations established in the 30-year Expenditure Plan.
- **Public Engagement.** We are continuing to conduct public engagement to inform the development of the 2023 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.
- **Performance measures.** Each program includes performance measures to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time) and inform programming of future Prop L funds and other fund sources programmed by the Transportation Authority. We develop performance measures informed by San Francisco's Congestion Management Program and in consultation with sponsor agencies.
- **Project Delivery Snapshot.** Project delivery for previously-funded sales tax projects is an important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness. Since this is the inaugural Prop L 5YPP, this section lists open Prop K grants and describes project delivery challenges that apply to each program and what agencies are doing to address those challenges. Future 5YPP updates will include the delivery status of projects funded by Prop L.
- **Project Prioritization.** All projects are evaluated according to Prop L wide prioritization criteria as described in the 5YPP - project readiness, relative level of need or urgency, benefits to disadvantaged populations, level and diversity of community support, and leveraging - as well as criteria that we always consider - safety, cost-effectiveness, and a fair geographic distribution. Many programs have additional program-specific criteria to inform priorities,



such as replacing assets at the end of their useful lives, multi-modal benefits, and proximity to key resources.

- **Project List.** This section includes the Project Scoring Tables that indicate how each project performs against the prioritization criteria. It also includes the 5-Year Project List with programming and cash flow (i.e. proposed Prop L reimbursement schedule) by fiscal year, and anticipated leveraging of non-Prop L funds in the 5YPP compared to the expected leveraging in the Expenditure Plan, calling out if anticipated leveraging is significantly below expectations and how that will be addressed.
- **Project Information Forms.** The 5YPP appendices include a Project Information Form for each proposed project. It includes information on the scope, schedule, cost, and funding plan, in addition to supplemental information that supports project evaluation using the prioritization criteria.

Round 1 5YPPs. We are recommending approval of the four enclosed 5YPPs. Highlights from each 5YPP are described below.

Paratransit. This Prop L program funds paratransit operations: door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service. The Transportation Authority advanced funds for the Paratransit program in the Prop L Strategic Plan Baseline beyond the pay-as-you-go amounts to provide funding stability for this critical program. The baseline includes \$13 million in FY 2023/24 with an annual inflationary increase until funds run out.

Anticipated leveraging in this 5YPP (61%) is below expected leveraging in the Expenditure Plan (81.1%). For FY 2023/24, the lower than usual leveraging is due to SFMTA reducing contributions to Paratransit from its operating budget and relying solely on the sales tax (including \$2 million in Prop K cost savings, plus Prop L) to fill the gap. We recognize the fiscal challenges facing SFMTA resulting from the City's slow recovery from the pandemic and the impact of remote work, both of which are depressing the General Fund, fare revenues, and other sources that support SFMTA's operating budget. We will work with agency staff seeking to improve leveraging in future years, including increasing SFMTA's contribution, looking to other funding sources (e.g., FTA formula funds, BART's contribution) to keep pace with increased costs or at least grow over time, and identifying new revenue sources for this important program. We will also continue to closely monitor annual Paratransit costs, de-obligating any leftover sales tax funds and returning them to the Paratransit program in Prop L for future use.

Street Resurfacing, Rehabilitation and Maintenance. This program has two sub-programs: Repaving and Reconstruction of City Streets, and Replacement of Street



Repair and Cleaning Equipment. SFPW has not requested advancement of funds. Expected leveraging for the Street Resurfacing, Rehabilitation, and Maintenance program is 94.7%, which is based on the leveraging for the entire street resurfacing program rather than just Prop L-funded projects. Anticipated leveraging is good (64%) for the proposed paving projects. Anticipated leveraging for SFPW's entire 5-year street resurfacing program, including Prop L and non-Prop L funded projects, exceeds leveraging assumptions at 98%. The full 5-year street resurfacing program funding plan is shown in Appendix C to this 5YPP. There are not as many funding options for street repair and cleaning equipment. SFPW is seeking a modest General Fund contribution for equipment, pending approval in the City's budget.

Pedestrian and Bicycle Facilities Maintenance. This program funds public sidewalk and curb repair (unrelated to tree damage, which is covered by Prop E) by SFPW and bicycle facility maintenance by SFMTA. The recommended project list would advance funds over 2.5 times the pay-go amount in the first five years of the 30-year program. The need for advancing Prop L funds is due to lower pay-go funding available in the first five years resulting from Prop K carryforward obligations, which has the highest cash flow in the first three years (FYs 2023/24 -2025/26), and the project sponsors' desire to maintain or increase these annual maintenance programs. For example, in FY 2023/24 SFPW's proposed programming represents a modest decrease over Prop K levels (e.g., \$518,000 vs. \$612,238), which they offset by increased matching funds. SFMTA's proposed programming represents an increase over Prop K levels (\$400,000 in FY 2021/22 and \$200,000 in FY 2022/23) vs. Prop L (FY 2023/24 in \$459,000). SFMTA's increased need reflects growth in the amount of quick-builds, slow streets, and bicycle network improvements citywide that require maintenance.

