San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

DATE: Tuesday, April 8, 2025, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2663 413 4851 # #

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COMMISSIONERS: Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Sherrill, and Walton

CLERK: Amy Saeyang

Participation

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1. Roll Call

2. Approve the Minutes of the March 25, 2025 Meeting – **ACTION*** **5**

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Other Items

8. Introduction of New Items **– INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

9. Public Comment

10. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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MINUTES

San Francisco County Transportation Authority

Tuesday, March 25, 2025

1. Roll Call

Chair Melgar called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, and Sherrill (7)

Absent at Roll Call: Commissioners Chan (entered during Item 2), Mandelman (entered during Item 2), Sauter, and Walton (4)

2. Chair's Report – INFORMATION

Chair Melgar stated that she joined Senator Wiener at his event introducing amendments to Senate Bill (SB) 63, a bill authorizing a regional transit measure for the November 2026 election to address operating funding shortfalls for Bay Area transit operators. She expressed appreciation for the leadership of Senators Wiener and Arreguín in securing state bridge funds for transit. She emphasized the importance of both local solutions and a regional measure, with support from colleagues at the Metropolitan Transportation Commission (MTC).

Chair Melgar reported that MTC's Programming and Allocations Committee recommended elevating The Portal project to Tier 1 in MTC's Major Project Advancement Program, which establishes the project as a regional priority. She and Vice Chair Sauter toured The Portal project at Salesforce Transit Center, highlighting its potential to connect with nine transit services. She thanked Transbay Joint Powers Authority (TJPA) Director Adam Van de Water and his staff for the tour of the future rail extension site. She said that MTC's endorsement would strengthen advocacy efforts for state funding to match federal commitments. She expressed appreciation for the support of regional colleagues and anticipated the full Commission's final approval later in the week.

Chair Melgar also thanked Treasure Island Mobility Management Agency (TIMMA) Chair Dorsey and Commissioner Chen for joining her and the Transportation Authority staff on a study tour to New York City where they met with New York Metropolitan Transportation Authority (NY MTA) officials to learn about the Congestion Relief Zone and Pricing Program. She stated that additional meetings included the Partnership for NYC, the Permanent Citizens Advisory Committee of the NY MTA, the Regional Plan Association, and the Riders Alliance.

Chair Melgar stated that since operations began on January 5, the program had significantly reduced congestion, eliminating 60,000 daily vehicle trips, shortening commute times, increasing transit ridership and foot traffic, and lowering noise levels. She acknowledged the coalition of businesses, transportation advocates, labor, and community groups that worked for years to implement the project. She said the study

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tour coincided with a press event led by New York Governor Kathy Hochul on the day the U.S. Department of Transportation had set for the program to end and that officials highlighted its success, by stating, "Traffic is down, business is up."

Finally, Chair Melgar said that while the Transportation Authority was not actively studying congestion pricing for downtown, ongoing studies were being conducted on Treasure Island and the freeway system. She said she had found it valuable to learn about New York's approach, objectives, and outcomes and wished them success in implementing their program.

TIMMA Chair Dorsey said the New York City study tour was an informative trip. He highlighted meetings with various stakeholders, including the New York MTA Riders Alliance and the Partnership for NYC, to discuss technical implementation and advocacy efforts. He stated it was important to look beyond local perspectives to adopt effective policies. He said that New York City's congestion pricing model serves as a proof of concept, particularly given the shift in public opinion despite initial opposition.

TIMMA Chair Dorsey said that conversations with cab drivers and residents illustrated this change, reinforcing the program's effectiveness. He said that globally, cities like Stockholm and London had successfully implemented congestion relief zones, and New York City now provides a U.S.-based example. He said that while current conditions in San Francisco differ, future increases in daytime and residential populations could create a more favorable environment for similar initiatives.

TIMMA Chair Dorsey acknowledged the uncertainty at the federal level, noting that the Trump administration's stance on congestion pricing had introduced challenges. He stated that continued research and planning for potential congestion relief measures in San Francisco was very important.

Commissioner Chen stated she was grateful for the opportunity to participate in the recent study tour in New York. She described the trip as highly informative, highlighting key takeaways from New York City's model, which prioritizes equity and environmental justice. She noted the New York City's extensive community outreach efforts, including multilingual programs, and the significant revenue generation that supports transit capital improvements. She said that San Francisco could learn from these initiatives.

Commissioner Chen stated that New York City's approach to congestion management had led to safer streets and a stronger local economy. She stressed the importance of applying similar strategies in San Francisco to enhance traffic flow, support local businesses, and improve street safety. Additionally, she acknowledged New York's study of global models, including those from Stockholm, London, and Singapore, to shape its policies and implementation strategies. She was particularly impressed by the city's cost-effective approach, which utilized existing infrastructure to install tolling points, reducing both time and expenses. She suggested that San Francisco could adopt similar measures to improve efficiency and cost savings.

Commissioner Chen also reflected on the implications for Treasure Island, which is preparing for 8,000 new homes and 20,000 residents. She emphasized the need to enhance the Muni system while prioritizing equity and environmental concerns, such as air quality and traffic reduction, to support local economies. She concluded by stating that congestion management was not solely about traffic but also about creating a healthier, more livable, and resilient San Francisco. She reiterated her commitment to

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learning from national and global best practices that align with San Francisco's values and future needs.

Suany Chough, Assistant Deputy Director for Planning, then gave a brief presentation on the New York City study tour.

Commissioner Sherrill asked about the method used to measure business growth.

Ms. Chough stated that various business improvement districts and the Broadway Alliance reported an increase in business and foot traffic. She highlighted that Broadway ticket sales, for instance, had risen.

During public comment, a commenter stated he did not approve of the New York City study tour.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment, a commenter stated he disliked the state of the environment.

4. Approve the Minutes of the March 11, 2025 Meeting – ACTION

During public comment, a commenter stated he disliked the minutes.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Mahmood.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, and Sherrill (9)

Absent: Commissioners Sauter and Walton (2)

Consent Agenda

5. [Final Approval] Appoint Zameel Imaduddin as the District 11 Representative to the Community Advisory Committee – ACTION

6. [Final Approval] State and Federal Legislation Update – ACTION

Projects: Support: Assembly Bill (AB) 891 (Zbur), Senate Bill (SB) 71 (Wiener) Support in Concept: SB 63 (Wiener, Arreguín)

7. [Final Approval] Increase the Amount of the Professional Services Contract with WMH Corporation by $1,500,000, to a Total Amount Not to Exceed $2,650,000 for the Design Phase for the Yerba Buena Island Multi-Use Path Project for Segments 3 and 4 and Yerba Buena Island Transit Lane – ACTION

8. [Final Approval] Amend the Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement – ACTION

9. [Final Approval] Allocate $2,000,000 in Prop L Funds, with Conditions, for Three Requests – ACTION

Projects: Prop L: SFMTA: Muni Metro Station Condition Assessment (Embarcadero to West Portal) ($1,500,000), Monterey Boulevard Pedestrian Safety Improvement [NTP]

($350,000), Embarcadero Mobility Resilience Plan ($150,000).

10. [Final Approval] Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed $600,000 for Computer Network and Maintenance Services – ACTION

Commissioner Mandelman moved to approve the Consent Agenda, seconded by Commissioner Dorsey.

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, and Sherrill (9)

Absent: Commissioners Sauter and Walton (2)

End of Consent Agenda

11. BART Financial Outlook / Regional Transportation Measure – INFORMATION*

Pam Herhold, Assistant General Manager at BART, presented the item.

During public comment, a commenter stated he did not agree with the statistics shown.

12. Caltrain Financial Outlook / Regional Transportation Measure – INFORMATION*

Michelle Bouchard, Caltrain's Executive Director, and Casey Fromsom, Caltrain's Chief of Staff, presented the item.

Chair Melgar asked about Caltrain's reception to the regional measure language that had been unveiled in the amendments.

Ms. Fromsom stated that a Caltrain subcommittee meeting was scheduled for the following day, where they would discuss the matter. She mentioned that the topic was also addressed monthly at the Board meeting. She stated she would present the staff perspective which was that it was important to find a regional solution that prevents unnecessary competition across multiple measures. She noted that the current language provides the necessary flexibility and highlighted the Caltrain Board's requirement for participation from all three Peninsula Corridor Joint Powers Board (PCJPB) counties. Ms. Fromsom stressed the ongoing efforts to ensure adequate commitment among the counties and the need for further progress.

Executive Director Bouchard stated that any regional solution for Caltrain, given its multijurisdictional nature, must include commitments from PCJPB counties not directly involved in the measure. She noted that those counties must participate and invest in Caltrain's operations. She also stated there were positive discussions with Senator Wiener's staff prior to the release of the language. She clarified that the language enables continued conversations among the three member counties of the PCJPB to determine the expected level of participation from each county. Overall, she affirmed that the language was workable but wanted to stress these key concerns.

During public comment, a commenter summarized the presentation as confusing.

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13. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2024 – INFORMATION*

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

During public comment, a commenter stated he believed the money system was the true problem with society.

Other Items

14. Introduction of New Items – INFORMATION

There were no new items introduced.

15. Public Comment

During public comment, a commenter stated traffic congestion caused pollution.

16. Adjournment

The meeting was adjourned at 11:12 a.m.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, March 26, 2025

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:01 p.m.

CAC members present at Roll: Najuawanda Daniels, Phoebe Ford, Sean Kim, Jerry Levine, Sharon Ng, Rachael Ortega, and Kat Siegal (7)

CAC Members absent at Roll: Sara Barz, (entered during Item 2), Venecia Margarita, (entered during Item 2), and Austin Milford-Rosales (3)

2. Chair's Report – INFORMATION

Chair Siegal reported that at yesterday's Transportation Authority Board meeting, several Board members and staff had presented highlights from a study tour on New York City's Congestion Relief Zone, which had been in operation since January 5. She said that the program had reduced traffic congestion, shortened commute times for private vehicles and buses, and increased transit ridership and foot traffic. She reported that the U.S. Department of Transportation was seeking to end the program, with a deadline set for late April, while New York's Metropolitan Transportation Authority (NY MTA) had a pending lawsuit. She said there was a slide deck on the trip available on the Transportation Authority's website, with more details on the NY MTA website.

Chair Siegal reported that amendments to Senate Bill (SB) 63, the Connect Bay Area Act, were published yesterday, adding substantive language to authorize a regional transportation revenue measure for the November 2026 ballot. She explained that the measure, which was proposed by the Metropolitan Transportation Commission (MTC) or a citizens initiative, aimed to stabilize and improve Bay Area transit, focusing on AC Transit, BART, Caltrain, and Muni. She stated that staff from BART and Caltrain had provided updates on financial outlooks, ridership growth, cost reductions, and efficiency improvements, while Transportation Authority staff had reviewed SB 63.

Chair Siegal reported that staff had planned for SFMTA to return to the CAC in May to provide an update on the Muni Funding Working Group and efforts to address project deficits through regional, local, and non-revenue strategies.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the February 26, 2025 Meeting – ACTION

4. Adopt a Motion of Support to Adopt a Motion of Support to Exercise Contract Option for On-Call Project Management and Engineering Services in an Amount Not to Exceed $2,700,000, for a Combined Total Contract Amount Not to Exceed

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$10,700,000 – ACTION

Member Levine reflected on a concern raised by Member Margarita at the prior meeting regarding the new signal at Monterey Boulevard. He stated that the signal was costly and would take time to implement. He suggested an alternative approach of installing speed bumps after the off-ramp, which would be accompanied by warning signs, as a simpler, more cost-effective, and quicker solution to enhance pedestrian safety.

Member Barz said that subsequent to the CAC meeting, she had met with SFMTA's Paul Stanis to discuss traffic issues on Monterey Boulevard and that SFMTA had expressed willingness to consider additional interventions beyond the quick-build toolkit to address high traffic volume and speed. She concluded by saying she had planned to record traffic activity to provide to SFMTA to aide with their assessment.

Member Barz moved to approve the Consent Agenda, seconded by Member Margarita.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Ng, Ortega, and Siegal (9)

Absent: CAC Member Milford-Rosales (1)

End of Consent Agenda

5. Adopt a Motion of Support to Approve Programming Priorities for Up to $4,565,603 in San Francisco's Estimated Fiscal Year 2025/26 State Transit Assistance County Block Grant Funds, with Conditions – ACTION

Projects: SFMTA: Paratransit Program ($3,300,000). BART: Elevator Attendant Program (up to $1,265,603)

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Member Kim stated that he did not see elevator attendants in all the MUNI stations, and then asked what kind of authority the elevator attendants have.

Mr. Pickford clarified that given limited resources, the elevator attendant program was just for the four downtown shared stations: Embarcadero, Montgomery, Powell, and Civic Center.

Mili Choudhury, Senior Manager of Social Services Partnerships BART, stated that elevator attendants were trained to de-escalate situations and if a situation escalated to a certain point where the police or a station agent needed to be called over, the elevator attendants had the tools to do so.

Member Kim followed up by raising concerns about the deficits that BART was facing and suggested that cutting the elevator attendant program could save money that could be put toward something else like preventing service cuts.

Ms. Choudhry stated that there was data showing that this program did deter a lot of negative activity in elevators such as drug usage that could cause the elevators to be

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out of commission. She said that deterring those more minor incidents saved operational costs day to day in the high traffic stations.

Member Barz asked how the agencies measured Paratransit and Elevator Attendant Programs. She commented that she regularly used the elevators with a stroller and appreciated that the elevators stayed operational but was simply curious about how effectiveness of the program is measured.

Mr. Pickford stated that the packet had some information on the metrics that BART measured and invited Ms. Choudhry to add on.

Ms. Choudhry elaborated by saying that BART looked at the times that the elevators were not operational and at the maintenance that was required for the elevators without attendants.

Mr. Pickford explained that similarly for the SFMTA Paratransit program there were statistics that could be found in the packet for performance indicators such as the number of trips taken as well as breakdowns for some of the sub programs mentioned in the presentation.

Member Barz said that she saw that there were between 300,000 and 600,000 Paratransit trips a year and asked if there was any benchmarking against other paratransit systems.

Jonathan Chang, Paratransit Manager at SFMTA, stated that every paratransit program was unique so it was difficult to compare, for example the East Bay had a paratransit program that covered Alameda and Contra Costa counties. He said that SFMTA's Paratransit program provided traditional van service, but also provided an on-demand same day taxi service. He added that SFMTA conducted a customer satisfaction survey annually and last year found a 90% satisfaction rate on both service and the survey trip.

Vice Chair Daniels asked if there were any plans to bring the elevator attendant program on board permanently.

Pam Herhold, BART's Assistant General Manager for Performance and Budget, stated that while it had been discussed, given the current financial situation it was in the best interest to consider to work with nonprofit partners for this type of service and it might be something to revisit later when financials were stabilized.

Member Margarita asked about the potential of expanding the program to the 16th and 24th Street stations considering the situations that had happened at those stations recently.

Ms. Choudhry stated that while BART had been considering expanding to those stations, BART did not have the financial capacity at that time to do so, but that BART would consider doing so in the future.

There was no public comment.

Member Daniels moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Ng, Ortega, and Siegal (9)

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Absent: CAC Member Milford-Rosales (1)

6. Adopt a Motion of Support to Adopt the Final Prop L Strategic Plan – ACTION

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Member Levine inquired whether there were any partnerships with UCSF, the Giants, or the Warriors regarding the Mission Bay Ferry Landing project.

Anna LaForte, Deputy Director for Policy and Programming, responded that private partnerships were in place. She added that in the coming months, the CAC was expected to review an allocation request for the project that would contain an updated funding plan for the project. Additionally, she noted that WETA had received a federal grant from the Environmental Protection Agency to support the ferry landing at Mission Bay.

Member Levine followed up, asking whether CAC would see specific funding contributions from private partnerships.

Ms. LaForte stated that she would review the information in the 5YPP and provide an update.

Member Ortega sought clarification on programming and cash flow changes outlined, asking whether the total funding remained the same while the timing of fund distribution was delayed.

Ms. Walley confirmed that the programming amount was fully preserved, and allocations could be requested in full, but the reimbursement schedule – which drove financing, was delayed.

Member Ortega noted that, in procurement industry terms, this had been described as extending the net payment period.

Member Ford asked whether delaying cash flow would impact project delivery, increase financing costs, or both.

Ms. LaForte responded that delaying cash flow while maintaining programming ensured that the agency received the full grant amount. She added that spending could begin once the board approved the allocation and that the timing of reimbursements was coordinated with project sponsors, noting that sometimes other project funds might be available to draw from earlier, allowing sales tax funds to be reimbursed later. She noted that the Mission Bay Ferry Landing project had significantly delayed cash flow, requiring the Transportation Authority to work closely with the sponsor before staff recommended the extended cash flow.

Maria Lombardo, Chief Deputy Director, added that Transportation Authority staff typically aimed to align reimbursement schedules with project schedules and noted that sponsors often billed more slowly than allowed by the approved cash flow schedule. She also explained that in some cases - such as the Mission Bay Ferry Landing and The Portal, the project sponsor was willing to extending the cash flow schedule to enable a larger sales tax funding amount.

Member Barz asked, referencing slide 20 in the staff presentation, whether future projects would face significant scope reductions due to funding changes, such as whether there would be 20% fewer curb ramps, for example.

Ms. LaForte acknowledged that programming reductions were occurring due to a lower revenue projection and that may lead to reduced project scopes and /or fewer projects being delivered in the future. She added that the next few years would determine the scope of future projects in the following 5YPP period (years 6 to 10 of the Prop L program) and said that factors such as timing of invoicing, actual debt levels, and revenue trends would influence available funding for projects. She said that while fewer funds were expected, a clearer picture would emerge when the 5YPPs were updated starting in Fall 2027.

Member Margarita asked how the Transportation Authority determined which programs had not advanced, specifically referencing the Neighborhood Transportation Program and Equity Priority Transportation.

Ms. LaForte stated that the Transportation Authority largely aimed for equitable reductions across programs rather than prioritizing certain programs. She explained that programs that advanced more in the first five years had seen greater reductions in year six on, while those that advanced less had experienced smaller reductions.

Ms. Lombardo added that program advancement decisions had been established through the five-year project list process working with project sponsors and ultimately approved by the Board. She said that the Final Strategic Plan effort sought to ensure that nearly all programs retained a proportional share of total funds, as set by the voter approved Expenditure Plan.

