



# Memorandum

## AGENDA ITEM 6

**DATE:** January 25, 2024  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 2/13/2024 Board Meeting: Adopt four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Adopt four 2023 Proposition (Prop) L 5-Year Prioritization Programs (5YPPs):</p> <ul style="list-style-type: none"> <li>• Muni Reliability and Efficiency Improvements</li> <li>• Muni Rail Core Capacity</li> <li>• Caltrain Downtown Rail Extension and Pennsylvania Alignment</li> <li>• Transit Enhancements</li> </ul> <p>Amend the Strategic Plan Baseline</p> <p><b>SUMMARY</b></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. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in groups. The Board has adopted 15 5YPPs to date. We are recommending concurrent adoption of four more 5YPPs and 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 Strategic Plan Baseline already advanced funding for the Caltrain Downtown Rail Extension and Pennsylvania Alignment 5YPP to fund The Portal which is seeking a multi-billion federal Capital Investment Grant, and we propose cash flow (i.e., project reimbursement) consistent with the Baseline’s pay-go (i.e., no fund advancement) level for the Muni Rail Core Capacity 5YPP. We are recommending advancing cash flow for the Muni Reliability and Efficiency Improvements and</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: ____</p>
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<p>Transit Enhancements 5YPPs. To accommodate advancing funds, we are proposing revisions the Strategic Plan Baseline to delay some outyear (i.e., post first 5-years) cash flow (not programming) for the Muni Maintenance, Traffic Signs and Signals Maintenance, and Safer and Complete Streets programs in the Strategic Plan to address outyear pinch points for debt service by freeing up cash in those years. In all, these changes result in a 1.2% (\$7.9 million) increase in debt costs compared to the baseline, from \$667.0 million to \$674.9 million.</p>	
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**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.

In June 2023, the Board adopted the 2023 Prop L Strategic Plan Baseline. 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 five programs (San Francisco Bay Area Rapid Transit District Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, Caltrain Maintenance, and Paratransit) the Baseline advanced cash flow in anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. This approach provides a more realistic picture of financing costs for these five programs, which are among the largest programs in the Prop L Expenditure Plan, while ensuring we can meet other programs’ requests for advancing funds.

Attachment 1 shows the status of the 28 5YPPs, including those which have been adopted thus far and those that are still under development.



## **DISCUSSION**

Each 5YPP document includes the following sections, the content for which is detailed in the [staff memorandum](#) to the Board for its July 11, 2023 meeting:

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot
- Project Prioritization
- Project List (covering Fiscal Year (FY) 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)

It is important to keep in mind that the pay-go funding levels in the first five years of Prop L are about half that in year six and subsequent years, due to the carryforward of Prop K remaining grant balances and debt. Thus, we anticipate that most Prop L programs will request at least a modest level of advancement in this 5YPP period. For each project, we look closely at project readiness, whether there is full funding for the requested phase or phases, the amount of leveraging, timely use of funds requirements, and other factors that inform our recommendation to program funds to the project and whether to support advancement of funds beyond pay-go to support project delivery.

We are recommending adoption of the four enclosed 5YPPs. Attachment 2 lists the proposed projects with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming. Attachment 3 summarizes leveraging and advancement of funds (i.e., cash flow or the rate at which sponsors can seek reimbursement of sales tax funds for eligible project costs). The enclosed 5YPPs contain more detail, including the project information forms.

**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. The Strategic Plan model estimates financing costs for programs that advance funds. Consistent with Strategic Plan policies, financing costs are distributed proportionally across those programs that request acceleration of funds. If in future Strategic Plan updates, actual financing costs are lower, the delta is returned to the respective programs and is available for programming to eligible project costs.

As noted above, our recommendation to adopt the four subject 5YPPs would require amendment of the Strategic Plan Baseline to advance funds as requested by sponsors in two of the 5YPPs: Muni Reliability and Efficiency Improvements and



Transit Enhancements. This would result in a 1.2% (\$7.9 million) increase in estimated debt costs over the 30-year Expenditure Plan period compared to the Baseline, as amended.