Anticipated Prop L leveraging for the proposed 5-year project list is significantly below expected leveraging in the Expenditure Plan (26.6% overall vs. 77.5%). SFPW's Public Sidewalk and Curb Repair anticipates leveraging ranging from 43% in FY 2023/24 to 23% in FY 2027/28. The first three years have better leveraging as SFPW has proposed an increased State Transportation Development Act Article 3 match using a surplus accumulated from prior years. SFMTA is not proposing any leveraging for the Bicycle Facilities Maintenance. We encourage SFMTA to identify matching funds to improve leveraging and avoid depleting funds too quickly. We will re-evaluate anticipated leveraging when we receive allocation requests, particularly for FYs 2024/25 and beyond, and expect to see a non-zero amount. We will work with SFMTA and SFPW to identify other funding sources for these types of capital maintenance projects, such as the General Fund, Traffic Congestion Mitigation Tax (TNC Tax), and SFMTA operating funds (including the Prop B General Fund set aside).



Neighborhood Transportation Program. Since 2014, the Prop K Neighborhood Transportation Program has provided funds for Transportation Authority Board members to direct funds to community-based, neighborhood-scale planning and capital efforts. Ultimately, each Board member recommends which project(s) will be funded with a Neighborhood Transportation Program grant, subject to Board approval.

Largely continuing the approach followed under Prop K, Appendix B to this 5YPP includes the new Prop L Neighborhood Program Guidelines that describe the types of planning and capital projects that can be funded, and the process for developing a project proposal. Minor guideline changes include combining the prior planning and capital grant amounts for each office into one 'bucket' that can be used for eligible NTP planning and/or capital grants; and project eligibility is expanded to cover any project type eligible under Prop L, while retaining the neighborhood-scale focus. Examples of expanded project eligibility include incentives-based travel demand management projects, electric vehicle charging infrastructure, and new mobility pilots.

Consistent with the Neighborhood Program Guidelines, the proposed project list is primarily comprised of placeholder programming that will be updated when the Board takes action to approve specific Neighborhood Program projects for funding. The 5YPP project list also includes funding for the Transportation Authority and SFMTA Neighborhood Program Coordinators who facilitate the identification and scoping of potential projects consistent with the program guidelines.

We have proposed advancement of funds for the Neighborhood Transportation Program in this 5YPP period at over double the pay-go amounts in order to continue Prop K funding levels for the program with \$700,000 available for each district supervisor to recommend for Neighborhood Program planning and capital projects. At this time, we do not anticipate recommending advancement of funds in the future 5YPP periods as pay-go amounts are expected to be sufficient to fund the program.

Strategic Plan Baseline Amendment. Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. In some cases, we may recommend advancement of sales tax funds to support project delivery, which results in financing costs and lowers the overall amount of funds available for project costs in the Expenditure Plan program(s) advancing funds. As noted above, in this first round of 5YPPs, we recommend advancing funds as requested by sponsors in the Pedestrian and Bicycle Facility and Neighborhood Transportation Program 5YPPs. These are relatively small programs (\$19 million and \$46 million in 2020 \$, respectively) with relatively modest advancement requests so



the impact on overall debt needs is correspondingly small – about a 2.4% (or \$15.1 million) increase in debt costs estimated in the Baseline.

Next Steps. We are working with project sponsors to develop the remaining 23 5YPPs and anticipate bringing them to the Board for adoption in the fall in two groups, followed by adoption of the final 2023 Prop L Strategic Plan in November/December 2023. We are compiling the results from all of our outreach and public engagement efforts, including a recent virtual Town Hall and our online multi-lingual survey which closed at the end of June. We continue to be available for presentations to community groups; our website at sfcta.org/ExpenditurePlan has a link to request a Prop L presentation. We will bring a summary of outreach findings to the Community Advisory Committee and Board this fall.