Member Margarita asked whether programs would receive additional funding if more resources became available in Fall 2027.

Ms. LaForte confirmed that the hope was that revenues would come in higher than projected and that the Transportation Authority would be able to restore funding through the next 5YPP update. She reiterated that funding had been preserved as approved in the first five years through the 5YPPs.

Chair Seigal asked whether the 5YPP and Strategic Plan process was always a two-year process or if it had been unusually long this time due to being the first under Prop L.

Ms. LaForte confirmed that this process took longer because it was the first Prop L Strategic Plan and 5YPP update. She noted that there was carryforward from the prior measure, Prop K, that required consideration when determining available funds for new Expenditure Plan programs and that the process was further complicated by the introduction of several new programs under Prop L. In addition, she noted that the MUNI Maintenance 5YPP amendment had been just approved at the last meeting.

Chair Seigal inquired whether there were regular check-ins between five-year periods or if adjustments were made only as needed in response to revenue fluctuations.

Ms. LaForte stated interim updates could be made when necessary. For example, she said that when the COVID-19 pandemic affected San Francisco, the Transportation Authority undertook an off-cycle Strategic Plan amendment to align revenues with economic conditions and ensure sufficient funding for ongoing projects while working on reauthorization of the sales tax measure.

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There was no public comment.

Member Barz moved to approve the item, seconded by Member Ng.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Ng, Ortega, and Siegal (9)

Absent: CAC Member Milford-Rosales (1)

7. BART Financial Outlook / Regional Transportation Measure – INFORMATION*

Pamela Herhold, BART's Assistant General Manager, presented the item.

Member Ortega asked about the BayPass program for corporations, citing past issues with Caltrain's all-or-nothing buy-in model. She recalled her employer rejecting the program due to cost and instead offered employees a tax-exempt purchase option. She asked whether BART's BayPass program followed a similar model or allowed partial buy-in for companies.

Ms. Herhold explained that BART's BayPass pricing was customized for each company based on employee transit usage. Companies with lower transit ridership received lower pricing than those with higher ridership. She stated that the BayPass team worked individually with companies to set attractive rates while reflecting potential transit costs and that the goal was to maximize ridership and break even rather than generate revenue. She welcomed suggestions for companies to engage with.

Ms. Herhold also mentioned that BART was considering an accumulator fare system, used by other Bay Area transit agencies, where riders would receive free trips after a set number of rides. She noted that this could not be implemented under the current Clipper system but was being explored for the new system (Clipper 2.0). She stated that those were the two ways BART planned to improve the system in the future.

Member Ortega asked if BayPass included the ferry.

Ms. Herhold stated that BayPass included all transit operators, including Water Emergency Transportation Authority (WETA) and Golden Gate Ferry.

Member Ortega stated that many of her coworkers preferred taking the ferry, as it was easier for them to travel from Alameda to San Francisco compared to BART.

Member Levine asked about the status of reauthorization of federal transportation funding, noting that a significant portion of funding was dedicated to older rail systems like BART and Muni.

Ms. Herhold clarified that they do not receive federal funds for operations but have applied for and received other federal capital grants. She said that some grants were currently on hold as the administration reviewed their guidelines, while others were proceeding as planned.

Member Levine asked if this was being factored into revenue projections.

Ms. Herhold stated that no potential grant funds had been revised or removed from projections and that the capital forecast included funds that were secured, with a separate category for those identified but not yet secured. She expressed hope that no funds would be removed from the funding outlook.

Member Ford raised a question about the $400 million saved on new BART railcars that was mentioned in the presentation, asking whether it could be recaptured and reallocated or if it would return to another funding pool. She also asked about the impact of BART's extension to Silicon Valley, specifically the high cost of the tunnels in San Jose, on the agency's funding outlook and maintenance of the system and whether BART was pursuing capital grants for infill stations to shift from a park-and-ride model to a more urban, point-to-point transit system.

Ms. Herhold explained that there were three main funding partners for the BART railcar project that realized the cost savings: Santa Clara Valley Transportation Authority (VTA), MTC, and BART. She noted that funding saved was credited back proportionately to VTA and MTC while BART utilized its portion of savings to avoid using operating funds to capital projects which was especially helpful during the early years of the pandemic. She noted that VTA was responsible for the San Jose extension, including capital and operating costs, and stated that infill stations were not feasible given the current financial situation and the required capital, maintenance and operations costs.

Chair Siegal asked if operating costs related to BART police were typical compared to similar transit agencies and if costs were expected to decrease as a result of the new fare gates on the system.

Ms. Herhold noted that the police budget was around $120 million per year, possibly exceeding 10% of BART's annual budget. She stated there were challenges in comparing budgets, as many agencies contract for or rely on city police services whereas BART requires dedicated coverage given it operates across five counties and over 30 cities. She expressed hope that police budget increases would not be substantial in the future. Additionally, she highlighted the difficulty of recruiting and retaining officers, emphasizing the need to offer competitive pay in the Bay Area, acknowledging the significant cost but deeming it necessary. She said she hoped the need would decrease as fare gates were rolled out to other stations, but BART had not discussed the impact on police department staffing.

Chair Siegal asked if BART had considered making fares free for children over four to help families and make the system more affordable, and whether BART had evaluated the potential associated increase in ridership and revenues.

Ms. Herhold explained that fares were free for children up to age four, with a youth discount available for those ages five to 18 while those 19 and older paid full fare. She stated that BART was currently focused on the rollout of Clipper 2.0, but the system was designed to be flexible to accommodate potential pilot programs encouraging group travel and other innovative programs that could be rolled out later.

Chair Siegal encouraged exploring options to grow ridership, noting that cost, particularly for families crossing the bay, was a significant concern according to feedback she'd received from commuters.

Ms. Herhold agreed, stating that introducing young people to transit and familiarizing them with tapping and using fare gates was a good practice.

During public comment, Edward Mason stated he has observed private commuter buses at the Fremont, South Fremont, and Millbrae stations using parking lots and suggested marketing BART to these companies to create a revenue stream. He stated

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that while BART was working with some companies, he believed there was a moral responsibility for these companies to contribute to BART and use buses as shuttles to work sites rather than having the shuttle buses running on freeways.

8. Caltrain Financial Outlook / Regional Transportation Measure – INFORMATION*

Jason Baker, Caltrain's Director of Government and Community Affairs, presented the item.

Member Ortega acknowledged that her question was addressed earlier but expressed concern about company buy-in, particularly on the peninsula. Despite the proposed solution being strong, she remained worried that tech companies, amid various cuts, might not engage. She suggested that companies consider breaking up large programs to better encourage participation from businesses on the peninsula.

Member Ortega also shared concerns about bike cars on Caltrain, noting that they often overfill. She said her partner, who takes Caltrain daily, bikes to 4th and King instead of 22nd Street Station due to bike overcrowding. She specifically mentioned the "last mile" issue, where commuters like her partner must bike additional distances, and also suggested that shuttle services should be better coordinated with train schedules. She recommended adding more bike cars to accommodate more commuters and improving shuttle services, particularly in the Peninsula, to address these issues. She also emphasized the importance of fostering partnerships to improve commuter experience.

Mr. Baker stated that they were re-evaluating the GoPass program to ensure it met the needs of companies and current ridership. He suggested improving education for shuttle drivers about real-time Caltrain arrivals. Regarding the bike car, he explained that the trains were limited to seven cars, one of which was specifically for bikes, but they would work on better education and oversight with riders.

Member Ortega asked if it was possible to run seven cars with two designated as bike cars, or if the issue was a lack of cars. She asked whether the train cars could be swapped.

Mr. Baker stated that the trains were one piece with no way to swap in an additional bike car.

Member Daniels noted the projected seven-year hiring freeze under cost containment and asked if Caltrain had implemented any layoffs or planned to do so.

Mr. Baker stated that the extended hiring freeze aligned with the current budget. He said while serious questions about the workforce might arise, there was no specific plan for layoffs.

Member Ford commented that the polling results were just shy of the 66% threshold, meaning new voter-approved funding would likely require a citizen ballot initiative, which only needs a 50% threshold. She referenced San Francisco's Prop C as an example of a citizen initiative and asked how grassroots efforts could be engaged to lower the threshold.

Mr. Baker acknowledged the importance of the citizen initiative's threshold, emphasizing its relevance. He noted that MTC and Senators Weiner and Arreguín were focusing on a simple majority approach based on polling data. While Caltrain was not currently considering this for its own measure, Mr. Baker said Caltrain might consider it if a backup measure became necessary. He mentioned that polling in San Francisco and San Mateo for previous measures like Measure RR had fluctuated, peaking at 69% on the ballot despite earlier polls at 63% and 66%. Mr. Baker also highlighted the significant effort and cost required to gather the signatures needed for a measure.

Member Ford commented on Caltrain's Billie Eilish train and supported this approach noting that the Atlanta transit system successfully leveraging this strategy to attract new riders by doing something similar with a Taylor Swift theme. She also stated that the improved Caltrain schedule made it a viable alternative for her. However, she highlighted the lack of level loading on the bike car, especially for larger e-bikes, as a significant issue contributing to congestion, with more people riding e-bikes. She then asked whether the Union Pacific agreement for track right-of-way work in the freight industry was renegotiable or if it was fixed.

Mr. Baker stated that everything was renegotiable with enough funding, but currently, there were no plans to renegotiate given constrained resources. He stated Caltrain ideally would have wanted to electrify south of Gilroy but acknowledged it wasn't possible at the time. He also noted pilot programs for battery electric trains that don't require overhead catenary as something that was being explored.

Member Ford expressed the opinion that freight should be electrified and supported joining India in leading the electric freight train market with overhead catenary.

Chair Siegal asked for clarification on the one-eighth cent sales tax, confirming if it was mentioned as a backup option, not an addition.

Mr. Baker stated that if there were a regional measure in the counties involved and/or contributions from other counties, such as San Mateo and Santa, Caltrain would not proceed with a separate one-eighth sales tax. He said Caltrain had polled a potential measure for three counties for 30 years with a one-eighth cent sales tax, using language similar to Measure RR.

Chair Siegal asked what percentage of the deficit that would cover.

Mr. Baker explained that the measure would cover the operating deficit based on Measure RR currently bringing in about $120 million, and it would also allow for some capital improvements. He said the recent Caltrain poll included two parcel taxes: a five-cent per square foot tax and a nine-cent tax and that the five-cent tax raised around $120 million, similar to the one-eighth-cent sales tax. He said that while the two-thirds threshold was not reached, the poll results showed over 50% support, even with the margin of error.

During public comment, Edward Mason reiterated the issue of commuter buses in San Francisco, highlighting a culture of convenience where commuters prefer direct corporate buses over other options. He argued that companies should recognize their moral responsibility for climate change, as many buses run empty, contributing to pollution. He suggested that companies collaborate to create a combined Muni-Caltrain fare to make public transportation more appealing and convenient, aiming to change commuters' reliance on convenient, but environmentally harmful, options.

During public comment, Roland Lebrun acknowledged Caltrain as a strong funding partner, noting its track record. He mentioned that Measure B would not have passed without it, but the current 52% support in Santa Clara County was due to the lack of viable Caltrain service south of San Jose, despite three tax measures (2000, 2016, and 2020). He concluded that membership contributions, terminated after Measure RR, should be restored. Regarding BayPass, he proposed transitioning Caltrain to four-car trains with front and rear cabs, one bathroom car, and one bike car, which could be coupled for large events. He also praised India's freight transportation capabilities.

9. State and Federal Legislation Update – INFORMATION*

Martin Reyes, Principal Transportation Planner, presented the item per the memorandum.

Member Kim asked what San Francisco's sales tax rate would have been if the regional revenue measure had introduced a new half-cent or a full-cent sales tax for the city.

Mr. Reyes had responded that a half-cent sales tax would have increased San Francisco's sales tax rate to just above nine percent [from 8.65% to 9.15%], while a full-cent sales tax would have resulted in a higher total rate [9.65%].

Chair Siegal asked for more information on the legislative schedule for the bill and how much time a citizen initiative had to qualify for the ballot.

Mr. Reyes responded that the region would need to decide on certain aspects of the revenue measure including duration and the sales tax rate in San Francisco by July 31, 2025. Mr. Reyes added that signature gathering for a citizen initiative could begin in January 2026 and continue through May 2026.

During public comment, Roland Lebrun suggested that the financial efficiency be applied to all five counties instead of just the counties participating in the revenue measure.

Other Items

10. Introduction of New Business – INFORMATION

There were no new items introduced.

11. Public Comment

During public comment, Edward Mason proposed a solution to part of the fiscal dilemma by suggesting an electricity utility tax and a surcharge on large commercial users and data centers, exempting residential users. He highlighted the strain on the electrical grid caused by AI, autonomous vehicles, and large commercial users. He pointed out that data centers, such as those in Santa Clara County, consume significant electricity, even when in a dormant state. He also noted delays in power access from PG&E, which further exacerbated the issue. His recommendation was to generate revenue through a surcharge on these large users.

During public comment, Roland Lebrun expressed appreciation for the staff, acknowledging their role in saving the Zoom transcript.

12. Adjournment

The meeting was adjourned at 8:22 p.m.

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AGENDA ITEM 4

STATE LEGISLATION – APRIL 2025

(Updated March 27, 2025)

To view documents associated with the bill, click the bill number link.

Staff is recommending approval of a new support position on Senate Bill (SB) 63 (Wiener, Arreguín) as shown in **Table 1** on the following page. The Board previously adopted a Support in Concept position on the bill when it was only an intent bill.

Table 2 shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.

Attachment:

1. Resolution

San Francisco County Transportation Authority

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Support (Board previously adopted a Support in Concept position through Res. 25- 34)	SB 63 Wiener D, Arreguín D	**San Francisco Bay area: local revenue measure: transportation funding.** Establishes a Transportation Revenue Measure District (District) with jurisdiction extending through the counties of Alameda, Contra Costa, and San Francisco and authorizes a retail transactions and use tax of 0.5% in the District (except in San Francisco where the rate may be as high as 1.0%) that may be imposed either by the Metropolitan Transportation Commission (MTC) or by a qualified voter initiative subject to voter approval at the November 3, 2026 statewide general election. The Legislature intends to determine the exact tax rates and tax duration (which may range from 10 – 15 years) by July 31, 2025 through discussions with stakeholders. The counties of San Mateo and Santa Clara may opt into the District by July 31, 2025. District revenues may be used to fund transit operations for AC Transit, BART, Caltrain and SFMTA, transit transformation initiatives led by MTC, and public transportation expenses for several transit operators in the East Bay. Expenditures of District revenues will be informed by a Transit Operations Financial Responsibility and Implementation Plan (T-FRIP), which will be collaboratively developed by local and regional stakeholders and transit operators by July 31, 2025. Directs MTC, upon approval of a measure, to complete an independent third-party financial efficiency review of AC Transit, BART, Caltrain and Muni and initiatives included in the 2021 Bay Area Transit Transformation Action Plan or any successor plan to identify one-time and ongoing cost reduction opportunities. Authorizes MTC to condition receipt of District revenues on transit operators' compliance with Regional Network Management policies and programs. Amends Public Utilities Code to allow the county transportation authorities in San Mateo and San Francisco to introduce a retail transactions and use tax of up to 1.0% in increments of 0.125%, as opposed to the currently permitted 0.5% or 1.0% increments.

San Francisco County Transportation Authority

Table 2. Bill Status for Positions Taken in the 2025-26 Session

Below are updates for the bills for which the Transportation Authority has taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status[1] (as of 03/27/2025)
Support	AB 891 Zbur D	**San Francisco Bay area toll bridges: tolls: transit operating expenses.** Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	*Assembly Transportation*
	SB 71 Wiener D	**California Environmental Quality Act: exemptions: transit projects.** Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	*Senate Transportation*
Support in Concept	SB 63 Wiener D, Arreguín D	**San Francisco Bay area: local revenue measure: transportation funding.** Authorizes MTC to pursue a regional revenue measure for transit.	*Senate Rules*
Watch	AB 939 Schultz D	**The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.** Places a $20 billion state transportation bond measure on the November 2026 ballot.	*Assembly Transportation*

[1]Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.

ATTACHMENT 1

San Francisco
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BD040825 RESOLUTION NO. 25-XX

RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL 63 (WIENER, ARREGUÍN)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, Through approval of Resolution 25-34, the Transportation Authority adopted a support in concept position on Senate Bill (SB) 63 (Wiener, Arreguín) based on the intent language in the bill at the time; and

WHEREAS, The Legislature published substantive amendments to SB 63 on March 25, 2025; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support position on Senate Bill (SB) 63 (Wiener, Arreguín), as shown in Attachment 1; and

WHEREAS, At its April 8, 2025 meeting, the Board reviewed and discussed SB 63 (Wiener, Arreguín); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on SB 63 (Wiener, Arreguín); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation – April 2025

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Memorandum

AGENDA ITEM 5

DATE: March 27, 2025

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 4/8/2025 Board Meeting: Approve Programming Priorities for Up to $4,565,603 in San Francisco's Estimated Fiscal Year 2025/26 State Transit Assistance County Block Grant Funds, with Conditions

RECOMMENDATION ☐ Information ☒ Action

Approve programming priorities for up to $4,565,603 in San Francisco's estimated Fiscal Year (FY) 2025/26 State Transit Assistance (STA) County Block Grant funds, with conditions, in the following priority order:

1. $3,300,000 for the San Francisco Municipal Transportation Agency's (SFMTA) Paratransit Program
2. Up to $1,265,603 for the Bay Area Rapid Transit District (BART) Elevator Attendant Program

☐ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☒ Budget/Finance
☐ Contract/Agreement
☐ Other: ____________

SUMMARY

The Metropolitan Transportation Commission (MTC) estimates that San Francisco will receive up to $4,565,603 in FY 2025/26 STA County Block Grant funds that can be invested in paratransit and other transit operating and capital needs, including providing lifeline transit services. The Transportation Authority programs these funds in our capacity as the Congestion Management Agency (CMA) for San Francisco. MTC has advised CMAs to program 95% of expected revenues, or $4,337,323 for San Francisco, with consideration for programming up to 100% should revenues meet full projections given volatility of this revenue source. Consistent with past programming cycles, we recommend as the first priority programming $3,300,000 to SFMTA's Paratransit program to complement Prop L funds and support this critical program for seniors and people with disabilities. As the

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second priority, we recommend up to $1,265,603 (at 100% of revenue projection) for BART's Elevator Attendant Program in FY 2025/26. BART and SFMTA equally share the Elevator Attendant Program cost. Our recommendation is conditioned upon BART Board approval of the new Elevator Attendant service contract, which is anticipated on April 10, 2025. Attachment 1 summarizes the staff recommendation. Following Board approval of this item, we will work with MTC and projects sponsors, as needed, to ensure they can access the funds in a timely fashion.	