To address projected outyear pinch points for debt service, we reduced programming and cashflow between FYs 2035/36 and 2042/43 and increased it beginning in FY 2044/45 in Traffic Signs and Signals Maintenance and Safer and Complete Streets programs. Total programming amounts for these two programs increase as a result of decreased financing costs, and we are better able to accommodate sponsors' advancement needs in the current five-year period. We also made minor reductions to programming in FYs 2038/39, 2039/40, and 2040/41 and made equal increases in FYs 2049/50 and 2050/51 in the Muni Maintenance program to mitigate the projected outyear pinch points. Outyear programming and cash flow will be revisited with each 5YPP and Strategic Plan update.

Attachment 4 summarizes the sources and uses for the proposed amended Baseline and Attachment 5 shows the programming and cash flow by program by fiscal year for the proposed Strategic Plan Baseline Amendment to incorporate the subject 5YPPs and outyear cash flow for Muni Maintenance, Traffic Signs and Signals Maintenance, and Safer and Complete Streets.

**Next Steps.** We are working with project sponsors to develop the remaining eight 5YPPs and anticipate bringing them to the Board for adoption in the coming months, followed by adoption of the final Prop L Strategic Plan.

## **FINANCIAL IMPACT**

There is no impact on the FY 2023/24 agency budget. The Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes the maximum annual reimbursement for each of the Expenditure Plan programs, and estimates debt needs to advance funds to support project delivery. The 5YPPs program funds specific projects over the five fiscal years starting in FY 2023/24. 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 January 24, 2024, meeting, and adopted a motion of support for the staff recommendation.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Round 4 5YPPs List of Projects by Expenditure Plan Program
- Attachment 3 - Round 4 5YPPs Summary by Program: Fund Leveraging and Advancement
- Attachment 4 - Prop L Strategic Plan Baseline Amendment Sources and Uses
- Attachment 5 - Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
- Attachment 6 - Resolution

### Enclosures - 2023 Prop L 5 Year Prioritization Programs (4):

- Enclosure 1 - Draft Muni Reliability and Efficiency Improvements 5YPP
- Enclosure 2 - Draft Muni Rail Core Capacity 5YPP
- Enclosure 3 - Draft Caltrain Downtown Rail Extension and Pennsylvania Alignment 5YPP
- Enclosure 4 - Draft Transit Enhancements 5YPP

# Prop L's 28 Programs

Each requires a Board-adopted 5-Year Prioritization Program (5YPP) before funds can be allocated.

Approved

**Proposed for approval in February 2024**

Under development

\*No 5YPP required since program has no Priority 1 sales tax funds

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
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
16. Pedestrian and Bicycle Facilities Maintenance
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
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
26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning

## Attachment 2

### Round 4 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Muni Reliability and Efficiency Improvements	Bus Transit Signal Priority (TSP): SFMTA	The project scope includes: 1) Implementation of new TSP technology to all Muni buses and intersection already equipped with TSP and communication devices; 2) optimization, repair and replacement of existing communication network, and procurement of extended warranties where necessary; and 3) expansion, repairs and replacement of CCTV cameras, and extended warranty services for Variable Message Signs (VMS). Bus TSP improves travel time and reliability by prioritizing transit vehicles as they approach signaled intersections. These funds support the expansion of the Transit Signal Priority, CCTV, and VMS networks. In November 2023 the Board programmed \$4,446,000 in Prop L funds over FY25-FY28 for maintenance of existing components in the Traffic Signs and Signals Maintenance 5-Year Prioritization Program.	Citywide	Construction	\$1,500,000	FY25
2					Construction	\$3,152,000	FY26
3					Construction	\$2,152,000	FY27
4					Construction	\$2,152,000	FY28
5		Geneva/San Jose M-Line Terminal: SFMTA	Prop L funds will be used for the construction phase for a new terminal for the M Line by the Balboa Park Station as part of the M Ocean View Transit and Safety Project. Currently, the terminal (both last drop-off and first pick-up stops) lacks boarding/alighting facilities that meet current design standards. Possible modifications were identified through a study completed with Neighborhood Program funds and may include new bulb-outs, new boarding islands, and accessible boarding facilities with enhanced pedestrian crossings.	11	Construction	\$1,549,000	FY25
6		Mission Street SoMa Transit Improvements: SFMTA	The Mission SoMa Transit Improvements project will implement transit-priority and traffic safety improvements along Mission Street between Steuart and 11th streets in the South of Market area. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission Street.	6	Design	\$1,200,000	FY24
7		Muni Forward Five-Minute Network Corridor Development: SFMTA	Requested funds will fund the planning, preliminary engineering and design of the next generation of Muni Forward corridor projects in support of the Five-Minute Network. Improvements will include a variety of reliability, speed, and safety enhancements, including bus bulbs, pedestrian bulbs, boarding islands, queue jump lanes, traffic lane and signal changes, and stop optimizations. The scope of the project will include comprehensive, targeted outreach. Corridors include the 1 California, 22 Fillmore along Fillmore Street, T Third surface route, 28 19th Avenue, and up to seven additional projects. Corridors were prioritized based on ridership and frequency, reliability and travel time issues, input from the Muni Service Equity Strategy, overlap with the High Injury Network, rider and community feedback, and interagency coordination opportunities.	Citywide	Planning	\$5,000,000	FY24
8					Planning	\$6,000,000	FY26

**Attachment 2**  
**Round 4 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program**

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
9	Muni Rail Core Capacity	Muni Metro Modernization Core Capacity: SFMTA	The Muni Metro Core Capacity Program will define/identify and implement a package of projects to provide capacity and reliability improvements for Muni Metro. Together, selected projects will provide Muni rail customers a faster, more reliable quality of service. The goal is for the package of projects to be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity grant from the Capital Investment Grant program. Requested Prop L funds will fund work to build on the study that is currently underway using Prop K and Caltrans Planning Grant funds to identify and advance a program of projects for the FTA Core Capacity program to the environmental phase in FY 25/26. The Transportation Authority will continue to have an enhanced level of project support and technical oversight for the project, which will inform the next generation of major rail core capacity transit projects for the SFMTA.	Citywide	Planning	\$2,300,000	FY25
10					Environmental	\$2,430,000	FY26
11	Caltrain Downtown Rail Extension and Pennsylvania Alignment	The Portal: TJPA	The Portal, also known as the Downtown Rail Extension project, will extend Caltrain rail service from its current terminus at Fourth & King to the Salesforce Transit Center at First and Mission Streets with accommodations for future high-speed rail. The project will reduce greenhouse gas emissions and provide Bay Area residents with better access to jobs, housing and economic opportunities. Prop L funds provide an essential local contribution to the project as it seeks a \$4+ billion grant from the FTA CIG program.  Future allocation of Prop L funds is subject to SFCTA's ongoing oversight of the project, to be funded by Prop L appropriations, and is conditioned upon the following: - Continued compliance with the SFCTA Oversight Protocol for The Portal, which may be updated at time of allocation, as necessary, to reflect the project's phase of development and/or delivery. - Satisfactory progress in implementing the recommendations of The Portal Governance Blueprint. - Agreement between SFCTA and TJPA on the mechanism to ensure the return of Prop L funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project. If TJPA does not secure the project's Full Funding Grant Agreement (FFGA) with FTA by June 2025, then the Transportation Authority may revisit this 5YPP to consider updating the programming (e.g. amount, scope, etc.) and cash flow in consultation with TJPA.	Citywide, 6	Design	\$10,000,000	FY25
12					Right of Way	\$15,000,000	FY26
13					Design	\$65,000,000	FY27