FINANCIAL IMPACT

There is no impact on the adopted FY 2023/24 agency budget. The Prop L 5YPPs establish programming for Prop L funds for the next five years; however, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

CAC POSITION

The Community Advisory Committee considered this item at its June 28, 2023 meeting and unanimously adopted a motion of support for the staff position.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
- Attachment 3 - Amended Prop L Strategic Plan Sources and Uses
- Attachment 4 - Resolution
- Enclosure - 2023 Prop L 5 Year Prioritization Programs (4)

Attachment 1.

Programs in the Prop L Expenditure Plan

Board approval of a 5-Year Prioritization Program or 5YPP is a prerequisite for allocation of Prop L funds from that program. As part of the 5YPP development process, for some of the 28 programs, we have created sub-programs to help track minimum funding amounts established in the Expenditure Plan for certain projects types (e.g. Safe Routes to School education and outreach), to group like projects together to facilitate project ranking, and/or to help ensure funding is set aside for key priorities (e.g. transit vehicle replacement and capital maintenance).

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
 - Vehicles (sub-program)
 - Facilities and Guideways (sub-program)
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
 - Repaving and Reconstruction of City Streets (sub-program)
 - Replacement of Street Repair and Cleaning Equipment (sub-program)
16. Pedestrian and Bicycle Facilities Maintenance
 - Sidewalk Repair (sub-program)
 - Bicycle and Pedestrian Facilities (sub-program)
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
 - Capital Projects (sub-program)
 - Outreach & Education Programs (sub-program)
 - New Traffic Signals (sub-program)
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program

Attachment 1.
Programs in the Prop L Expenditure Plan

- 26. Equity Priority Transportation Program
- 27. Development Oriented Transportation
- 28. Citywide/Modal Planning

Attachment 2:
Amended 2023 Strategic Plan Baseline Programming
Pending July 2023 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Rows include various transportation projects like Traffic Signs & Signals Maintenance, Safer and Complete Streets, and Vision Zero Ramps, followed by summary rows for TOTAL STREETS AND FREEWAYS, TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT, and TOTAL PROP L STRATEGIC PLAN.

Attachment 2:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending July 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
217	Traffic Signs & Signals Maintenance	\$ 124,422,383	0.00%	Programming \$ 124,256,712 Interest Costs \$ - Total \$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909
II. Safer and Complete Streets																					
218	Safer and Complete Streets	\$ 210,135,581	0.00%	Programming \$ 208,637,942 Interest Costs \$ - Total \$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182
219	Curb Ramps	\$ 40,091,657	0.00%	Programming \$ 40,038,274 Interest Costs \$ - Total \$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871
220	Tree Planting	\$ 27,649,419	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980
III. Freeway Safety and Operational Improvements																					
221	Vision Zero Ramps	\$ 11,059,767	0.00%	Programming \$ 11,045,041 Interest Costs \$ - Total \$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792
222	Managed Lanes and Express Bus	\$ 13,824,709	0.00%	Programming \$ 13,806,301 Interest Costs \$ - Total \$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
223	Transformative Freeway and Major Street Projects	\$ 27,649,419	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980
TOTAL STREETS AND FREEWAYS		\$ 626,259,329	0.49%	Programming \$ 620,711,375 Interest Costs \$ 3,088,276 Total \$ 623,799,651	\$ -	\$ 4,013,789	\$ 10,235,578	\$ 9,404,578	\$ 9,907,578	\$ 9,724,578	\$ 22,552,983	\$ 21,902,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																					
I. Transportation Demand Management																					
224	Transportation Demand Management	\$ 24,884,477	0.00%	Programming \$ 24,851,342 Interest Costs \$ - Total \$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782
II. Transportation, Land Use, and Community Coordination																					
225	Neighborhood Transportation Program	\$ 56,681,308	11.09%	Programming \$ 50,344,018 Interest Costs \$ 6,287,543 Total \$ 56,631,560	\$ -	\$ 1,355,000	\$ 3,895,000	\$ 2,125,000	\$ 1,125,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058
226	Equity Priority Transportation Program	\$ 58,063,779	0.00%	Programming \$ 57,986,466 Interest Costs \$ - Total \$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 1,938,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157
227	Development-Oriented Transportation	\$ 27,649,419	0.00%	Programming \$ 27,612,603 Interest Costs \$ - Total \$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980
228	Citywide / Modal Planning	\$ 13,824,709	0.00%	Programming \$ 13,806,301 Interest Costs \$ - Total \$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,103,691	3.47%	Programming \$ 174,600,730 Interest Costs \$ 6,287,543 Total \$ 180,888,272	\$ -	\$ 2,301,173	\$ 5,787,347	\$ 4,017,347	\$ 3,017,347	\$ 2,092,347	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967
TOTAL PROP L STRATEGIC PLAN		\$ 3,287,515,861	8.63%	Programming \$ 2,709,428,453 Interest Costs \$ 283,648,159 Total \$ 2,993,076,612	\$ -	\$ 45,225,151	\$ 80,631,303	\$ 106,181,303	\$ 93,100,303	\$ 107,418,303	\$ 137,552,873	\$ 191,975,566	\$ 137,395,175	\$ 143,517,027	\$ 129,708,452	\$ 105,903,312	\$ 107,124,477	\$ 128,372,582	\$ 104,648,280	\$ 93,118,070	\$ 81,855,957
Prop. K Related Cashflow (since 7/1/22)		\$ 832,764,319	45.12%	Cashflow \$ 457,048,985 Interest Costs \$ 375,715,334 Total \$ 832,764,319	\$ 119,963,721	\$ 151,355,838	\$ 85,306,328	\$ 92,521,357	\$ 4,934,001	\$ 2,283,466	\$ 674,274	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