BACKGROUND

STA revenues come from the state sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of capital and operating purposes. It is also a volatile source of funding given the fluctuations in the price of diesel fuel. In FY 2018/19, MTC began distributing a majority of the region's STA population-based funds to CMAs through a transit-focused STA County Block Grant program. The program allows each county to determine how best to invest in paratransit and other transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the percentage that each county would have received in FY 2018/19 under the former regional programs. MTC requires that by May 1 of each year, CMAs submit the proposed programming for STA population-based funds.

In addition to supporting SFMTA's Paratransit program through the half-cent transportation sales tax since FY 2018/19 the Transportation Authority has been programming STA funds to SFMTA for Paratransit in line with the amount that SFMTA would have received under the prior regional program. For the remaining STA funds available to San Francisco, on an annual basis, the Board has approved projects that improve mobility for low-income populations. Attachment 4 shows projects previously funded through the STA County Block Grant Program.

DISCUSSION

Funds Available. Each year, MTC provides the Transportation Authority with a projection of San Francisco's share of STA County Block Grant program revenues for the next funding cycle as well as an updated estimate for the current fiscal year, which may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of revenues generated.

In FY 2025/26, MTC estimates that San Francisco will receive $4,565,603 in STA revenues, which is about 14.5% lower than the prior fiscal year's estimate. MTC has advised us to program 95% of expected revenues, or $4,337,323, with consideration for programming up to 100% should revenues meet full projections given volatility of this revenue source.

Recommendation. Attachment 1 summarizes our staff recommendation for programming FY 2025/26 STA block grant funds. The sections below describe the recommended projects.

SFMTA's Paratransit Program ($3,300,000). As detailed in Attachment 2, the recommended STA funds would support SFMTA's Paratransit program, which provides transit services for seniors and persons with disabilities and includes the Essential Trip Card, a program that launched at the onset of the COVID-19 pandemic to help older adults and people with disabilities pay for essential trips in taxis. The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. These programs are critically important to persons with disabilities and the elderly who are unable to fully utilize other forms of public transportation.

In the past, SFMTA based the annual paratransit program budget on the maximum amount allowed under the contract with the paratransit service provider. Since the pandemic, actual expenditures (which are based on program usage) have been lower than the maximum contract amount, resulting in unused sales tax funds that the Transportation Authority has made available for future Paratransit program costs. For FY 2025/26, SFMTA is using a different methodology to establish the budget for the Paratransit program based on actual expenditures in prior years and anticipated program usage in the coming year. This results in a lower cost estimate and less funding needed in FY 2025/26 compared to FY 2024/25 - $31,200,000 compared to $34,743,157, respectively, for the paratransit broker contract.

Given the magnitude of the SFMTA's anticipated budget deficit in the coming years, we recommend programming $3.3 million in FY 2025/26 STA funds for Paratransit, which is the same amount of STA funds for Paratransit as last year. Given the lower cost estimate, this means that STA will fund a greater share of the program costs. In the coming months, we also will be recommending the full amount of $13.911 million in Prop L funds programmed for Paratransit in FY 2025/26, which will bring the sales tax funding share of the total cost up from 39% to 44.6%. When taking the recommended STA funds into consideration, this results in the Transportation

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Authority providing 55.2% of the funding plan for the Paratransit program, up from 48.4% in FY 2024/25.

Increasing the Transportation Authority's share of the Paratransit funding plan would be a temporary arrangement that benefits the SFMTA's operating budget by reducing the need for operating funds, instead allowing those funds to be available for transit service. We will be monitoring the Paratransit program's usage and as we see increased program use and costs, and as the SFMTA moves toward economic recovery, we will expect to see the Transportation Authority's share of the Paratransit program cost to decline to be more in line with past practice.

BART's Elevator Attendant Program (up to $1,265,603). This program provides elevator attendants to monitor each elevator at the four downtown BART and SFMTA shared stations: Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero. The attendants help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems, and discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs. The program also supports economic recovery for downtown San Francisco and encourages people to take transit. BART and SFMTA contribute equally to the cost of the program. The Transportation Authority has programmed STA funds for this program since 2019.

If actual STA revenues come in at the conservative MTC-advised level of 95% of MTC's estimate, the recommended action would provide $1,037,323 for the Elevator Attendant Program. If revenues come in at 100% of MTC's estimated amount, BART would receive $1,265,603. BART and SFMTA equally share the remaining program costs above and beyond the STA amount.

The projected cost for the Elevator Attendant Program for FY 2025/26 is about 25% higher than FY 2024/25 due to an increase in the number of attendants at each station from 9 to 10 and a projected 25% increase in wages. Administrative costs and overhead for the program are also projected to increase from 17.7% to 21% of program costs. BART solicited bids in Fall 2024 for a new contract for Elevator Attendant Program services because the current contract expires on June 30, 2025. BART staff expect the BART Board of Directors to approve a new multi-year contract at its April 10, 2025 meeting. BART and SFMTA are currently negotiating a new cost sharing agreement for shared program expenses. Our recommendation is conditioned upon BART Board approval of the new Elevator Attendant service contract.

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Next Steps. Following Board approval of this item, we will provide the Board resolution to MTC, and then we will work with MTC and projects sponsors, as needed, to ensure they can access the funds in a timely fashion.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's budget associated with the recommended action.

CAC POSITION

The CAC considered this item at its March 26, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1: Recommended FY 2025/26 STA County Block Grant Program Programming
- Attachment 2: Project Information for SFMTA's Paratransit Program
- Attachment 3: Project Information for BART's Elevator Attendant Program
- Attachment 4: Projects Funded in Fiscal Years 2018/19 – 2024/25
- Attachment 5: Resolution

Attachment 1.

Recommended Fiscal Year 2025/26 STA Block Grant Programming[1] Listed in Priority Order (Sponsor)	
1. Paratransit Program (SFMTA)	$3,300,000
2. Elevator Attendant Program (BART)	$1,037,323 up to $1,265,603[2]
Total	$4,337,323 up to $4,565,603
Programming at 95% of estimate	**$4,337,323**
Total funds at 100% estimate	**$4,565,603**

[1]Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs prioritize programming 95% of their county's estimated STA amount and may identify programming for up to 100% should revenues reach that level.

[2]The amount available for this project depends on the actual STA revenues received.

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Attachment 2.
Fiscal Year 2025/26 State Transit Assistance County Block Grant Program
Project Information

Project Name: Paratransit
Sponsor: San Francisco Municipal Transportation Agency
STA County Block Grant Request: $3,300,000
Recommended Phase: Operations
Districts: Citywide

SCOPE

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed $142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to $308,271,023. The SFMTA is in the process of drafting the next RFP for Paratransit services with an anticipated release date in the summer or fall of 2025.

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procurement, subcontracting, and oversight of van and taxi services, and reporting and record keeping. Transdev itself operates the SF Access service and a portion of the group van services. All other transportation services for which the broker is responsible are procured via contracts with other providers. In addition, the broker is responsible for the continued development and implementation of the mobility management program, including activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, such as our Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentive programs. The broker also administers the Essential Trip Card (ETC) program, which was initiated in response to reduced Muni service during the COVID-19 pandemic.

The ETC program is a taxi service available to all seniors and individuals with disabilities who need to complete essential trips. The SFMTA is transitioning ETC into a permanent program. However, long term funding still needs to be identified. The Mobility Management staff at SF Paratransit administers this program, including enrollment and handling inquiries from the public, along with their other outreach duties.

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Attachment 2.
Fiscal Year 2025/26 State Transit Assistance County Block Grant Program
Project Information
Paratransit

SFMTA requests maintaining STA Block Grant funding at $3.3M, consistent with last year, while increasing the Prop L reimbursement percentage from 39% to 44.6%. SFMTA is under great financial distress with the projected budget shortfall and proposed funding plan from these two funding sources will make available SFMTA General Funds to fund staff cost and other transportation services.

Maintaining the current STA Block Grant funding levels will alleviate financial pressures to the SFMTA Operating Funds as any reductions in STA funding levels for Paratransit will require SFMTA General Funds to make up the difference. Additionally, increasing the reimbursement percentage will allow SFMTA to maximize the Prop L allocation for FY26. SFMTA has historically not spent the entirety of the Paratransit budget, resulting in a significant amount of Prop L funds remaining. Based on projected expenditures for FY26, under current reimbursement formula, there will be $1.7M in unspent Prop L funds. Adjusting the reimbursement percentage will allow SFMTA to maximize the annual Prop L allocation and allows approximately $1.7M in SFMTA General Funds to be used to pay for staff cost as well as other Muni operational services. This benefits all riders, including seniors and people with disabilities, who rely on reliable Muni services.

Key performance trends for the Paratransit program are shown in the table below:

PARATRANSIT PERFORMANCE INDICATORS	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 (THROUGH JANUARY 2025)
Total Passenger Trips Provided	592,207	387,136	488,085	519,626	550,014	340,976
ETC Trips Provided	3,963	63,729	83,939	82,999	91,374	59,794
On-time Percentage: Group Van & Access Van	90.85%	99.32%	94.64%	93.99%	97.57%	97.50%
On-time Percentage: Taxi	95.53%	95.80%	92.79%	94.35%	97.72%	97.98%

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Attachment 2.
Fiscal Year 2025/26 State Transit Assistance County Block Grant Program
Project Information
Paratransit

PARATRANSIT PERFORMANCE INDICATORS	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 (THROUGH JANUARY 2025)
Complaints	517	217	249	208	191	127
Cost per Passenger Trip	$44.87	$57.56	$53.17	$54.79	$54.53	$50.02

Paratransit Funding Plan & Budget - FY2025/26

Funding Plan

Revenues/Recovery	**Approved** (Cost Based on Maximum Possible Contract Amount)		**Proposed** (Cost Based on Actual Program Usage)			
	FY2024/25 Budget	% of Contract Budget	FY2025/26 Budget	% of Contract Budget	Increase (Decrease)	% Change
Paratransit (including Essential Trip Card Program)						
Federal Transit Administration 5307	$ 5,752,712	16.6%	$ 5,480,804	17.6%	$ (271,908)	-5%
Prop L*	$ 13,506,000	38.9%	$ 13,911,000	44.6%	$ 405,000	3%
BART ADA Contribution	$ 2,198,000	6.3%	$ 2,209,406	7.1%	$ 11,406	1%
State Transit Assistance (STA)	$ 3,300,000	9.5%	$ 3,300,000	10.6%	$ -	0%
SFMTA Operating Budget**	$ 9,436,445	27.2%	$ 5,737,190	18.4%	$ (3,699,255)	-39%
Department of Disabled and Aging Recovery	$ 550,000	1.6%	$ 561,600	1.8%	$ 11,600	2%
Paratransit (including Essential Trip Card Program) subtotal	**$ 34,743,157**	100.0%	**$ 31,200,000**	100.0%	**$ (3,543,157)**	-10%

Budget

Apportionment	**Approved**		**Proposed**			
	FY2024/25 Budget	% of Contract Budget	FY2025/26 Budget	% of Contract Budget	Increase (Decrease)	% Change
Paratransit Broker	$ 34,743,157	100%	$ 31,200,000	100%	$ (3,543,157)	-10%
Muni Paratransit Staff ***	$ 422,674	1%	$ 668,774	2%	$ 246,100	58%
Total	**$ 35,165,831**	101%	**$ 31,868,774**	102%	**$ (3,297,057)**	-9%

*Prop L amount for FY 2025/26 is the amount programmed in Paratransit 5-Year Prioritization Program, approved by the Transportation Authority Board (Resolution 24-002). Prop L amount for FY 2024/25 is the amount allocated by the Board (Resolution 25-003).

** SFMTA is using a different means of portraying the budget of the program for FY25/26 based on actual program usage, rather than the maximum possible contract amount. This more accurately represents the cost of the program observed in recent years. We are recommending maintaining the same level of STA funding as last year, which means we would be funding a greater share of program costs, which, in turn, means that that SFMTA can use flexible Operating Budget funds for transit service and other needs.

*** Not funded by Prop L

Key Paratransit Performance Trends FY 2019-2025

Paratransit Performance Indicators	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	YTD (January 2025) FY 2024/25
Total Passenger Trips Provided	592,207	387,136	488,085	519,626	550,014	340,976
ETC Trips	3,963	63,729	83,939	82,999	91,374	59,794
On-time Percentage						
(Group Van & Access Van)	90.85%	99.32%	94.64%	93.99%	97.57%	97.50%
Taxi	95.53%	95.80%	92.79%	94.35%	97.72%	97.98%
Complaints	517	217	249	208	191	127
Cost per Passenger Trip	$44.87	$57.56	$53.17	$54.79	$54.53	$50.02

San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Attachment 3.
Fiscal Year 2025/26 State Transit Assistance County Block Grant Program
Project Information

Project Name: Elevator Attendant Program
Sponsor: Bay Area Rapid Transit (BART), with San Francisco Municipal Transportation Agency (SFMTA)
STA County Block Grant Request: $1,037,323 up to $1,265,603
Recommended Phase: Operations
Districts: 3, 5, 6

SCOPE

This request would fund one fiscal year of operations of the Elevator Attendant program at all four downtown BART and Muni stations (Powell Street, Civic Center/UN Plaza, Montgomery Street, and Embarcadero). The attendants oversee the operation and cleanliness of each elevator within the stations, providing clean and functioning elevators for BART and SFMTA customers, particularly disabled passengers, seniors, and families with strollers who cannot use the stairs within the station. The four stations are located in Equity Priority Communities. See the following Elevator Attendant Program Details document for additional information.

Elevator Attendant Program Details

ATTACHMENT 3

Project Need, Goals and Objectives

Provide a detailed project description. Estimate the number of people per month and year that will be served by this project.

The Elevator Attendant Program (EAP) is a partnership between the San Francisco Bay Area Rapid Transit District (BART) and the San Francisco Municipal Transportation Agency (SFMTA), also known as Muni, to provide attendant services inside elevators located in San Francisco. The Program was launched as a 6-month pilot in April of 2018 at the Powell St. and Civic Center/UN Plaza stations, and it was expanded to Embarcadero and Montgomery St. stations in November of 2019. In 2020, the Program continued to provide services through the COVID-19 pandemic, although ridership was significantly reduced for both transit agencies. In FY 23-24, an average of 80,878 customers used the elevators at each station per month, which is more than twice the number in FY 21-22. Average weekday ridership increased by 10% from 2023 to 2024, and BART is already seeing a steady increase in ridership in 2025. Consequentially, BART expects to experience continued increase in elevator usage. This request for funding would extend the program at all four downtown BART and Muni stations for FY 25-26. BART is also exploring the possibility of expanding Elevator Attendant services to two additional San Francisco stations: 16th Street Mission and 24th Street Mission, depending on funding availability.

The Program addresses sanitation, safety, and security concerns inside each elevator. The Program provides services while trains are in service to ensure all customers in need of an elevator can benefit. Each station has two elevators, and each elevator has one attendant for each shift. Attendants staff the elevators during the 21-hour period when stations are open to the public. The 21-hour period is broken up into three seven-hour shifts. Each shift is also staffed with floaters and supervisors to ensure the service is not interrupted. This service is essential for people with disabilities, seniors, families with strollers, and tourists who cannot use the stairs or escalators within the station. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and intervene to deter inappropriate behavior.

Describe the significance of the unmet transportation need or gap that the proposed project seeks to address and how the project will address that need or gap. Specify the goals and objectives of the project.

The EAP goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. Clean, functioning elevators are critical to increase access to transit service for populations with mobility constraints. Concerns about security and safety in station areas are also barriers to transit access for riders. This can particularly impact people who are of low-income, people with disabilities, and minorities who may not have other transportation options and depend on transit and its elevators. The Program addresses ongoing frustrations with poor elevator conditions, expressed by customers and BART's Accessibility Task Force (BATF). The BATF provides advise to the BART Board of Directors and staff on disability-related concerns and advocates for people with disabilities and/or seniors, many of whom are of low-income.

The San Francisco downtown stations are in areas where people who are experiencing homelessness, and are unsheltered, congregate. BART and Muni's customers, and the residents living around the downtown San Francisco transit stations, have raised concerns about cleanliness and security of the stations and the elevators. The elevators at the downtown stations were often subject to misuse and vandalism, often resulting in elevators going out of service, before the EAP was launched. The EAP addresses the needs of BART and Muni's customers and of downtown community members living near the stations. The attendants help to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order. Additionally, improved cleanliness of the elevators has helped to reduce elevator downtime. Customers, including those who arrive by paratransit and need to use the elevator to access fixed route transit service, now have more reliable elevator service to get to and from the platform. Thus, the Program enhances access for people with disabilities, paratransit riders, families with strollers, tourists, and a wider network of people living and working near the stations.

The following feedback received in March 2025, effectively highlights the importance of this Program: "Just wanted to let you know the elevator operators at the Embarcadero Bart are the best thing you could have done to make me ride BART more. In the past, I ignored the elevator because I didn't know what to expect. Are they clean? Are there people camping in there? But this time, with my 92-year-old mom and lots of luggage, we took a chance and pressed the button for the elevator. WOW! Surprise, there's an actual operator to ensure no one camps in there and that passengers are moving along. Elevators are clean and the operator was friendly! I felt good about it and will take the elevators on my next cruise out of SF."

Describe how the project supports and the specific benefits to Equity Priority Communities (EPCs) and disadvantaged populations, include a description of the EPCs and pertinent demographic data.

The EAP serves the community where the shared BART/Muni stations are located and provides specific benefits to EPCs and people who are historically disadvantaged. The Project's area expands from the Embarcadero station to the Civic Center/UN Plaza station. As shown in the Project's Area Map, Attachment 4, the stations are in an area with a high density of Equity Priority Communities (EPCs). Specifically, the stations are in an area with people who have a disability, are of low-income, and/or are of a minority background. According to the San Francisco County Transportation Authority EPCs data, the Project's area has 10% to 40% of people with disabilities, 50% to 90% of people who identify as a minority, and 28% to 100% of people who are of low-income.