**Attachment 2**  
**Round 4 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program**

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
14	Transit Enhancements	22nd Street Caltrain Station ADA Improvements: PCJPB	This project will improve access and enhance the customer experience at the 22nd St Station by adding wheelchair accessible ramps to the northbound and southbound platforms, which are currently only accessible by stairs. In addition, the project will include wayfinding and safety improvements such as tactile strips, lighting, signage, accessible parking, and platform improvements. These improvements will enhance the overall customer experience of the station and increase accessibility for a variety of users. To date, the Transportation Authority funded the feasibility study and conceptual design phase of this project. Prop L is requested to provide the 20% required local match for an FTA All Station Accessibility Program Grant that Caltrain is seeking for the construction phase of the project.	10	Design	\$1,300,000	FY24
15					Construction	\$953,000	FY25
16		Flag Stop Improvement Program: SFMTA	In November 2021, the San Francisco Board of Supervisors unanimously passed a resolution calling for SFMTA to upgrade the 1,200 flag stops and "promote unobstructed pedestrian access for boarding public transit by eliminating parking in bus stops." To meet these goals, the SFMTA is requesting Prop L funds to paint red curb "clear zones" and remove parking at flag stops. Some stops may require changes beyond a 20-foot red clear zone, which could include painting full bus zones, other curb management strategies, or bus bulbs. These improvements will provide a clear zone for passengers boarding and alighting and additional space for transit operators to deploy the wheelchair ramp. It will also improve bus travel time and reliability by making the boarding process safer and easier. As a condition of future allocation of Prop L funds, SFMTA shall provide a list of flag stop locations citywide and in Equity Priority Communities and areas serving disadvantaged populations that it recommends upgrading with new transit shelters.	Citywide	Construction	\$584,000	FY24
17					Construction	\$876,000	FY26
18		Muni Transit Shelter Replacement Program: SFMTA	Prop L funds will fund the redesign of the Muni transit shelters at nearly 1,200 locations across San Francisco. The project includes a community process to design the new shelter to improve seating, accessibility, maintainability, and overall visual features. SFMTA also anticipates environmental clearance for this project.	Citywide	Planning	\$527,000	FY25

### Attachment 3

#### Round 4 5-Year Prioritization Programs Summary by Program

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Muni Reliability and Efficiency Improvements	\$22,705,000	\$9,297,094	89.9%	63.0%	<p>Approving this 5YPP as proposed requires amending the Prop L Strategic Plan Baseline to advance \$9.3 million, about double the pay-as-you-go amount (\$10.41 million) into the first five years of the 30-year program. Advancing funds provides funding for early phases of Muni Forward project development and helps position projects to pursue competitive grant funding opportunities for design and construction. We are also supporting this level of advancement of funds because Muni reliability projects that improve the speed and reliability of Muni bus and rail service are key to continued transit recovery in the post-pandemic era.</p> <p>Anticipated leveraging in this 5YPP is below expected leveraging in the Prop L Expenditure Plan as averaged over the proposed 5-year program of projects. We expect that leveraging will improve over the five year period as SFMTA secures non-Prop L grants for construction of Muni Forward projects and will we will seek improved leveraging for earlier phases when allocation requests are made.</p>
2	Muni Rail Core Capacity	\$4,730,000	\$0	93.0%	20.7%	<p>We are not recommending to advance funds beyond the pay-as-you-go amounts in the Strategic Plan Baseline for this program at this time after assessing project needs in this very early project development stage. The relatively small amount of Prop L funds (\$57 million in 2020 \$s) are intended as critical early funding and local match to support SFMTA as it develops the Muni Metro Modernization program with the intent of securing local, regional and state funds to match a potential federal Capital Investment Grant (CIG) grant that could cover up to 50% of the capital costs.</p> <p>Leveraging for this 5YPP period is much lower than expected in the Expenditure Plan with work focusing on planning and environmental phases. However, we support the early investment of sales tax in project development to make this critical program competitive for CIG and other fund sources. Ultimately, Prop L is likely to be a relatively small portion of the project's overall funding plan when design and construction phases are taken into account.</p>
3	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$90,000,000	\$0	94.0%	96.1%	<p>The Board-adopted Strategic Plan Baseline (June 2023) significantly advanced funds for The Portal (Downtown Rail Extension), which was critical to strengthening the project's application for a \$4+ billion Federal Capital Investment Grant (CIG). The recommendations in this 5YPP are consistent with the cash flow amounts in the Strategic Plan Baseline. We recommend slightly advancing programming to allow for one allocation of \$65 million in Fiscal Year 2026/27 (instead of two allocations over Fiscal Years 2026/27 and 2027/28), with no changes to financing costs in the baseline. Leveraging is slightly better than anticipated due to the higher project cost estimate.</p>