¹This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.

Attachment 3: Prop L Sources and Uses

SOURCES	(YOES)	USES	(YOES)
Sales Tax Revenue	\$4,668.4 M	Funds Available for Projects	\$3,076.5 M
Investment Income	\$2.9 M	Long Term Bond Principal	\$1,065.8 M
Long Term Bond Proceeds	\$857.5 M	Financing Costs	\$654.0 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$434.5 M
TOTAL	\$5,655.5 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,655.5 M



RESOLUTION ADOPTING FOUR 2023 PROP L 5-YEAR PRIORITIZATION PROGRAMS AND AMENDING THE PROP L STRATEGIC PLAN BASELINE

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5-Year Prioritization Program (5YPP) to identify the specific projects that will be funded over the next five years; and

WHEREAS, Transportation Authority Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant program; and

WHEREAS, The 5YPPs provide transparency about how Prop L projects are prioritized and the resulting 5-year project lists and associated sales tax programming commitments support a steady project development pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects, to line up staff resources, and to coordinate with other planned projects; and

WHEREAS, In accordance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects; a 5-year program or list of projects; information on scope, schedule, cost and funding (including leveraging of other fund sources); and performance measures to inform future 5YPP updates; and

WHEREAS, The Transportation Authority, through approval of Resolution 23-57, adopted the guidance to project sponsors and staff for developing the 2023 Prop L 5YPPs which cover Fiscal Years 2023/24 through 2027/28; and

WHEREAS, The Transportation Authority, through approval of Resolution 23-56, adopted the 2023 Prop L Strategic Plan Baseline which sets the amount of pay-go funding available for 23 of the 28 programs, by fiscal year, through the end of the Expenditure Plan (2053), and for the 5 remaining programs, including Paratransit, approves an accelerated cash flow schedule to support project delivery; and



WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the four enclosed 2023 Prop L 5YPPs for the following programs: Paratransit; Street Resurfacing, Rehabilitation and Maintenance; Pedestrian and Bicycle Facilities Maintenance; and the Neighborhood Transportation Program; and

WHEREAS, The Pedestrian and Bicycle Facility Maintenance and Neighborhood Transportation Program 5YPPs require advancement of funds beyond the pay-as-you-go annual funding levels to provide sufficient funding to support project delivery in the first five years of Prop L as described in the enclosed draft 5YPPs; and

WHEREAS, Staff has prepared a proposed amendment to the Strategic Plan Baseline to reflect recommended programming and cash flow schedules for the proposed projects in the four 5YPPs recommended for approval (Attachment 2); and

WHEREAS, Advancing funds as requested by project sponsors and recommended by staff for the Pedestrian and Bicycle Facility Maintenance and Neighborhood Transportation Program 5YPPs results in a relatively modest increase of 2.4% (\$15.1 million) for a total of \$654.0 million in finance costs estimated in the Strategic Plan Baseline, as shown in Attachment 3; and

WHEREAS, At its June 28, 2023, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and amendment of the Strategic Plan Baselines and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the amended Prop L Strategic Plan Baseline; and be it further

RESOLVED, That the Transportation Authority hereby adopts the four enclosed 2023 Prop L 5YPPs.



Attachments:

1. List of the 28 Programs in the Prop L Expenditures Plan
2. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
3. Amended Prop L Strategic Plan Sources and Uses

Enclosure - 2023 Prop L 5-Year Prioritization Programs (4)

1. Paratransit
2. Street Resurfacing, Rehabilitation and Maintenance
3. Pedestrian and Bicycle Facilities Maintenance
4. Neighborhood Transportation Program