Community-Identified Priority

Discuss how the project addresses a transportation gap and/or barrier identified in a Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement with low-income populations. Indicate the name of the plan(s) and the page number(s) where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan.

MTC's Coordinated Public Transit – Human Services Transportation Plan (2024) addresses the mobility needs of seniors, people with disabilities, people with low-incomes and veterans. According to the plan, as of 2022 San Francisco's population is 851,036 of which 12% have a disability, 17% are over the age of 65, and 35% are below 200% of the poverty level. The plan highlights the importance of accessibility features on fixed-route vehicles including station elevators and/or ramps to boarding platforms for ease of boarding (page 32), and elevators are essential to ensuring the population of San Francisco with disabilities, seniors and people with low income can continue to utilize BART and Muni. By keeping elevators operational, the EAP helps to ensure that utilizing fixed-route transit continues to be a viable option for the most vulnerable population.

Implementation Plan and Project Management Capacity

Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation and when will they be resolved?

The EAP has been successfully operating since the spring of 2018. The Program expanded to provide services at all four downtown San Francisco stations since the fall of 2019. The Program is coordinated in partnership with Muni. Since 2019, BART and Muni have had an agreement to administer the Program, whereby BART manages the service provider and tracks program data, invoices, and payments. BART and Muni agree on the project cost sharing, funding strategy, scope and schedule for the Program and are scheduled to execute a new agreement, for the continuation of the partnership, in spring 2025.

In the fall of 2024, BART issued a Request for Proposals to contract a provider, for the EAP services, for a period of three years, starting with FY25-26. In the spring of 2025, BART is scheduled to issue a three-year contract, with two one-year options to the determined provider.

Describe your organization's ability to provide and manage the proposed project.

BART, in partnership with Muni, has successfully managed the EAP since the spring of 2018. The Program has been managed by BART staff with extensive experience overseeing similar projects benefiting diverse community members. The Program was first managed by Mr. Tim Chan, Group Manager of Station Planning, who has over 20 years of experience in urban planning and relevant experience overseeing projects providing services to Equity Priority Communities. In 2021, the Program transitioned to be managed under BART's first position focused on social service partnerships. Mr. Daniel Cooperman, Senior Manager of Social Services Partnerships, with over 10 years of relevant experience. In May 2024, this position was assumed by Mili Choudhury, who has 20 years of experience working with programs serving people with disabilities, and various housing and homeless programs, and will continue to manage the Program going forward.

Identify performance measures to track the effectiveness of the project in meeting the identified goals. Provide the baseline and new or continued units of service to be provided (e.g., number of trips, service hours, etc.) and cost per unit of service (e.g., cost per trip or persons served per month and year).

The Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. The following performance measures are being used, and will continue to be used, to track the effectiveness of the Program.

Performance Metric	Description	Reporting Frequency	Goal
Users Served	Number of users using elevators at each station, including number of disabled users, children, strollers, luggage, bicycles, and carts.	Monthly	Increase or maintain access to users, particularly disabled users
Biowaste Incidents	Number of incidents, per station, in which BART cleaning staff encounter needles or biowaste in an elevator	Monthly	Reduce biowaste incidents

Passenger Cleanliness Rating	Passenger ratings for station cleanliness (1-5 scale), including platform areas and other areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings
Elevator Availability	Percent of the time station elevators are available for patron use during service periods	Quarterly	Increase elevator availability

Coordination and Program Outreach

Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and non-profit organizations serving Equity Priority Communities. Describe plans to market the project, and ways to promote public awareness of the project.

BART, the Muni, and the contracted provider will work closely with the community in implementing the EAP services. The contractor delivers high quality services to the public and receives appropriate training to be able to navigate challenging situations. The contractor is skilled at determining when staff need to engage the assistance of BART System Services team to help with keeping elevators clean, the Station Agent for questions and assistance with general customer questions, and law enforcement if situation requires additional assistance. The contractor's staff know when to provide a safe environment. In fact, Elevator Attendants have come to be regarded as assets and stewards of the communities in which they work, creating a sense of safety and security in some of the most dangerous and socially impacted communities in San Francisco.

San Francisco State Transit Assistance County Block Grant
Project Information Form
Operating Project Schedule, Cost, and Funding Plan

San Francisco County Transportation Authority

Instructions: Enter major cost line items below. Additional lines may be added as needed.

Provide total labor cost by agency including start-up, administration, operating expenses, consultant costs, other direct costs (e.g., mailing, reproduction costs room rental fees), contingency, and evaluation as applicable. If the project is a multi- year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

Project Name:	Elevator Attendant Program
Project Sponsor:	BART/SFMTA

Operating Projects			
Start Date of Operations:	7/1/2025		
End Date of Operations:	6/30/2026		
Source	**Year 1**	**Total**	**Status[1]**
SF STA (requested)[2]	$1,037,323	$1,037,323	Planned
BART Operating Funds	$1,804,702	$1,804,702	Planned
SFMTA Operating Funds	$1,804,702	$1,804,702	Planned
	$0	$0	
	$0	$0	
	$0	$0	
Total Funding	**$4,646,727**	**$4,646,727**	
Cost by Task and Agency	**Year 1**	**Total**	**Source of Cost Estimate**
Staffing Costs (52 weeks per year, 7 days per week, 21 hours per day)	$3,770,270	$3,770,270	Based on FY 25 projected costs (through June 30, 2025).
Operating Expense: supplies, tablets, uniforms, communications radio	$70,000	$70,000	Based on FY 25 projected costs (through June 30, 2025).
Indirect Costs	$806,457	$806,457	Based on FY 25 projected costs (through June 30, 2025).
	$0	$0	
	$0	$0	
	$0	$0	
Total Expenditures	**$4,646,727**	**$4,646,727**	

Additional Schedule/Status/Cost/Source Information (If needed)

This draft budget is for Elevator Attendant Services to be provided at four (4) BART/MUNI stations: Embarcadero, Montgomery, Powell, and Civic Center. The projected costs for the Elevator Attendant Program for FY 26 is based on FY 25 invoices and spending, as well as anticipated need in order to operate the program and deliver services effectively. For FY 25, and as in the past, the program has experienced challenges with being able to stay within budget. The Elevator Attendant services were put out of bid, and as the procurement process draws to a close in the next few weeks, the actual budget for this program will be solidified and subject to BART Board approval in April 2025. BART and SFMTA are negotiating a new cost sharing agreement.

[1] Planned funds have not been programmed or allocated specifically to the project or program that is the subject of the current request; Programmed funds have been committed to the project by the agency with the authority to do so; Allocated funds have been approved for expenditure for the subject project by the funding authority.

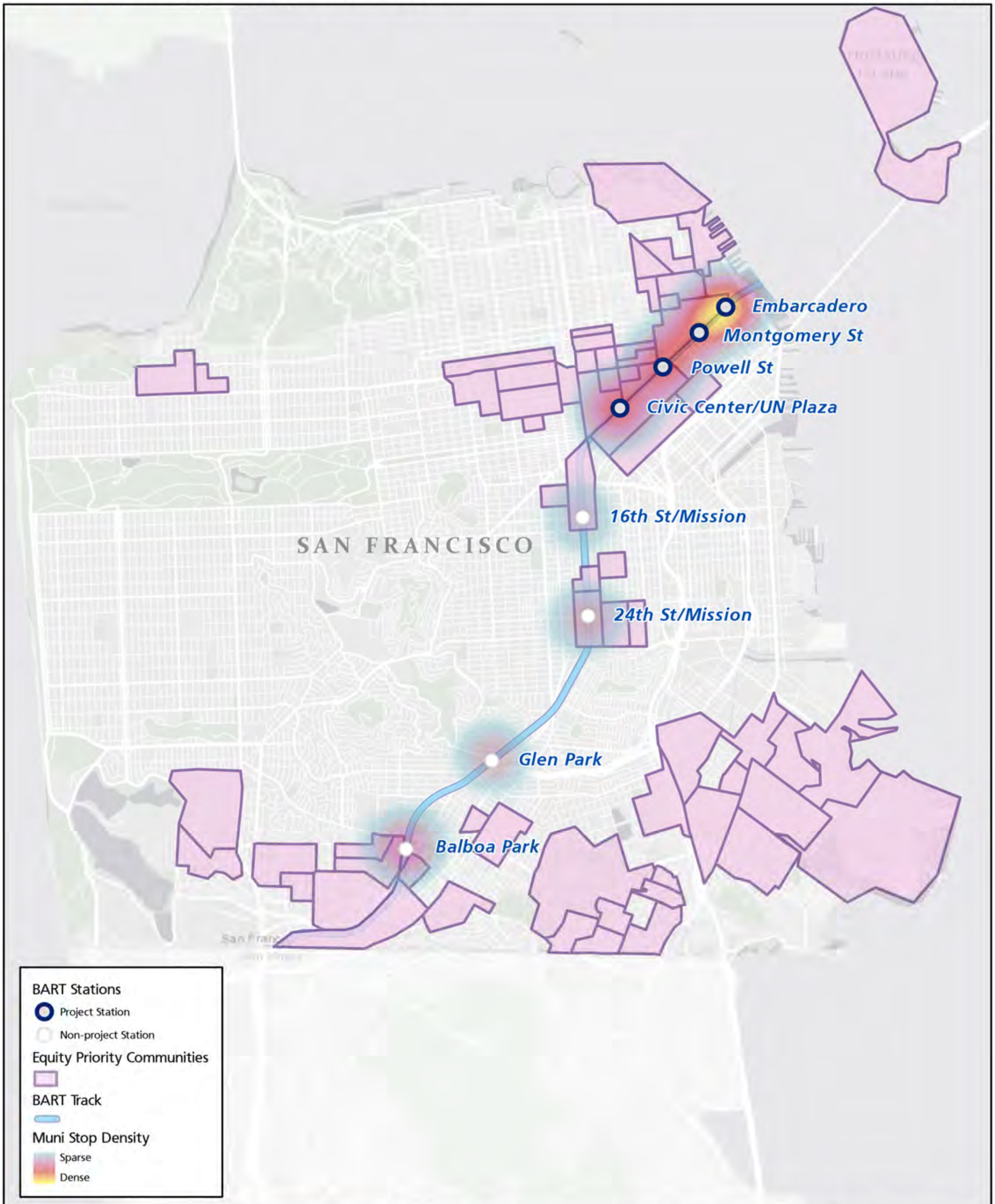
[2] If actual FY25/26 STA revenues come in at the conservative MTC-advised level of 95% of MTC's estimate, BART would receive $1,037,323 for the Elevator Attendant Program. If revenues come in at 100% of MTC's estimated amount, BART would receive $1,265,603. BART's and SFMTA's share of the remaining program costs would be equal and would be adjusted depending on the final FY25/26 STA revenue amount.

Detailed Budget: FY25-26						
	Staff	$/Hr	Hours/ Day	Annual Full Time Salary (for 1.00 FTE)	% FTE funded	FY 25-26
Attendants at Powell St.	10	$25.00	8.00	$ 52,000	100%	$ 520,000
Attendants at Civic Center	10	$25.00	8.00	$ 52,000	100%	$ 520,000
Attendants at Montgomery	10	$25.00	8.00	$ 52,000	100%	$ 520,000
Attendants at Embarcadero	10	$25.00	8.00	$ 52,000	100%	$ 520,000
Total Salary						$ 2,080,000
Fringe Benefits					42.00%	$ 873,600
Total						**$ 2,953,600**
Program Supervisor	3	$36.50	8.00	$ 75,920	100%	$ 227,760
Program Manager	1	$67.00	8.00	$ 139,360	100%	$ 139,360
Floaters	4	$25.00	8.00	$ 52,000	100%	$ 208,000
Total Salary						$ 575,120
Fringe Benefits					42.00%	$ 241,550
Total						**$ 816,670**
Personnel Total	**48.00**					**$ 3,770,270**
Materials & Supplies (Charging cords, cases for electronics, chairs, etc)						$ 30,000
Uniforms						$ 20,000
Communications Radios						$ 20,000
Total						**$ 70,000**
Administrative & Overhead						**$ 806,457**
Total Costs						**$ 4,646,727**

ELEVATOR ATTENDANT PROGRAM FY25-26

EGIS - Enterprise Geographic Information System

Date: 3/13/2025



Notes:
Equity priority community - https://epc-map.sfcta.org/
Muni stops - https://data.sfgov.org/Transportation/Muni-Stops/i28k-bkz6

0 0.5 1 2 Miles

Map Displayed in North American Datum of 1983
California State Plane, Zone III FIPS 0403, US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
2150 Webster St., 3rd Floor, Oakland, CA 94612

BART Facts 2025

BART: Addressing a financial crisis while improving the rider experience

BART has played a critical role in keeping the Bay Area moving for more than 50 years. In 2025, the agency will continue to be a vital resource for the region by linking people to jobs, schools, entertainment, and opportunities. To respond to remote work trends, BART is running a service plan that relies less on work commutes and offers increased service on nights and weekends, where ridership is growing at a faster rate. Ridership recovery is making progress, but BART's historical reliance on fare revenue to pay for operations is outdated and no longer sustainable. Greater investments are needed to avoid significant service cuts to ensure BART will continue to provide solutions for many of the Bay Area's most pressing challenges, including traffic, affordability, housing, safety, equity, and climate change.

BART has been fortunate to receive nearly $2 billion in federal, state, and regional emergency assistance since the start of the pandemic, but this funding is projected to run out in spring 2026.

BART is working hard to close the FY2026 deficit with cuts, but is facing ongoing structural deficits ranging from $375 million to over $400 million per year beginning in FY2027. To address the structural deficit, BART is working with the region's transit operators, the Metropolitan Transportation Commission (MTC), and other stakeholders to pursue funding to address the growing transit financial challenges, most likely with a regional tax measure on the November 2026 ballot.

Improving the Rider Experience

BART has made significant changes to increase ridership:

- We have retired our legacy fleet and are now running only new trains.
- BART Police officers, Ambassadors, and Crisis Intervention Specialists are riding trains more, increasing their visibility and keeping riders safe.
- Station and train cleanliness has improved with more deep cleaning.
- All stations will have new modern, taller, and stronger fare gates by the end of 2025.
- Downtown San Francisco stations are getting new escalators installed that are under warranty.
- In mid-2025, the next generation of Clipper will roll out, allowing people to pay for BART with contactless credit/debit cards at the fare gates.

BART Ridership Facts

AVERAGE 2024 RIDERSHIP

Weekday.................................165,502
Saturday 92,381
Sunday......................................71,034

Total passenger trips in Calendar Year 2024: 50,656,380

Ridership peaked to 47% of prepandemic expectations in September 2024.

SERVICE

Average passenger on-time performance 88%

Maximum train speed................ 70 mph

CLIPPER FARES AND TRIPS

Riders pay for BART with the regional Clipper card.

Clipper fare range ....$2.40–$16.20
Average fare $4.43
Average trip length.................. 15 miles

Clipper is available on your phone through Apple Pay and Google Pay.

In December 2024, 37% of BART trips were made using mobile cards.

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

RTC CLIPPER: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 50% off

RIDERSHIP PROFILE

- 67% identify as non-white
- 44% do not have a vehicle
- 31% report having annual household incomes under $50K
- 7% have a disability
- 49% identify as male
- 48% identify as female
- 3% identify as non-binary or self-describe

Transit Transformation Action Plan

BART is taking a leadership role in advancing the Transit Transformation Action Plan, a comprehensive framework that outlines strategies for achieving better transit coordination in the Bay Area and improved rider experience that includes:

- Innovative new fare products such as the Clipper BayPass pilot, which offers employers paid unlimited transit passes for their employees; the expansion of Clipper START with a 50% discount for low-income riders, and free or discounted transfers between systems with the next generation of Clipper.
- Aligning schedules so it's easier for riders to make connections between agencies.
- Planning and testing for more user-friendly mapping and wayfinding with a uniform approach to signage to help riders navigate regional transit systems.

Award-winning approach to safety

Visible police staff presence on trains and platforms is at a historic high according to rider surveys as more safety staff, including sworn officers and unarmed employees, are riding trains and walking platforms. BART's equitable approach to safety continues to receive industry accolades for its full-time Crisis Intervention Specialists and Transit Ambassadors and for recognizing that not every unwanted behavior on a train or in a station requires a response by an armed police officer.

BART's safety solution includes:

- Running shorter trains at all hours of the day to improve the perception of safety, reduce harassment, and increase police patrols.
- Diverting calls from a sworn officer to a Crisis Intervention Specialist to reduce harm and offer connections to local support services outside of BART, freeing up officers to quickly respond to emergency calls.
- Offering welfare checks, administering lifesaving Narcan, and enforcing BART's zero-tolerance policy for drug use in the system.

Improving the rider experience by rebuilding the core of BART

The replacement of old track, power cables, and other critical infrastructure through the voter-approved $3.5 billion Measure RR rebuilding program is now more than halfway done, and riders are reaping the benefits. Replacing equipment that in some cases had been in place since BART began service in 1972 means a more reliable system. The number of trains delayed due to old rail decreased by more than 400 instances compared with before the work was complete. Sixty-two rebuilding projects have been completed across the system as of January 2025.

Addressing the housing crisis

BART's Transit-Oriented Development (TOD) Program creates dense, well-designed communities adjacent to BART stations to increase ridership and reduce greenhouse gases. As of January 2025:

- Housing units delivered: 4,232, including 1,298 affordable units
- Housing units under construction: 97 affordable senior units
- Housing units in planning: 3,943, including 1,670 affordable units
- Hotel rooms: 164
- Office space: 672,000 square feet
- Retail: 202,590 gross square feet

BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising, and other sources of revenue.

FY24 .... 29%
FY23 .... 26%
FY22 .... 21%
FY21 .... 12%
Pre-COVID 71%

STATIONS AND INFRASTRUCTURE

Total stations 50
Route miles of track 131
Miles of tunnels 39
Escalators 189
Elevators 154
Electric substations 136

PARKING AND BIKE ACCESS

Stations with parking 35
Total parking spaces .... ~46,800
Bike parking (lockers, racks, and bike stations) .. 8,030

FLEET*

Fleet of the Future 860
New cars arriving each month . . 20
Total vehicle fleet will grow to . . 1129

**As of December 2024*

ELECTRICITY

Third rail . . . . 1000 volts DC

POWER SOURCES

BART continues to achieve an overwhelmingly greenhouse gas-free power supply, including over 66% eligible renewable energy as defined under California state law. BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.