**Attachment 3**  
**Round 4 5-Year Prioritization Programs Summary by Program**

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
4	Transit Enhancements	\$4,240,000	\$1,204,098	96.2%	75.7%	<p>The recommended 5YPP proposes advancing \$1,204,098 over the pay-as-you-go amount (\$2.7 million) in the first five years of the 30-year program. We are supporting this level of advancement of funds to enable quicker delivery of customer-focused transit enhancement projects that promote system connectivity, accessibility, and reliability, and improve transit service experience for riders. These improvements support continued transit recovery in the post-pandemic era.</p> <p>Expected leveraging for the Transit Enhancements program over the life of the 30-year measure is 96.2%. Based on the Project Information Forms, the anticipated leveraging for the proposed projects is below the expected leveraging, at 75.7%. The 22nd Street Caltrain Station ADA Improvements project and the Flag Stop Improvement Program show good leveraging. The Muni Transit Shelter Replacement Program planning and design work is proposed to be fully funded by Prop L. SFMTA will need to secure significant leveraging of non-sales tax funds for construction, which we expect and which will enable the Muni Transit Shelter Replacement Program to meet or exceed leveraging expectations for this Prop L program.</p>

**Attachment 4**  
**Prop L Strategic Plan Baseline Amendment Sources and Uses (1.19.24)**

SOURCES	(YOES\$)	USES	(YOES\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,029.8 M
Investment Income	\$4.5 M	Long Term Bond Principal	\$973.9 M
Long Term Bond Proceeds	\$765.6 M	Financing Costs	\$674.9 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.1 M
TOTAL	\$5,571.5 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,571.5 M