Let's go.

San Francisco Bay Area Rapid Transit District
P.O. Box 12688, Oakland, CA 94604
www.bart.gov

Attachment 4.

San Francisco STA County Block Grant Program Projects Funded in Fiscal Years 2018/19 – 2024/25[1]		
Fiscal Year(s)	**Project (Sponsor)**	**Total Amount (Actuals)**
FYs 2018/19 and 2019/20	Elevator Attendant Program (BART)	$2,600,000
	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	$396,300
	Continuing Late Night Transit Service to Communities in Need (SFMTA)	$1,609,700
	Paratransit (SFMTA)	$3,141,610
FY 2020/21	Paratransit (SFMTA)	$3,157,152
FY 2021/22	Paratransit (SFMTA)	$3,012,914
	Elevator Attendant Program (BART)	$1,035,626
FY 2023/24	Paratransit (SFMTA)	$3,300,000
	Elevator Attendant Program (BART)	$2,227,224[2]
FY 2024/25	Paratransit (SFMTA)	$3,300,000
	Elevator Attendant Program (BART)	$356,901[3]
	Treasure Island Electric Ferry Service (WETA)	$1,418,859 (Approved up to $1,686,004[4]

[1]MTC redirected STA County Block Grant funds in FY 2022/23 to other priorities related to assisting transit operators with recovery from the COVID pandemic (MTC Resolution 4481, October 2021).
[2]In May 2023, the Board programmed up to $2,340,041 (at 100% of projected revenue) in STA Block Grant funds for BART's Elevator Attendant Program to cover two years of program costs over FYs 2023/24 and 2024/25. Based on actual revenues, BART received $2,227,224.
[3]In May 2024, the Board programmed up to $356,901 in STA Block Grant funds for BART's Elevator Attendant Program. This was an "up to" (maximum) amount and was to be reduced by a dollar-for-dollar amount if additional funds beyond the $2,227,224 already collected became available for the Elevator Attendant Program in the FY 2023/24 cycle. Additional funds did not become available and BART will receive $356,901.
[4]In May 2024, the Board programmed up to $1,686,004 to WETA's Treasure Island Electric Ferry Service (at 100% of projected revenue). Actual FY 2024/25 revenue will be determined later this year.

Attachment 5.

San Francisco
County Transportation
Authority

BD040825 RESOLUTION NO. 25-XX

RESOLUTION APPROVING PROGRAMMING PRIORITIES FOR UP TO $4,565,603 IN SAN FRANCISCO'S ESTIMATED FISCAL YEAR 2025/26 STATE TRANSIT ASSISTANCE COUNTY BLOCK GRANT FUNDS

WHEREAS, In 2018, the Metropolitan Transportation Commission (MTC) established a transit-focused State Transit Assistance (STA) County Block Grant program, combining funds that were previously distributed via a regional paratransit program, a regional Lifeline Transportation Program, and a northern counties/small transit operators' program; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for administering San Francisco's STA County Block Grant program; and

WHEREAS, MTC requires that by May 15 of each year, CMAs submit the distribution policy or proposed programming for STA population-based funds which come from the state sales tax on diesel fuel; and

WHEREAS, Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each Fiscal Year (FY) following the State's reconciliation of actual revenues generated; and

WHEREAS, MTC's current projection for San Francisco's FY 2025/26 STA County Block Grant funds, totals $4,565,603; and

WHERAS, Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount; and

WHEREAS, Consistent with past programming cycles, Transportation Authority staff recommended as the first priority programming $3,300,000 to the San Francisco Municipal Transportation Agency's (SFMTA's) Paratransit program to complement Prop L funds and support this critical program for seniors and people with disabilities and as second priority, recommended up to $1,265,603 (at 100% of revenue projection) for BART's Elevator Attendant Program in FY 2025/26,

San Francisco
County Transportation
Authority

conditioned upon BART Board approval of the new Elevator Attendant service contract, which is anticipated on April 10, 2025,as summarized in Attachment 1 with additional project details in Attachments 2 and 3; and

WHEREAS, At its April 26, 2025 meeting the Community Advisory Committee was briefed on the staff recommendation and unanimously adopted a motion of support for its approval; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves $3,300,000 for the SFMTA's Paratransit program, and up to $1,265,603 for BART's Elevator Attendant Program, as summarized in Attachment 1 and detailed in Attachments 2 through 3; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the MTC, other relevant agencies, and interested parties.

Attachments:
1. Recommended Fiscal Year 2024/25 STA Block Grant Programming
2. SFMTA's Paratransit Program
3. BART's Elevator Attendant Program

San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103   415-522-4800   info@sfcta.org   www.sfcta.org

Memorandum

AGENDA ITEM 6

DATE: March 27, 2025

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 4/8/2025 Board Meeting: Adopt the Final Prop L Strategic Plan

RECOMMENDATION

☐ Information ☒ Action

Adopt the Final Prop L Strategic Plan.

☐ Fund Allocation
☒ Fund Programming
☒ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: ________

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan to guide program administration. The Strategic Plan establishes policies for Prop L administration, forecasts sales tax revenues, and estimates expenditures, including setting programming and cash flow by fiscal year for each of the 28 Expenditure Plan programs, and estimating any debt needs to advance project delivery faster than pay-go would allow. Developing the Strategic Plan is an iterative process closely linked to the 5-Year Prioritization Programs (5YPPs) that are used to identify the specific projects to be funded in the next five years. In June 2023, the Board approved the Strategic Plan Baseline (Baseline) which established the policies for administration of Prop L and set the pay-go budget for 23 Prop L programs and advanced funds for five of the largest programs. Between July 2023 and July 2024, the Board approved the 5YPPs identifying the projects to be funded in Fiscal Years (FYs) 2023/24 - FY2027/28. Concurrently, the Board amended the Baseline to incorporate sales tax programming and cash flow from the 5YPPs, ensuring that project costs plus any financing costs stayed within the amount of funds available to each program. Adoption of the Final Strategic Plan is the final step in the Strategic Plan and 5YPP development process. Given the roughly two years elapsed since the Board adopted the Baseline, staff performed a true-up of revenues and expenditures and revisited financial assumptions to determine if any revisions were warranted. The Final Strategic Plan includes actual revenues, expenditures, and financing costs through FY 2023/24, updated (lower) revenue projections to better reflect the current economic outlook for the local sales tax,

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and corresponding reductions in programming to keep the plan financially constrained. The Final Strategic Plan incorporates an 11% ($245 million in 2020$s) lower revenue forecast for the 30-year plan period compared with the Baseline forecast. he proposed Final Strategic Plan supports the following investment highlights: retains funding as programmed in the Board-adopted 5YPPs; maximizes preservation of sales tax matching funds to meet the billion dollar plus Federal Transit Administration funding commitments to The Portal and BART Core Capacity projects; sustains accelerated Baseline funding for Muni Paratransit services, Mission Bay Ferry Terminal, and Caltrain Maintenance (relieving SFMTA of this responsibility for as long as possible); adjusts programming for all other programs to fit within the lower revenue envelope and to ensure that all of these programs have a similar share of funds (85-89% of the Priority 1 funding cap set in Prop L) over the 30-year period; and maintains similar debt levels and financing costs to the Baseline. Adoption of the Strategic Plan by the Board does not, in and of itself, constitute authorization for debt issuance for any capital projects. Our Debt Policy requires that the Board specifically authorize each debt financing.	

BACKGROUND

In November 2022, San Francisco voters approved Prop L, the Sales Tax for Transportation Projects measure. The Prop L Expenditure Plan prioritizes $2.6 billion (in 2020 dollars) in sales tax revenues and leverages over $20 billion in federal, state, and other local funds to help deliver Expenditure Plan programs and projects. Prop L took effect on April 1, 2023, superseding the previous half-cent sales tax measure, Prop K. The Expenditure Plan identifies eligible agencies and establishes limits on sales tax funding for each Prop L program. However, it does not specify how much sales tax revenue any given project would receive by year. Instead, the Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to a Strategic Plan and 5-year project lists (included in the 5-Year Prioritization Programs or 5YPPs) to guide the implementation of the program while supporting transparency and accountability. Adoption of the Strategic Plan and 5YPP documents is a prerequisite for allocation of funds from Prop L.

The Prop L Strategic Plan is the long-range financial planning tool and policy document that guides administration of the sales tax program. The Strategic Plan has three main elements - policies, revenues, and expenditures. The Strategic Plan guides day-to-day administration of the measure through its policies, which were crafted using three guiding principles: optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize the cost-effectiveness of financing.

The Strategic Plan's financial model provides analysis to ensure that projected sales tax revenues are sufficient to cover all program-related expenditures including administration costs, projects costs, and any debt service that is required to advance sales tax funds if requested by sponsor agencies and approved by the Transportation Authority, to enable delivery of project benefits sooner to the public than a pay-go approach would support. In this way, the Strategic Plan supports project delivery and leveraging of other funds by ensuring that Prop L funds are available when needed.

Developing the Strategic Plan is an iterative process closely linked with development of the 5YPPs. While the Strategic Plan provides the policy guidance and long-term financial road map for managing Prop L, the 5YPPs ensure that the Transportation Authority Board, project sponsors, and the public have a clear understanding of how projects are prioritized for funding within each program. The 5YPPs result in 5-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. 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.

Adoption of the Final Strategic Plan is the last step in the Strategic Plan and 5YPP development process. The 5YPP and Strategic Plan update process is repeated every 5 years over the life of the measure. These updates provide the opportunity to check in on delivery of the Prop L program, to update revenues and expenditures to reflect actuals to date, revise future forecasts, and reconfirm or revise the assumptions in the financial model. This first update where the Transportation Authority was standing up the new measure typically takes longer than subsequent updates. Staff anticipate beginning work on the next update in Fall 2027 (Fiscal Year 2027/28), which is year 5 of the current 5YPP period.

DISCUSSION

The sections below focus on proposed revisions in the Final Strategic Plan compared to the Board-adopted Baseline.

Prop L Strategic Plan Policies. There are no proposed changes to the Strategic Plan policies, included as Attachment B to the Final Prop L Strategic Plan. The policies, which were adopted in June 2023 as part of the Baseline, are based on three core principles: optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize the cost-effectiveness of financing.

The Prop L policies are essentially the same as the policies for Prop K, which the Transportation Authority has been refining over many years, with minor modifications for clarity and to reflect specific details of the Prop L Expenditure Plan. Examples of key policies include project readiness requirements for allocation of funds, establishing that Prop L is a reimbursement-based program, requiring proportional spending of Prop L and non-Prop L funds, adopting a cash flow reimbursement schedule for each allocation, and setting a policy that only programs that advance funds faster than pay-go will need to proportionately cover their share of financing costs within the funding caps. This policy, carried forward from Prop K, protects the smaller ongoing programs such as Curb Ramps and Sidewalk Repair, from being impacted by the debt costs resulting from major capital projects choosing to significantly advance funds. Many of the aforementioned policies are critical cash management tools that the Transportation Authority uses to minimize financing costs for the overall program while seeking to have funds ready when sponsors need them to support project delivery.

Revenues. In late 2024, we worked with Avenu Insights and Analytics and Beacon Economics and compared near-term forecasts with the City's Controller's Office (long-term forecasts were not available) to update the revenue forecast for the Final Strategic Plan. The new forecast adjusts the estimates in the near-term (FYs 2024/25 – 2027/28) while leaving the flat, long-term growth rate the same as the Baseline forecast at 1.6%. The updated revenue forecast reflects a lower projection of $1.950 billion (2020$s) (net of the $550 million Prop K carryforward obligations), which is about 11% ($245 million in 2020$s) lower than the revenue projection in the Baseline.

Attachment C compares the revenue forecasts in the Expenditure Plan, the Baseline, and the current revenue forecast that we are recommending for the Final Strategic Plan. Forecasts are shown both in 2020 dollars, which we use to ensure we comply with Expenditure Plan funding caps for each program, and in Year of Expenditure dollars which we use when programming and allocating funds to projects.

Expenditures. The Strategic Plan includes four elements of expenditures – operating costs and program administration, capital reserve, project costs, and debt costs. Recommendations for operating costs (6.9%, tapering off the last 5 years of the Expenditure Plan), program administration (1%), and capital reserve (last 1.75 years of revenue) are unchanged from the Baseline. Debt cost assumptions have been updated to reflect the current Revolving Credit Agreement. Additional detail on key Strategic Plan model assumptions can be found in Appendix D.

<u>Final Strategic Plan Changes</u>. The primary changes in the Final Strategic Plan are driven by the reduction in the 30-year revenue forecast. To achieve a financially

constrained plan, we worked with project sponsors and applied a set of principles to guide our approach to reducing funds. Those principles were as follows:

- Preserve funding as programmed in the approved 5YPPs (FYs 2023/24 – 2027/28) to protect the near-term funding levels for approved project lists
- Preserve funding, to the extent possible, to meet Full Funding Grant Agreement commitments for BART Core Capacity ($1.3 billion in Capital Investment Grant (CIG) funds) and The Portal/Downtown Rail Extension ($3 billion in CIG funds)
- Sustain accelerated Baseline funding level for Muni Paratransit operating services, Mission Bay Ferry Terminal, and Caltrain Maintenance (latter relieves SFMTA of this responsibility as a member of the Peninsula Joint Powers Board)
- Seek to bring all programs except The Portal and BART Core Capacity to comparable levels of funds available (programming plus financing)(85-89% of available Priority 1 revenues) over the 30-year period

The resulting programming and associated cash flow are shown by fiscal year in Attachment F for each of the 28 programs. Attachment G, slides 15 – 21 summarize the programming and cash flow changes made to fit with the lower forecast.

Debt Costs. As was the case with Prop K, Prop L allows the Transportation Authority to advance sales tax funds through financing in order to support faster delivery of project benefits to the public than a pay-go program would support. When considering requests to accelerate funding for projects, we keep the Strategic Plan core principles (see Policies above) in mind while carefully evaluating the project sponsor's request. There are both project-level considerations such as the impact of delaying a critical safety project or inflationary cost increases associated with a delay, as well as program-level considerations such as ensuring that the Prop L program has a robust debt service coverage ratio to help keep financing costs low.

The Strategic Plan estimates debt costs for the individual Prop L programs, as well as the overall program including the Prop K carry forward obligations (i.e., 2017 Sales Tax Revenue Bonds and Prop K grants with remaining balances) and ensures that there are sufficient revenues to cover all program expenditures including estimated debt.

Key Debt Assumptions. The Strategic Plan model is financially constrained to ensure the Transportation Authority can cover all program expenditures, including debt costs, over the 30-year program. Key assumptions are summarized in Attachment D and include assumptions such as requiring a 1.75 Maximum Annual Debt Service coverage ratio, which has allowed us to maintain the highest credit rating of AAA and

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ultimately helps to minimize the cost of borrowing. Debt assumptions in the Final Strategic Plan remain largely unchanged from those in the Baseline, except for our revolver loan capacity, which increased from $125 million to $185 million with Board approval of a new Revolving Credit Agreement in October 2024.

The Final Strategic Plan reflects $648.5 million in financing costs (compared to $638.9 million in the Baseline) attributed to the 2017 Sales Tax Revenue Bonds ($40.5 million) and future debt triggered by the near-term cash needs for carry forward Prop K grant reimbursements and the 20 Prop L programs that advance funds beyond the pay-go amounts. Based on historical trends, actual debt needs will likely be lower. This estimate of debt costs reflects the proposed programming and cash flow schedules included in the Final Strategic Plan, consistent with Strategic Plan policies, and sized to fit within the current revenue projections. With over 240 projects and placeholders programmed in just the first five years of Prop L, we know based on three decades of experience administering the sales tax program that not all projects will seek sales tax allocations or reimbursements as reflected in the Strategic Plan. This happens for many reasons including, but not limited to needing more time for projects to secure full funding for a project phase, to address community input, to ensure sufficient staff resources, to resolve unexpected project delivery issues, and to address changed or emerging priorities. In addition, sponsors may spend down non-sales tax funding first for sources that have strict timely-use-of-funds deadlines which would contribute to lower debt costs.

Transportation Authority staff will update financing costs when we prepare the next Strategic Plan update starting in FY 2027/28 along with development of the next set of 5YPPs. If the Transportation Authority finances less than what the Final Strategic Plan assumes, that will be reflected in the Strategic Plan update and those funds will be made available for programming to projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2024/25 budget associated with the recommendation action. The Final Prop L Strategic Plan includes the continuation of 7.9% off the top of the sales tax program for operating costs and program administration. This is the same level as for Prop K, including 6.9%, (tapering off the last 5 years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects and 1% for program administration (same as Prop K) as allowed by statute. Allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

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CAC POSITION

The CAC considered this item at its March 26, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Final Prop L Strategic Plan
    - Attachment A – 2022 Expenditure Plan Summary
    - Attachment B – Strategic Plan Policies
    - Attachment C – Draft Prop L Sales Tax Revenue Forecast
    - Attachment D – Key Financial Model Assumptions
    - Attachment E – Priority 1 Funding and Priority 1 Funding Levels (2020 $s)
    - Attachment F-1 – Programming and Finance Costs by Expenditure Plan Program (YOE $s)
    - Attachment F-2 – Cash Flow and Finance Costs by Expenditure Plan Program (YOE $s)
    - Attachment G – Final Prop L Strategic Plan Presentation
- Attachment 2 - Resolution

Draft Final Prop L Strategic Plan

March 2025

San Francisco
County Transportation
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Draft Final Prop L Strategic Plan
March 2025

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Attachment D – Key Financial Model Assumptions

Attachment E – Priority 1 Funding and Priority 1 Funding Levels (2020 $s)

Attachment F-1 – Programming and Finance Costs by Expenditure Plan Program (YOE $s)
Attachment F-2 – Cash Flow and Finance Costs by Expenditure Plan Program (YOE $s)

Attachment G – Final Prop L Strategic Plan Presentation

I. Executive Summary

The Prop L Expenditure Plan approved by the voters in November 2022 prioritizes $2.6 billion (in 2020 dollars) the local transportation half-cent sales tax revenues across five categories and 28 programs over 30 years, intended to leverage over $20 billion in federal, state, and local funding sources to help deliver safer, smoother streets, more reliable transit, continue paratransit services for seniors and persons with disabilities, reduce congestion and improve air quality. To guide program administration, the Expenditure Plan requires development of a 30-year Strategic Plan that establishes policies for Prop L administration, forecasts sales tax revenues, and estimates expenditures, including setting the dollar amount (programming) and reimbursement schedule (cash flow) of sales tax funds available for allocation each year for each of the 28 Expenditure Plan programs. The Expenditure Plan also requires concurrent development of a 5-Year Prioritization Program (5YPP) for each Expenditure Plan program to identify the specific projects that will be funded over the next five years of the Prop L program and how much sales tax funds they will receive by year.

The Prop L Strategic Plan provides transparency and accountability about how the Transportation Authority administers the sales tax and serves as a key financial planning tool for the sales tax program. The Strategic Plan has three main elements - policies, revenues, and expenditures. The Strategic Plan guides day-to-day administration of the measure through its policies, which were crafted using three guiding principles:

- optimize leveraging of sales tax funds,
- support timely and cost-effective project delivery, and
- maximize the cost-effectiveness of financing.

The Strategic Plan's financial model provides analysis to ensure that projected sales tax revenues are sufficient to cover all program-related expenditures including administration costs, projects costs, and any debt service that is required to advance sales tax funds if requested by sponsor agencies and approved by the Transportation Authority, to enable delivery of project benefits sooner to the public than a pay-as-you-go (pay-go) approach would support. In this way, the Strategic Plan supports project delivery and leveraging of other funds by ensuring that Prop L funds are available when needed.

Developing the Strategic Plan is an iterative process (see Figure 2) closely linked with the development of the 5YPPs. In June 2023, the Transportation Authority Board approved the Strategic Plan Baseline (Baseline) which set the pay-go budget for most of the Prop L programs and advanced funds for five of the largest programs, driven by the near-term funding needs for two major transit projects leveraging billions of federal Capital Investment Grants (CIG) and other funds:

- The Portal/Caltrain Downtown Rail Extension (DTX): Programmed $300 million Prop L funds to leverage $3 billion in Federal Transit Administration (CIG) funding, in addition to other funds.

- BART Core Capacity: Programmed $90 million in Prop L funds in the first 10 years of the Expenditure Plan to provide San Francisco's commitment to leveraging $1.17 billion in CIG funding as well as other funds.

To give a more realistic picture of financing costs for these two major capital projects, while ensuring the Transportation Authority could meet other programs' requests for advancing funds, the Board approved included accelerating programming and cash flow schedules in the Strategic Plan Baseline for three other programs that the Transportation Authority knew were seeking to advance funds: Muni Maintenance, Paratransit, and Caltrain Maintenance.

Following adoption of the Baseline, Transportation Authority staff worked closely with project sponsors to develop the 5YPPs and their project lists. Transportation Authority staff worked with sponsors to carefully consider program costs and benefits, leveraging and whether to advance funds for investments in various programs in order to deliver projects more quickly, and realize benefits to the public, sooner than pay-go funding would otherwise allow. Between July 2023 and July 2024, the Board approved the 5YPPs for 27 Expenditure Plan programs (the Caltrain Service Vision: Capital System Capacity Investments program has Priority 2 funding only, and the revenue forecast is not high enough to reach Priority 2) and concurrently amended the Strategic Plan Baseline to incorporate the sales tax programming and cash flow from the 5YPPs, and for those programs that were advancing funds, estimated the associated financing costs to ensure project costs plus any financing costs stayed within the amount of funds available (program caps). This is consistent with the Strategic Plan policy that assigns financing costs proportionately to those programs that advance sales tax funds. This protects the ongoing, often smaller annual programs such as sidewalk repair, curb ramps, and traffic signal maintenance from being impacted by larger projects and programs need to advance funds.

Following adoption of the 5YPPs, Transportation Authority staff began preparing the Final Strategic Plan. Given the roughly two years elapsed since the Board adopted the Baseline, staff performed a true-up of revenues and expenditures and revisited Strategic Plan financial model assumptions to determine if any warranted revisions. The Final Strategic Plan includes actual revenues, expenditures, and financing costs for Fiscal Years 2022/23 and 2023/24, updated (lower) revenue projections to better reflect the current economic outlook for the local sales tax, and corresponding reductions in programming to keep the plan financially constrained. As part of the true-up the Final Prop L Strategic Plan incorporates an 11% lower revenue forecast for the 30-year Expenditure Plan period compared with the forecast in the Strategic Plan Baseline, reflecting current economic conditions. Details on the revenues and expenditures and related assumptions are provided in Section IV and V, respectively.

The resulting Final Strategic Plan provides for the following investment highlights:

- Keeps funding as programmed in the Board-adopted 5YPPs covering Fiscal Years 2023/24 - 2027/28 and incorporates the Muni Maintenance, Rehabilitation, and Replacement 5YPP (Muni Maintenance 5YPP) amendment presented to the Board in March 2025.

- Preserves sales tax matching funds, to the extent possible, to meet San Francisco's Federal Transit Administration CIG funding commitments to The Portal and BART Core Capacity, two of the Prop L major capital projects.

- Sustains accelerated Baseline funding level for Muni Paratransit services, Mission Bay Ferry Terminal, and Caltrain Maintenance.

- Adjusts programming for all other programs to fit within the lower revenue envelope and to ensure all of these programs have a similar share of funds (85-89% of available Priority 1 revenues) over the 30-year period taking into consideration that some programs heavily advanced funds in the 5YPPs while many did not.

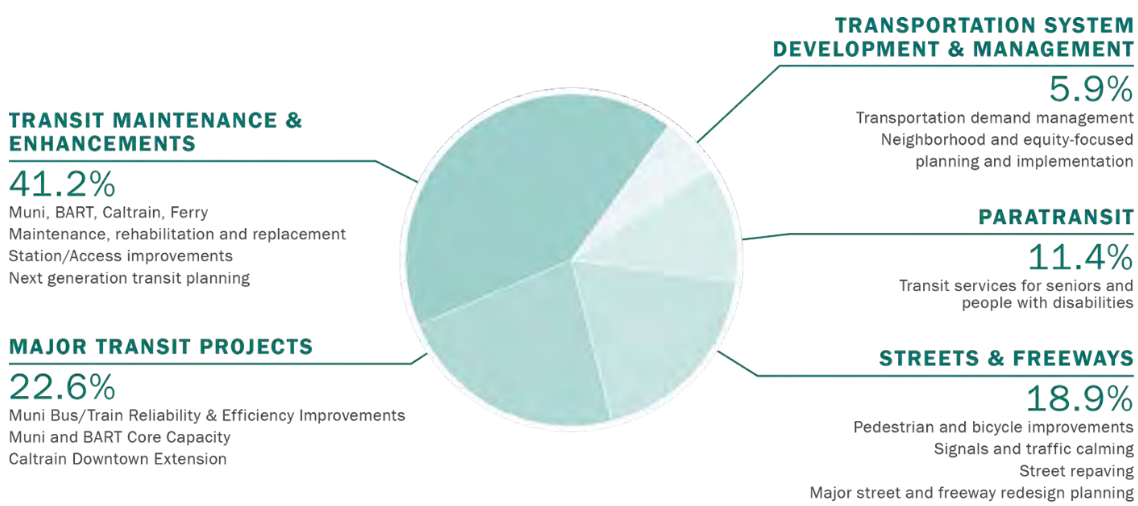
- Maintains similar debt levels and financing costs to the Strategic Plan Baseline.

The 5YPP and Strategic Plan update process will be repeated every 5 years over the life of the measure. These updates provide the opportunity to check in on delivery of the Prop L program, to update revenues and expenditures to reflect actuals to date, revise future forecasts, and reconfirm or revise the assumptions in the financial model. This first update where the Transportation Authority was standing up the new measure typically takes longer than subsequent updates. Staff anticipates beginning work on the next update in Fall 2027 (Fiscal Year 2027/28), which is year 5 of the current 5YPP period.

II. Context and Purpose of the Strategic Plan

In November 2022, San Francisco voters approved Prop L, the Sales Tax for Transportation Projects measure. The Prop L Expenditure Plan prioritizes $2.6 billion (in 2020 dollars) in sales tax revenues and leverages over $20 billion in federal, state, and other local funds to help deliver safer, smoother streets, more reliable transit, continue paratransit services for seniors and persons with disabilities, reduce congestion, improve air quality, and more. Prop L took effect on April 1, 2023, superseding the previous half-cent sales tax measure, Prop K.

Figure 1: Prop L Expenditure Plan – Expenditures by Category



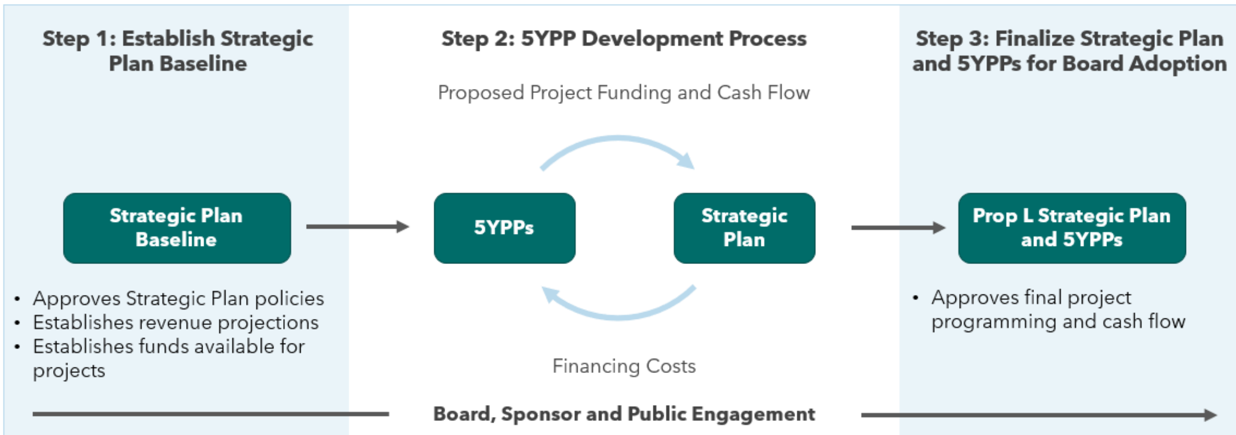
As shown in Figure 1 above, the Prop L Expenditure Plan is comprised of 5 categories, each assigned a proportion of sales tax revenues anticipated to be received over the 30-year Expenditure Plan period. The Expenditure Plan also describes the types of projects that are eligible for funds through 28 programs. It includes a paratransit operations program and twenty-seven capital programs intended to fund projects ranging from street resurfacing to new and upgraded traffic signals to pedestrian safety improvements to transit vehicle replacements. See Attachment A for a summary of the Expenditure, including the list of programs, the amount of sales tax funds available, and expected leveraging.

The Expenditure Plan identifies eligible agencies and establishes limits on sales tax funding for each Prop L program. It also sets expectations for leveraging of sales tax funds with other federal, state, and local dollars to fully fund the Expenditure Plan programs and projects. However, it does not specify how much sales tax revenue any given project would receive by year. Instead, the Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to a Strategic Plan and 5-year project lists (included in the 5-Year Prioritization Programs or 5YPPs) to guide the implementation of the program while supporting transparency and accountability. Adoption of the Strategic Plan and 5YPP documents is a prerequisite for allocation of funds from Prop L.

Strategic Plan and 5YPP Development Process. The Strategic Plan is the long-range financial planning tool and policy document that guides administration of the sales tax program. The 30-year Strategic Plan establishes policies for Prop L administration, forecasts sales tax revenues, and forecasts expenditures, including setting programming and cash flow by fiscal year for each of the 28 Expenditure Plan programs, and estimating debt needs to advance project delivery faster than pay-go would allow. While the Strategic Plan covers the 30-year Expenditures Plan period, it is developed in concert with 5-Year Prioritization Programs (5YPPs) that are used to identify the specific projects to be funded in the next five years.

The Strategic Plan is built wherein revenues are distributed among the 28 Prop L programs in amounts equal to that program's pro-rata share of Prop L funds on an annual basis. This is the pay-go amount of funds available to each program. Project sponsors can request more funding than their pro-rata share of revenue in any given year for a particular project, but the Transportation Authority must confirm that advancing funds is justified based on project information (e.g. project readiness, leveraging, benefits of delivering a project sooner than pay-go, impacts of delay). In addition, Transportation Authority staff use the Strategic Plan financial model to ensure that the total funds available for the relevant Prop L program cover project expenditures plus any debt costs triggered by advancing funds at a rate that is faster than the annual pro-rata share of revenue.

Figure 2: Strategic Plan and 5YPP Development Process



Step 1 in developing the Prop L Strategic Plan and the 5YPPs is establishing the Strategic Plan Baseline (Baseline)(Resolution 23-56, approved June 27, 2023). In addition to providing guidance about program implementation to staff and sponsors through the Strategic Plan policies (see Section II. Policies), the Baseline set the amount of pay-go funding available to each program, by fiscal year, through the end of the Expenditure Plan (2053). Before finalizing the Baseline, staff worked with project sponsors for five of the largest programs which had known needs for advancement of sales tax funds in the first five years of the program. Because these large programs are significant drivers of program-wide financing costs, staff recommended and the Board approved accelerated funding in the Baseline. This provided a more refined starting budget for project sponsors as they identified the projects they wished to fund over the next five years. The five programs that have accelerated sales tax funds in the Baseline and the rationale for doing so is described in more detail in Section V. Expenditures, under Project Costs: Prop L Programming.

Step 2 took place between July 2023 and July 2024, when project sponsors and Transportation Authority staff developed and the Board approved the 5YPPs for 27 programs. Each time the Board adopted a 5YPP, the Board concurrently amended the Baseline to incorporate the programming and associated cash flow schedules from the approved project lists. This step enables estimation of financing costs for programs that accelerated sales tax funds and enabled the Transportation Authority to ensure that proposed expenditures were able to be covered by forecast revenues – in other words, ensuring the program is financially constrained. See the section below for more detail on the 5YPP development process.

Step 3 is the final step in the Strategic Plan and 5YPP update process. Given the roughly two years elapsed since the Board adopted the Baseline, Transportation Authority staff performed a true-up of revenues and expenditures and revisited Strategic Plan financial model assumptions to determine if any warranted revisions. The Final Strategic Plan includes actual revenues, expenditures, and financing costs for Fiscal Years 2022/23 and 2023/24, updated (lower) revenue projections to better reflect the current economic outlook for the local sales tax, and corresponding reductions in programming to keep the plan financially constrained. Details on the revenues and expenditures and related assumptions are provided in Section IV and V, respectively.

The aforementioned 5YPP and Strategic Plan update process will be repeated every 5 years over the life of the measure. This first update where the Transportation Authority was standing up the new measure typically takes longer than subsequent updates. Staff anticipates beginning work on the next update in Fall 2027 (Fiscal Year 2027/28), which is year 5 of the current 5YPP period.

5-Year Prioritization Programs. While the Strategic Plan provides the policy guidance and long-term financial road map for managing Prop L, the 5YPPs ensure that the Transportation Authority Board, project sponsors, and the public have a clear understanding of how projects are prioritized for funding within each program. The 5YPPs result in 5-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. Transportation Authority staff 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.

For each proposed project, Transportation Authority staff 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 the staff recommendation to program funds to the project and whether to support advancement of funds beyond pay-go to support faster project delivery than a pay-go approach would allow.

Approval of the 5YPP programs or commits funding to the projects contained therein in the fiscal year indicated. When sponsors are ready to begin work on the relevant project phase, they submit an allocation request form to the Transportation Authority with detailed scope, schedule, cost, and funding information which staff will evaluate using the same criteria noted above before bringing the request to the Transportation Authority Board for approval. The recommended allocation action is always accompanied by a cash flow or reimbursement schedule, that is one of the tools used to minimize financing costs. See the next section on Strategic Plan policies for other examples of policy tools that support project delivery while minimizing financing costs.

III. Policies

The Strategic Plan policies, included as Attachment B, provide guidance to Transportation Authority staff and project sponsors for day-to-day administration of the sales tax program. The policies, which were adopted by the Board in June 2023 as part of the Strategic Plan Baseline, are based on three core principles:

- optimize leveraging of sales tax funds,

- support timely and cost-effective project delivery, and
- maximize the cost-effectiveness of financing.

The Prop L policies are essentially the same as the policies for Prop K, which the Transportation Authority has been refining over many years, with minor modifications for clarity and to reflect specific details of the Prop L Expenditure Plan. Examples of key policies include project readiness requirements for allocation of funds, establishing that Prop L is a reimbursement-based program, requiring proportional spending of Prop L and non-Prop L funds, adopting a cash flow reimbursement schedule for each allocation, and setting a policy that only programs that advance funds faster than pay-go will need to proportionately cover their share of financing costs within the funding caps. This policy, carried forward from Prop K, protects the smaller ongoing programs such as Traffic Signs and Signals Maintenance, Curb Ramps, and Sidewalk Repair, from being impacted by the debt costs resulting from major capital projects choosing to significantly advance funds. Many of the aforementioned policies are critical cash management tools that the Transportation Authority uses to minimize financing costs for the overall program while seeking to have funds ready when sponsors need them to support project delivery.

One notable new Prop L policy references the Expenditure Plan requirement that the Transportation Authority develop project delivery oversight guidelines. Transportation Authority staff anticipate presenting these to the Board for approval by the end of the calendar year, if not sooner.

IV. Revenues

In June 2021, Transportation Authority staff worked with Muni Services, the agency's economic consultants, and developed the two forecasts for sales tax revenues in the Expenditure Plan: the Priority 1 conservative forecast of $2.378 billion (2020$s) and the Priority 2 optimistic forecast of $2.598 billion (2020$s). These revenue forecasts are net of $550 million for Prop K carryforward obligations assumed in the Prop L Expenditure Plan, including repayment of Sales Tax Revenue Bonds (Series 2017), remaining grant balances, and other Prop K financial obligations (e.g., maintaining the revolving line of credit).

To update the revenue forecast for the Strategic Plan Baseline, staff worked with Muni Services to assist with revenue forecasting and compared near-term forecasts with the City's Controller's Office (long-term forecasts were not available). Revenue forecasts from April 2023 reflected a lower projection of $2.194 billion (2020$s) (net of the $550 million Prop K carryforward obligations) which is 7.7% lower than Priority 1 revenues in the Expenditure Plan. That projection was grounded in the latest data of the time and considered actual revenues in the previous two fiscal years as well as the then-current economic picture showing a slow pandemic recovery in San Francisco.