**Attachment 5B:**  
**Amended 2023 Strategic Plan Baseline Cashflow<sup>1</sup>**  
 Pending February 2024 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
<b>A. MAJOR CAPITAL PROJECTS</b>																					
<b>I. Muni</b>																					
201	Muni Reliability and Efficiency Improvements	\$ 152,119,043	8.43%	Programming \$ 138,432,852 Interest Costs \$ 12,820,906 Total \$ 151,253,758	\$ -	\$ -	\$ 3,600,000	\$ 5,416,000	\$ 5,310,000	\$ 5,379,000	\$ 6,577,443	\$ 6,658,682	\$ 5,241,220	\$ 5,322,316	\$ 5,410,280	\$ 5,496,844	\$ 5,584,793	\$ 5,674,149	\$ 5,764,935	\$ 5,857,174	\$ 5,950,888
202	Muni Rail Core Capacity	\$ 69,145,019	0.00%	Programming \$ 69,030,640 Interest Costs \$ - Total \$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949
<b>II. BART</b>																					
203	BART Core Capacity	\$ 138,290,039	28.41%	Programming \$ 90,296,000 Interest Costs \$ 39,287,355 Total \$ 129,583,355	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>III. Caltrain</b>																					
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming \$ - Interest Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,870,116	28.11%	Programming \$ 300,000,000 Interest Costs \$ 116,629,141 Total \$ 416,629,141	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 25,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -
<b>TOTAL MAJOR CAPITAL PROJECTS</b>		<b>\$ 774,424,217</b>	<b>21.79%</b>	Programming \$ 597,759,492 Interest Costs \$ 168,737,401 Total \$ 766,496,894	\$ -	\$ -	\$ 14,400,000	\$ 49,372,000	\$ 39,529,000	\$ 46,430,000	\$ 48,885,371	\$ 104,003,537	\$ 47,623,593	\$ 47,741,550	\$ 32,869,498	\$ 7,995,410	\$ 8,123,336	\$ 33,253,308	\$ 8,385,531	\$ 8,519,526	\$ 8,655,838
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>																					
<b>I. Transit Maintenance, Rehabilitation, and Replacement</b>																					
206	Muni Maintenance	\$ 1,084,193,904	1.43%	Programming \$ 788,000,000 Interest Costs \$ 15,462,251 Total \$ 803,462,251	\$ -	\$ -	\$ 19,380,000	\$ 49,620,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000
207	BART Maintenance	\$ 48,401,514	22.41%	Programming \$ 36,515,621 Interest Costs \$ 10,846,348 Total \$ 47,361,969	\$ -	\$ 3,262,238	\$ 9,262,762	\$ -	\$ -	\$ -	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464
208	Caltrain Maintenance	\$ 138,290,039	11.93%	Programming \$ 115,002,000 Interest Costs \$ 16,491,504 Total \$ 131,493,504	\$ -	\$ 1,776,000	\$ 4,826,000	\$ 4,700,000	\$ 5,500,000	\$ 5,700,000	\$ 7,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
209	Ferry Maintenance	\$ 6,914,502	0.00%	Programming \$ 6,903,064 Interest Costs \$ - Total \$ 6,903,064	\$ -	\$ -	\$ 157,000	\$ 105,000	\$ 105,000	\$ 106,000	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495
<b>II. Transit Enhancements</b>																					
210	Transit Enhancements	\$ 40,104,111	3.94%	Programming \$ 38,210,614 Interest Costs \$ 1,579,919 Total \$ 39,790,533	\$ -	\$ 300,000	\$ 1,392,000	\$ 1,068,500	\$ 895,500	\$ 292,000	\$ 1,630,599	\$ 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
211	Bayview Caltrain Station	\$ 37,338,310	16.72%	Programming \$ 30,069,671 Interest Costs \$ 6,242,902 Total \$ 36,312,573	\$ -	\$ -	\$ 2,886,000	\$ 2,122,000	\$ 1,722,000	\$ -	\$ 2,046,281	\$ 2,066,222	\$ 1,486,481	\$ 1,306,387	\$ 1,327,978	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673
212	Mission Bay Ferry Landing	\$ 6,914,502	0.00%	Programming \$ 6,903,151 Interest Costs \$ - Total \$ 6,903,151	\$ -	\$ 52,565	\$ 105,130	\$ 105,130	\$ 105,130	\$ 105,130	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495
213	Next Generation Transit Investments	\$ 30,423,809	0.00%	Programming \$ 30,373,863 Interest Costs \$ - Total \$ 30,373,863	\$ -	\$ 231,287	\$ 462,574	\$ 462,574	\$ 462,574	\$ 462,574	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 1,152,987	\$ 1,171,435	\$ 1,190,178
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		<b>\$ 1,392,580,691</b>	<b>3.64%</b>	Programming \$ 1,051,977,984 Interest Costs \$ 50,622,923 Total \$ 1,102,600,907	\$ -	\$ 5,622,090	\$ 38,471,466	\$ 58,183,204	\$ 38,790,204	\$ 36,665,704	\$ 46,269,504	\$ 46,568,344	\$ 46,060,637	\$ 45,951,317	\$ 43,049,677	\$ 41,146,471	\$ 41,244,814	\$ 31,344,731	\$ 26,446,246	\$ 31,549,386	\$ 32,654,175
<b>C. PARATRANSIT</b>																					
214	Paratransit	\$ 313,918,388	22.36%	Programming \$ 234,048,020 Interest Costs \$ 70,196,256 Total \$ 304,244,277	\$ -	\$ 9,835,000	\$ 13,408,000	\$ 13,809,000	\$ 14,225,000	\$ 14,651,000	\$ 15,089,931	\$ 15,543,269	\$ 16,009,567	\$ 16,489,854	\$ 16,984,550	\$ 17,494,086	\$ 18,018,909	\$ 18,559,476	\$ 19,116,260	\$ 19,731,891	\$ 20,408,957
<b>TOTAL PARATRANSIT</b>		<b>\$ 313,918,388</b>	<b>22.36%</b>	Programming \$ 234,048,020 Interest Costs \$ 70,196,256 Total \$ 304,244,277	\$ -	\$ 9,835,000	\$ 13,408,000	\$ 13,809,000	\$ 14,225,000	\$ 14,651,000	\$ 15,089,931	\$ 15,543,269	\$ 16,009,567	\$ 16,489,854	\$ 16,984,550	\$ 17,494,086	\$ 18,018,909	\$ 18,559,476	\$ 19,116,260	\$ 19,731,891	\$ 20,408,957
<b>D. STREETS AND FREEWAYS</b>																					
<b>I. Maintenance, Rehabilitation, and Replacement</b>																					
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 145,204,541	0.00%	Programming \$ 144,966,345 Interest Costs \$ - Total \$ 144,966,345	\$ -	\$ 400,000	\$ 2,440,000	\$ 1,575,000	\$ 2,000,000	\$ 1,700,000	\$ 5,966,650	\$ 5,624,196	\$ 5,002,983	\$ 5,080,392	\$ 5,164,358	\$ 5,246,988	\$ 5,330,939	\$ 5,416,234	\$ 5,502,893	\$ 5,590,939	\$ 5,680,393
216	Pedestrian and Bicycle Facilities Maintenance	\$ 26,275,107	11.34%	Programming \$ 22,735,554 Interest Costs \$ 2,980,629 Total \$ 25,716,183	\$ -	\$ 155,000	\$ 878,000	\$ 912,000	\$ 990,000	\$ 1,107,000	\$ 1,441,013	\$ 891,045	\$ 905,302	\$ 919,309	\$ 934,503	\$ 949,455	\$ 964,646	\$ 980,080	\$ 995,762	\$ 1,011,694	\$ 1,027,881