In late 2024, staff worked with Muni Services (now Avenu Insights and Analytics) and Beacon Economics and compared near-term forecasts with the City's Controller's Office (long-term forecasts were not available) to update the revenue forecast for the Final Strategic Plan. The new forecast adjusts the estimates in the near-term (Fiscal Years 2024/25 – 2027/28) while leaving the flat, long-term growth rate the same as the Baseline forecast at 1.6%. The updated revenue forecast reflects a lower projection of $1.950 billion (2020$s) (net of the $550 million Prop K carryforward), which is about 11% lower than the revenue projection in the Strategic Plan Baseline.

Attachment C compares the revenue forecast in the Expenditure Plan to the forecast in the Strategic Plan Baseline and the current revenue forecast recommended for the Final Strategic Plan. Forecasts are shown both in 2020 dollars, which the Transportation Authority uses to ensure compliance with Expenditure Plan funding caps for each program, and in Year-of-Expenditure (YOE) dollars which the Transportation Authority uses when programming and allocating funds to projects.

The new Prop L revenue projection is grounded in the latest data and considers actual revenues in the last two fiscal years, which reflect a much slower-than-anticipated pandemic recovery in San Francisco. This updated forecast reflects San Francisco's current economic picture of high office vacancies and continued remote work, as well as gradual recovery of tourism, business travel, and business conventions. Due to the uncertainty of the current economic outlook, the long-term growth rate remains at 1.6% annually. Given the magnitude of the decrease in the revised sales tax revenue projections (11% compared to the Baseline), Transportation Authority staff recommended incorporating the new forecast into the Final Strategic Plan to ensure there are enough revenues to meet the Transportation Authority's commitments to projects and debt.

It should be noted that adoption of the Final Strategic Plan is happening at the start of year 3 of a 30-year plan, and there are recent positive signs of recovery such as more employees returning to work in person in San Francisco offices versus remote. This provides some cause for optimism that revenues may outperform expectations as reflected in the Final Strategic Plan. With each Strategic Plan and 5YPP update cycle, the Transportation Authority will revisit sales tax projections. If they are higher than had previously been assumed, there will be additional funds to program to projects. Transportation Authority staff anticipate beginning the next Strategic Plan and 5YPP update cycle in early Fiscal Year 2027/28 .

V. Expenditures

The Strategic Plan includes four elements of expenditures – operating costs and program administration, capital reserve, project costs, and debt costs. All of the assumptions about these elements in the Final Strategic Plan are unchanged from the Baseline with the exception of debt cost assumptions which have been updated to reflect the current revolving credit agreement. Highlights of the four types of expenditures are provided below. Additional detail on key Strategic Plan model assumptions can be found in Attachment D.

Operating Costs and Program Administration. The Transportation Authority is responsible for ensuring that Prop L funds are being spent in accordance with the intent of the voter-approved sales tax measure and for complying with Expenditure Plan and Prop L requirements such as preparing the Strategic Plan and 5YPPs and supporting annual independent financial audits of the sales tax program. Transportation Authority staff work with project sponsors at every stage of project development from planning through design and construction, seeking to optimize leveraging of other fund sources coming to the project, helping to identify and resolve issues that may arise throughout the various phases of project delivery, and otherwise championing projects to support delivery of the Prop L Expenditure Plan.

To support this work, the Strategic Plan includes the continuation of 7.9% off the top of the sales tax program for operating costs and program administration. This is the same level as for Prop K, including 6.9%, tapering off in Fiscal Years 2048/49 - 2052/53 (the last five years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects (same as Prop K) and 1% for program administration (same as Prop K) as allowed by statute. All other funds are available for project expenses and project related financing.

Capital Reserve. The Strategic Plan includes a capital reserve, that holds the last 1.75 years of revenue (July 1, 2051- March 31, 2053) or $303 million ($YOE) in a reserve to protect against risk that actual revenues are lower than projected, helping ensure that there enough funds to cover obligations. Transportation Authority staff will evaluate the capital reserve with each Strategic Plan update and right size it as needed. Based on decades of experience administering the sales tax, staff are unlikely to recommend reducing the 1.75 years of the reserve until the program is much closer to the 30-year end date and the need for contingency funds is lower.

Project Costs: Prop K Carry Forward. Prop L superseded Prop K and carried forward the remaining Prop K financial obligations into the new measure. These obligations include $234.7 million in remaining debt service for the Sales Tax Revenue Bonds (Series 2017) in even payments of about $21.3 million per year through Fiscal Year 2033/34, and about $400 million in grant balances from about 400 open grants. Table 1 below shows the 2017 Sales Tax Revenue Bonds payment schedule.

Since the Board approved the Strategic Plan Baseline in 2023, the Transportation Authority has closed nearly 100 Prop K grants, reimbursed over $200 million, and continues to make annual debt payments on the 2017 Sales Tax Revenue Bonds.

Table 1: Remaining Debt Service on 2017 Sales Tax Revenue Bonds ($M)

Fiscal Year	Principal	Interest	Annual Debt Service
FY 2023/24	$14.55	$6.79	$21.34
FY 2024/25	$15.13	$6.21	$21.33
FY 2025/26	$15.74	$5.60	$21.34
FY 2026/27	$16.36	$4.97	$21.33
FY 2027/28	$17.02	$4.32	$21.33
FY 2028/29	$17.70	$3.64	$21.33
FY 2029/30	$18.41	$2.93	$21.34
FY 2030/31	$18.96	$2.38	$21.33
FY 2031/32	$19.53	$1.81	$21.34
FY 2032/33	$20.11	$1.22	$21.33
FY 2033/34	$20.72	$0.62	$21.34
Total Remaining	**$194.19**	**$40.50**	**$234.69**

Project Costs: Prop L Programming. For 23 of the 28 Prop L programs, the Strategic Plan Baseline reflected their share of annual pay-go revenues over the 30-year period. Through the 5YPP process, sponsors were able to request acceleration of Prop L funds to enable faster project delivery than pay-go revenues would allow. Consistent with Strategic Plan policies (Attachment B), programs that advance funds need to absorb their proportional share of finance costs within their program caps.

For 5 of the 28 programs, the Strategic Plan Baseline advanced funds, driven by the near-term funding needs for the following two major transit projects:

- The Portal/Caltrain Downtown Rail Extension (DTX): Programmed $300 million Prop L funds to leverage $3 billion in Federal Transit Administration Capital Investment Grants (CIG) funding, in addition to other funds. The Final Strategic Plan delays cash flow to reflect an updated project delivery schedule. This is part of the Caltrain Downtown Rail Extension and Pennsylvania Alignment Expenditure Plan Program.

- BART Core Capacity: Programmed $90 million in Prop L funds in the first 10 years of the Expenditure Plan to provide San Francisco's commitment to leveraging $1.17 billion in CIG funding as well as other funds. The Final Strategic Plan reduces programming to $85 million and delays cash flow to fit within the reduced revenue envelope.

To give a more realistic picture of financing costs for these two major capital projects, while ensuring the Transportation Authority could meet other programs' requests for advancing funds, the Board approved inclusion of accelerated programming and cash flow schedules in the Strategic Plan Baseline for three other programs that the Transportation Authority knew were seeking to advance funds. Together these are among the biggest Prop L programs.

- Muni Maintenance had programming placeholders through Fiscal Year 2047/48 in anticipation of advancing funds for this program, which is more than double the size of any other program, resulting in an outsized impact on financing costs. The Final Strategic Plan reflects the Muni Maintenance 5YPP amendment that was presented to the Board in March 2025. This amendment includes a modest advancement of Prop L funds programmed from Fiscal Year 2027/28 to Fiscal Year 2026/27 and slower annual cash flows (i.e., reimbursement schedules) compared to the Baseline. The Final Strategic Plan also reduces programming in Fiscal Years 2028/29 – 2039/40 and increases programming in Fiscal Years 2040/41- 2050/51 by programming previously unprogrammed funds from the Baseline. This results in the total 30-year programming increasing by $23 million compared to the Strategic Plan Baseline, as amended.

- Paratransit included $13 million per year with an annual inflationary increase through Fiscal Year 2037/38 to provide funding stability for this critical program for seniors and persons with disabilities. The Final Strategic Plan preserves programming at about $13 million per year plus escalation through Fiscal Year 2034/35 and partial funding in Fiscal Year 2035/36 (ends 2 years sooner than Baseline), with modestly delayed cash flow.
- Caltrain Maintenance had placeholders of $5 million per year through Fiscal Year 2045/46 to support Caltrain budgeting and corresponding commitments from funding partners in San Mateo and Santa Clara Counties, two of the three Peninsula Joint Powers Board (PJPB) counties, which also includes San Francisco. The Final Strategic Plan preserves $5 million annually through Fiscal Year 2032/33, reduces this annual amount to $4.5 million through Fiscal Year 2041/42 with partial funding in Fiscal Year 2042/43 (ends 3 years sooner than Baseline) to fit within the reduced revenue projections. Providing this annual local capital match commitment for Caltrain maintenance relieves SFMTA of the responsibility to do so as a member of the PJPB.

Final Strategic Plan Changes. When the Transportation Authority Board approved the 5YPPs, it concurrently amended the Baseline to incorporate the programming and cash flow for the recommended 5YPP projects. Many programs advanced funds to meet urgent funding needs and deliver benefits to the public sooner than pay-go would allow. However, with the updated revenue forecast in the Final Strategic Plan, additional programming adjustments had to be made to out year programming (i.e., year 6 (FY 2028/29) and beyond) to fit within the updated, lower revenue envelope. To achieve a financially constrained plan, we applied a set of principles to guide our approach to reducing funds available for projects for:

- Preserve funding as programmed in the approved 5YPPs (Fiscal Years 2023/24 – 2027/28) to protect the near-term funding levels and approved project lists
- Sustain accelerated Baseline funding level for Paratransit services as long as possible for stability of this critical program that supports mobility for seniors and persons with disabilities

- Preserve funding, to the extent possible, to meet Full Funding Grant Agreement commitments for BART Core Capacity and The Portal/Downtown Rail Extension (supports significant leveraging as described earlier in Project Costs: Prop L programming section)
- Seek to bring all programs except The Portal and BART Core Capacity to comparable levels of funds available (programming plus financing)(85-89% of available Priority 1 revenues) over the 30-year period

The resulting programming and associated cash flow are shown by fiscal year in Attachment F for each of the 28 programs. Attachment G slides 15 – 21 summarize the programming and cash flow changes.

The programming table shows the Total Available Funds and the Percent of Available Funds Spent on Financing. There is a wide range in the percent of funds spent on financing reflecting the fact that some programs heavily advanced funds in the first 5 year period (i.e., in the approved 5YPP) while others did not; however, all programs must stay within their funding caps (i.e., programming plus interest costs must not exceed the Total Funds Available). To keep programs within their funding caps, Transportation Authority staff worked with project sponsors to decrease outyear programming (i.e., year 6 and beyond) and corresponding cash flow by adjusting the Prop L programs to fit within same 85-89% of Priority 1 share of updated funds available over 30 years. In general, programs that did not advance heavily in the first 5 years see a 20% annual reduction in programming starting in Fiscal Year 2028/29, while programs that did advance heavily in the first 5 years see a larger (>20%) annual reduction in the outyears to offset the larger financing costs.

Debt Costs. As was the case with Prop K, Prop L allows the Transportation Authority to advance sales tax funds through financing in order to support faster delivery of project benefits to the public than a pay-go program would support. When considering requests to accelerate funding for projects, the Transportation Authority keeps the Strategic Plan guiding principles in mind while carefully evaluating the project sponsor’s request: optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize the cost-effectiveness of financing. There are both project-level considerations such as the impact of delaying a critical safety project or inflationary cost increases associated with a delay and program-level considerations such as ensuring that the Prop L program has a robust debt service coverage ratio to help keep financing costs low.

The Strategic Plan estimates debt costs for the individual Prop L programs, as well as the overall program including the Prop K carry forward obligations (i.e., 2017 Sales Tax Revenue Bonds and Prop K grants with remaining balances) and ensures that there are sufficient revenues to cover all program expenditures including estimated debt.

It is important to note that adoption of the Strategic Plan by the Transportation Authority Board does not, in and of itself, constitute authorization for debt issuance for any capital projects. The Transportation Authority’s Debt Policy requires that the Board specifically authorize each debt financing. Each proposed financing will be presented to the Board in the context of the Strategic Plan, current and anticipated project reimbursements identified in coordination with project sponsors, revenue projections, and current market conditions, and the agency’s adopted budget. The agency’s Debt Policy standards for the use of debt financing require conformance with the primary objectives of maintaining cost-effective access to the capital markets through prudent yet flexible policies, keeping debt service payments to a minimum through effective planning and cash management, and achieving the highest practical credit ratings.

Key Debt Assumptions. The Strategic Plan model is financially constrained to ensure the Transportation Authority can cover all program expenditures, including debt costs, over the 30-year program. Key assumptions are summarized in Attachment D and include assumptions such as requiring a 1.75 Maximum Annual Debt Service coverage ratio, which has allowed us to maintain the highest credit rating of AAA and ultimately helps to minimize the cost of borrowing.

While administering the Prop K Program, the Transportation Authority utilized a combination of short-term and long-term debt to meet the needs of projects and enable the delivery of benefits sooner to the public, while seeking to minimize financing costs. Similar in the Prop L Strategic Plan model, when expenditures exceed the available revenues, the model first pulls down a short-term revolver loan at an interest rate of 3%. Once the revolver amount is fully drawn, the model assumes that the revolver debt plus any additional financing needed is rolled over into a bond at an interest rate of 5%. All assumed bonds mature in 2050.

Debt assumptions in the Final Strategic Plan remain largely unchanged from those in the Baseline, with the exception of our revolver loan capacity, which increased from $125 million to $185 million with Board approval of a new Revolving Credit Agreement in October 2024.

Estimated Debt Costs. The Final Strategic Plan reflects $648.5 million in financing costs attributed to the 2017 Sales Tax Revenue Bonds ($40.5 million) and future debt triggered by the near-term cash needs for carry forward Prop K grant reimbursements and the 20 Prop L programs that advance funds beyond the pay-go amounts. Based on historical trends, actual debt needs will likely be lower. This estimate of debt costs reflects the proposed programming and cash flow schedules included in the Final Strategic Plan, consistent with Strategic Plan policies, and sized to fit within the current revenue projections. The reality is with over 240 projects and placeholders programmed in just the first five years of Prop L, not all projects will seek sales tax allocations or reimbursements as reflected in the Strategic Plan for many reasons including but not limited to needing more time to secure full funding for a project phase, to address community input, to ensure sufficient staff resources, to resolve unexpected project delivery issues, and to address changed or emerging priorities. In addition, sponsors may spend down non-sales tax funding first for sources that have strict timely-use-of-funds deadlines and/or may win discretionary grants that reduce the need for sales tax funds – both of which would contribute to lower debt costs.

The above explanation draws from our decades of experience administering the sales tax program. For example, our experience with the Prop K Expenditure Plan was that the actual amount of debt issued under Prop K was substantially less than assumed in the Prop K Strategic Plan: the initial Prop K Strategic Plan forecasted issuance of debt on the order of $1.0 billion over the life of the program; however, the agency only had one sales tax revenue bond issuance ($248 million in 2017).

Transportation Authority staff will update financing costs when we update the Strategic Plan in Fiscal Year 2027/28 along with development of the next set of 5YPPs, and true up the revenues, expenditures, and financing costs with actuals, as well as revisiting Strategic Plan model assumptions to determine if any need updating, including the cost of financing. If the Transportation Authority finances less than what the Final Strategic Plan assumes, that will be reflected in the Strategic Plan update and those costs will be available for programming to projects.

San Francisco County Transportation Authority

2022 TRANSPORTATION EXPENDITURE PLAN SUMMARY

September 2022

2022 Half-Cent Sales Tax Transportation Expenditure Plan

2020 $MILLIONS	TOTAL EXPECTED FUNDING[1]	TOTAL SALES TAX FUNDING[2]	% OF SALES TAX FUNDING[3]
A. MAJOR TRANSIT PROJECTS	**$ 10,354.7**	**$ 587.0**	**22.6%**
i. Muni Reliability and Efficiency Improvements	**$ 1,088.3**	**$ 110.0**	**-**
ii. Muni Rail Core Capacity	**$ 720.0**	**$ 57.0**	**-**
iii. BART Core Capacity	**$ 3,536.4**	**$ 100.0**	**-**
iv. Caltrain Service Vision: Capital System Capacity Investments	**$ 10.0**	**$ 10.0**	**-**
v. Caltrain Downtown Rail Extension and Pennsylvania Alignment	**$ 5,000.0**	**$ 310.0**	**-**
B. TRANSIT MAINTENANCE AND ENHANCEMENTS	**$ 10,065.3**	**$ 1,070.0**	**41.2%**
i. Transit Maintenance, Rehabilitation, and Replacement	**$ 9,047.1**	**$ 975.0**	**-**
1. Muni	$ 7,934.8	$ 825.0	-
2. BART	$ 547.7	$ 45.0	-
3. Caltrain	$ 550.3	$ 100.0	-
4. Ferry	$ 14.3	$ 5.0	-
ii. Transit Enhancements	**$ 1,018.2**	**$ 95.0**	**-**
1. Transit Enhancements	$ 777.4	$ 36.0	-
2. Bayview Caltrain Station	$ 100.0	$ 27.0	-
3. Mission Bay Ferry Landing	$ 53.8	$ 5.0	-
4. Next Generation Transit Investments	$ 87.0	$ 27.0	-
C. PARATRANSIT[4]	**$ 1,270.0**	**$ 297.0**	**11.4%**
D. STREETS AND FREEWAYS	**$ 3,767.1**	**$ 492.0**	**18.9%**
i. Maintenance, Rehabilitation, and Replacement	**$ 2,194.7**	**$ 214.0**	**-**
1. Street Resurfacing, Rehabilitation, and Maintenance	$ 1,984.0	$ 105.0	-
2. Pedestrian and Bicycle Facilities Maintenance	$ 84.6	$ 19.0	-
3. Traffic Signs and Signals Maintenance	$ 126.1	$ 90.0	-
ii. Safe and Complete Streets	**$ 1,114.8**	**$ 240.0**	**-**
1. Safer and Complete Streets	$ 918.8	$ 187.0	-
2. Curb Ramps	$ 143.0	$ 29.0	-
3. Tree Planting	$ 53.0	$ 24.0	-
iii. Freeway Safety and Operational Improvements	**$ 457.6**	**$ 38.0**	**-**
1. Vision Zero Ramps	$ 27.5	$ 8.0	-
2. Managed Lanes and Express Bus	$ 206.0	$ 10.0	-
3. Transformative Freeway and Major Street Projects	$ 224.1	$ 20.0	-
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT	**$ 824.8**	**$ 152.0**	**5.9%**
i. Transportation Demand Management	**$ 146.5**	**$ 23.0**	**-**
ii. Transportation, Land Use, and Community Coordination	**$ 678.3**	**$ 129.0**	**-**
1. Neighborhood Transportation Program	$ 191.2	$ 46.0	-
2. Equity Priority Transportation Program	$ 192.2	$ 47.0	-
3. Development Oriented Transportation	$ 263.7	$ 26.0	-
4. Citywide/Modal Planning	$ 31.2	$ 10.0	-
TOTAL	**$ 26,281.9**	**$ 2,598.0**	**100.0%**
Total Sales Tax Priority 1	-	$ 2,378.0	
Total Sales Tax Priority 1 + 2	-	$ 2,598.0	

Notes

1 Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state, regional, and local sources, plus $2.598 billion in Proposition L revenues. The amounts in this column are provided in fulfillment of Sections 131051(a)(1), (b) and (c) of the Public Utilities Code.