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, Through approval of Resolution 23-57, the Transportation Authority 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, Through approval of Resolution 23-56, the Transportation Authority 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 five remaining programs, including BART Core Capacity; Caltrain Downtown Rail Extension and Pennsylvania Alignment; and



Caltrain Maintenance, Rehabilitation, and Replacement, approved an accelerated cash flow schedule to support project delivery; and

WHEREAS, The Transportation Authority previously adopted 15 Prop L 5YPPs through approval of Resolutions 24-02, 24-13, 24-17, and 24-22; 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: Muni Reliability and Efficiency Improvements, Muni Rail Core Capacity, Caltrain Downtown Rail Extension and Pennsylvania Alignment, and Transit Enhancements; and

WHEREAS, The Muni Reliability and Efficiency Improvements and Transit Enhancements 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 aforementioned 5YPPs (Attachment 2); and

WHEREAS, The proposed Strategic Plan Baseline amendment would result in an increase in financing costs of 1.2% (\$7.9 million) versus the current Baseline, as amended, for a total of \$674.9 million in finance costs estimated over the 30-year Expenditure Plan period, as shown in Attachment 3; and

WHEREAS, At its January 24, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline amendment and 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. Prop L Strategic Plan Baseline Amendment Sources and Uses

Enclosures: 2023 Prop L 5-Year Prioritization Programs (4)

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. Caltrain Downtown Rail Extension and Pennsylvania Alignment
4. Transit Enhancements