2 The "Total Sales Tax" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

3 Percentages are based on Proposition L Priority 1 and 2 forecasts of $2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

4 With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Paratransit is the primary exception, providing door-to-door vans and others transportation services for seniors and persons with disabilities who cannot use regular fixed route transit. Total Expected Funding for Paratransit reflects Proposition L revenues, federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.

Prop L Strategic Plan Policies

The Strategic Plan policies provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop L. The policies address the programming, allocation, and expenditure of funds, in the policy context of the Transportation Authority's overall Prop L debt management strategy, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects in fulfillment of the voter approved Expenditure Plan.

These policies are substantively the same as the policies for the Prop K program, drawing on three decades of experience administering the local half-cent sales tax program.

GUIDING PRINCIPLES

To help structure our efforts, we use three guiding principles that are fundamental to implementation of the Expenditure Plan as approved by the voters:

- Optimize leveraging of sales tax funds
- Support timely and cost-effective project delivery
- Maximize cost effectiveness of financing

The full set of policies guiding the Transportation Authority and project sponsors are detailed below.

1. Optimizing the Leveraging of Sales tax Funds

1.1. No Substitution

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

1.2. Certification of Committed Funds

Prop L funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources. At the time of a Prop L allocation request, the project sponsor will provide certification that all complementary fund sources required to fully fund the requested phase or phases are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

1.3. Required Match Consideration

In establishing priorities in the Strategic Plan, 5-Year Prioritization Programs (5YPP), and allocation actions, the Transportation Authority will take into consideration the need for

Prop L funds to be available for matching federal, state, or regional fund sources for projects requesting sales tax funds.

1.4. Priority for Projects Leveraging Funds with Timely Use of Funds Requirements

Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.

1.5. Regional Transportation Plan and San Francisco Transportation Plan Consistency

Projects shall be consistent with the Regional Transportation Plan (RTP) and the San Francisco Transportation Plan (SFTP).

2. Support Timely and Cost-Effective Project Delivery

2.1. 5-Year Prioritization Program Approval

Transportation Authority Board approval of a 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from each program in the Expenditure Plan. The Transportation Authority will prepare, in close coordination with all other affected planning and implementation agencies, a 5YPP including clearly defined budgets, scopes and schedules as well as other requirements specified in the Expenditure Plan and 5YPP guidance issued by Transportation Authority staff. Allocations may be made simultaneous to approval of the 5YPP, contingent on consistency with the Strategic Plan.

2.2. Allocation by Phase

Prop L funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. The Transportation Authority will also consider multi-phase exceptions for a project using Prop L as a local match for certain federal funds, where the administering agency combines planning, environmental, and design work into a one-phase allocation. Phases eligible for an allocation are as follows:

- Planning/Conceptual Engineering
- Preliminary Engineering/ Environmental Studies (PA&ED)
- Design Engineering (PS&E)
- Right of Way Support/Acquisition
- Construction (includes procurement)
- Operations (e.g., paratransit operating support)

2.3. Operations and Maintenance

Prop L funds shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless explicitly specified in Section 4. Description of Programs in the Expenditure Plan.

2.4. Prerequisite Milestones for Allocation

Allocations of Prop L funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop L funds.

TABLE 1. PREREQUISITE MILESTONES FOR ALLOCATION

PHASE	PREREQUISITE MILESTONE(S) FOR ALLOCATION
Planning/Conceptual Engineering	• 5YPP
Environmental Studies (PA&ED)	• 5YPP
Design Engineering (PS&E)	• 5YPP • Approved environmental document • Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Right of Way Support/Acquisition	• 5YPP • Approved environmental document • Capital construction phase committed in programming document
Construction (includes procurement)	• 5YPP • Approved environmental document • Right of way certification • 95% PS&E • All applicable permits
Operations (e.g., paratransit operations)	• 5YPP

PHASE	PREREQUISITE MILESTONE(S) FOR ALLOCATION
	• Proof that all other fund sources are identified and committed for operating the facility or service • For pilot projects, demonstration of potential for ongoing funding

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

Prop L funds will be allocated for right of way capital and support only if the project has identified and committed construction capital funds. The Transportation Authority will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.

2.5. Project Readiness

Prop L funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase or program will be taken into consideration, including any pending or threatened litigation. The Transportation Authority will take into consideration any incomplete aspects of the previous phase of work prior to allocating to the next phase.

2.6. Work Products and Deliverables

Project phases for which Prop L funds are allocated will be expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table 2 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 2 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table 2 for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost-effective approach to delivering the project as required in the Expenditure Plan. The Transportation Authority may require additional deliverables for a specific allocation that will be reflected in the allocation request form approved by the Transportation Authority Board.

Prop L funds will be allocated prior to the advertising for any equipment or services necessitating the expenditure of Prop L funds.

TABLE 2. EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE

PHASE	EXPECTED WORK PRODUCT/DELIVERABLE[1]
Planning/Conceptual Engineering	• 5YPP
Planning/Conceptual Engineering	• Planning document approved by sponsoring agency
Environmental Studies (PA&ED)	• Final approved environmental decision/project approval documentation
Design Engineering (PS&E)	• Final design package including contract documents
Right of Way Support/Acquisition	• Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction (includes procurement)	• Constructed improvement or minimum operating segment, or equipment in service
Operations (e.g., paratransit operations)	• Continual regular service or operation (e.g. for paratransit) • For pilot projects, operation of the pilot and final report or memo evaluating the pilot

[1]The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

2.7. Allocation Request Package

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

2.8. Retroactive Reimbursements Not Allowed

Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the sales tax allocation for a particular project. The Transportation Authority will not reimburse expenses incurred prior to fully executing a

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

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

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

2.9. Indirect Expenses Not Allowed

Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop L allocation.

2.10. Contract Award and Encumbrance

Prop L allocations for construction capital and equipment purchase shall be encumbered by the award of a contract within 12 months of the date of allocation. At the end of the project, Prop L allocations for the construction, construction engineering and equipment purchase phases shall be drawn down within 12 months of the date of contract acceptance.

2.11. Remaining Balance Returned to Same Program

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

2.12. Communication

It is imperative to the success of the Prop L program that project sponsors of Prop L-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed to support project delivery.

2.13. Project Delivery Oversight

The Transportation Authority may increase oversight of a given project due to many factors, including but not limited to project size or complexity, issues with scope, schedule, or budget, higher than expected bids, difficulties in the environmental or right-of-way phases, project stakeholders with competing interests, changes in project leadership or key staff, or issues with sponsor capacity in delivering the project. As required by the Expenditure Plan, the Transportation Authority Board shall adopt project delivery oversight guidelines for major capital projects in support of the cost-effective and timely delivery of Prop L-funded projects. These guidelines will be developed by Transportation Authority staff in consultation with affected project sponsors and will be implemented in collaboration with project sponsors. The guidelines may include, but are not limited to, more frequent reporting periods, direct Transportation Authority (or Transportation Authority authorized agent) involvement in project meetings, field visits, audits, establishment of or participation in a project oversight group, or reports/investigations into the project by the Transportation Authority. Transportation Authority staff shall report at least annually to the Transportation Authority Board on the status of major capital projects that are funded by Prop L.

3. Maximize the Cost-Effectiveness of Financing

3.1. Cash Flow Distribution Schedules

Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules consistent with project schedule are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original allocation or any subsequent amendments.

3.2. Timely-Use-Of-Funds Requirements

Timely use of funds requirements will be applied to all Prop L allocations to help avoid situations where Prop L funds sit unused for prolonged periods of time, especially when the Transportation Authority is issuing debt in order to make those allocations. Annual allocations that are unspent may be deducted from the following year's allocation to avoid the unnecessary accumulation of unspent revenue and the untimely delivery of a product to the public. Alternatively, the Transportation Authority may choose not to advance an allocation for the next year's activity until the prior allocation is substantially expended. On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every five years, the ability of sponsors to deliver their committed projects will be taken into consideration when updating the programming of funds.

3.3. Proportional Spending

Other fund sources committed to the project will be used in conjunction with Prop L funds. To the maximum extent practicable, other fund sources should be spent down prior to Prop L funds. Otherwise, Prop L funds will be spent down at a rate proportional to the Prop L share of the total funds programmed to the project phase.

3.4. Priority 1 vs. Priority 2 Funding Levels

Allocations of Prop L funds will not exceed the total amount for the given program or project established in the Expenditure Plan as Priority 1 until such time as the latest Prop L Strategic Plan update cash flow analysis includes revenue forecasts that exceed the Priority 1 levels. If after programming all Priority 1 funds to every program in a subcategory, the latest Strategic Plan forecasts available revenues in excess of Priority 1 levels, the Transportation Authority Board may allow programing of Priority 2 funds with the subcategory, subject to the program dollar amount caps for Priority 2 in the Expenditure Plan.

3.4.1 Legacy Projects

Projects carried forward from the Prop K Expenditure Plan as legacy project shall be eligible to receive Priority 1 funds from the designated programs, not to exceed the unallocated amount programmed in the Prop K Strategic Plan as of March 31, 2023.

3.5. Pro-Rata Share

The baseline of funding that any Expenditure Plan program can expect from Prop L cannot exceed the pro-rata share of that program's amount relative to the total amount of Prop L revenue in any given year. If the project sponsor wants more funding earlier than the corresponding pro-rata share, then debt financing must be agreed to by the Transportation Authority, and the costs of debt financing for that project or projects must be borne by the Expenditure Plan program from which the funds are allocated. See also policies 3.6 and 3.7.

3.6. Advancing Funds

The amount of funds that can be advanced is finite, reflecting the Transportation Authority's limited borrowing capacity. The Transportation Authority must optimize debt service burden through effective planning and project cash management, in coordination with Transportation Authority project sponsors, and preserve the highest practical credit ratings in order to minimize the cost of borrowing.

3.7. Financing Assigned By Program

Debt issuance and service costs will be allocated to individual Expenditure Plan programs in proportion to the amount of debt issuance they trigger. The interest assigned to a program will be considered a cost to that program. Total cost, including programming and interest, will not exceed the Priority 1 funding caps as outlined in the Expenditure Plan.

Attachment C: Prop L Sales Tax Revenue Forecast Comparison

	Prop L 2021 Forecast (Priority 1 Only) Summer 2021			2023 Strategic Plan Baseline Spring 2023			Final Strategic Plan Winter 2025		
Fiscal Year	**Revenue Forecast YOE$**	**% change[5]**	**Revenue Forecast in 2020$[3]**	**Revenue Forecast YOE$**	**% change[5]**	**Revenue Forecast in 2020$[3]**	**Revenue Forecast YOE$**	**% change[5]**	**Revenue Forecast in 2020$[3]**
FY2022/23[1]	$ 27,055,500		$ 25,502,404	$ 27,803,000		$ 26,206,994	$ 27,868,479		$ 26,268,714
FY2023/24	$ 117,299,000	N/A	$ 107,345,202	$ 112,357,000	N/A	$ 102,822,571	$ 108,250,471	N/A	$ 99,064,516
FY2024/25	$ 125,051,000	6.6%	$ 111,106,194	$ 116,920,000	4.1%	$ 103,881,906	$ 108,308,000	0.1%	$ 96,230,255
FY2025/26	$ 130,890,000	4.7%	$ 112,906,864	$ 121,382,000	3.8%	$ 104,705,179	$ 111,827,000	3.2%	$ 96,462,953
FY2026/27	$ 133,221,645	1.8%	$ 111,571,031	$ 125,595,000	3.5%	$ 105,183,835	$ 114,721,000	2.6%	$ 96,077,031
FY2027/28	$ 135,594,826	1.8%	$ 110,251,002	$ 129,577,000	3.2%	$ 105,357,959	$ 117,409,000	2.3%	$ 95,464,261
FY2028/29	$ 138,010,282	1.8%	$ 108,946,591	$ 131,650,232	1.6%	$ 103,925,909	$ 119,287,544	1.6%	$ 94,166,689
FY2029/30	$ 140,468,767	1.8%	$ 107,657,613	$ 133,756,636	1.6%	$ 102,513,324	$ 121,196,145	1.6%	$ 92,886,753
FY2030/31	$ 142,971,046	1.8%	$ 106,383,885	$ 135,896,742	1.6%	$ 101,119,939	$ 123,135,283	1.6%	$ 91,624,215
FY2031/32	$ 145,517,900	1.8%	$ 105,125,227	$ 138,071,090	1.6%	$ 99,745,493	$ 125,105,448	1.6%	$ 90,378,837
FY2032/33	$ 148,110,124	1.8%	$ 103,881,461	$ 140,280,227	1.6%	$ 98,389,729	$ 127,107,135	1.6%	$ 89,150,387
FY2033/34	$ 150,748,525	1.8%	$ 102,652,410	$ 142,524,711	1.6%	$ 97,052,393	$ 129,140,849	1.6%	$ 87,938,634
FY2034/35	$ 153,433,925	1.8%	$ 101,437,900	$ 144,805,106	1.6%	$ 95,733,234	$ 131,207,102	1.6%	$ 86,743,351
FY2035/36	$ 156,167,163	1.8%	$ 100,237,760	$ 147,121,988	1.6%	$ 94,432,006	$ 133,306,416	1.6%	$ 85,564,316
FY2036/37	$ 158,949,090	1.8%	$ 99,051,818	$ 149,475,940	1.6%	$ 93,148,464	$ 135,439,319	1.6%	$ 84,401,306
FY2037/38	$ 161,780,574	1.8%	$ 97,879,908	$ 151,867,555	1.6%	$ 91,882,368	$ 137,606,348	1.6%	$ 83,254,104
FY2038/39	$ 164,662,497	1.8%	$ 96,721,863	$ 154,297,436	1.6%	$ 90,633,482	$ 139,808,049	1.6%	$ 82,122,494
FY2039/40	$ 167,595,758	1.8%	$ 95,577,519	$ 156,766,195	1.6%	$ 89,401,570	$ 142,044,978	1.6%	$ 81,006,266
FY2040/41	$ 170,581,272	1.8%	$ 94,446,714	$ 159,274,454	1.6%	$ 88,186,403	$ 144,317,698	1.6%	$ 79,905,210
FY2041/42	$ 173,619,969	1.8%	$ 93,329,289	$ 161,822,845	1.6%	$ 86,987,753	$ 146,626,781	1.6%	$ 78,819,120
FY2042/43	$ 176,712,796	1.8%	$ 92,225,083	$ 164,412,010	1.6%	$ 85,805,395	$ 148,972,810	1.6%	$ 77,747,792
FY2043/44	$ 179,860,719	1.8%	$ 91,133,942	$ 167,042,603	1.6%	$ 84,639,108	$ 151,356,374	1.6%	$ 76,691,026
FY2044/45	$ 183,064,718	1.8%	$ 90,055,711	$ 169,715,284	1.6%	$ 83,488,674	$ 153,778,076	1.6%	$ 75,648,623
FY2045/46	$ 186,325,792	1.8%	$ 88,990,236	$ 172,430,729	1.6%	$ 82,353,876	$ 156,238,526	1.6%	$ 74,620,390
FY2046/47	$ 189,644,958	1.8%	$ 87,937,367	$ 175,189,620	1.6%	$ 81,234,503	$ 158,738,342	1.6%	$ 73,606,132
FY2047/48	$ 193,023,251	1.8%	$ 86,896,955	$ 177,992,654	1.6%	$ 80,130,345	$ 161,278,156	1.6%	$ 72,605,661
FY2048/49	$ 196,461,724	1.8%	$ 85,868,853	$ 180,840,537	1.6%	$ 79,041,195	$ 163,858,606	1.6%	$ 71,618,787
FY2049/50	$ 199,961,450	1.8%	$ 84,852,914	$ 183,733,985	1.6%	$ 77,966,848	$ 166,480,344	1.6%	$ 70,645,328
FY2050/51	$ 203,523,519	1.8%	$ 83,848,995	$ 186,673,729	1.6%	$ 76,907,105	$ 169,144,029	1.6%	$ 69,685,100
FY2051/52	$ 207,149,041	1.8%	$ 82,856,954	$ 189,660,509	1.6%	$ 75,861,766	$ 171,850,334	1.6%	$ 68,737,924
FY2052/53[2]	$ 158,129,361		$ 61,407,487	$ 144,521,308		$ 56,122,976	$ 130,949,954		$ 50,852,717
Total	**$ 4,915,586,196**		**$ 2,928,087,151**	**$ 4,593,458,124**		**$ 2,744,862,302**	**$ 4,176,358,596**		**$ 2,499,988,895**
Prop K Carryforward Commitments[4]			$ (550,000,000)			$ (550,000,000)			$ (550,000,000)
Total Revenue Forecast for Prop L:			**$ 2,378,087,151**			**$ 2,194,862,302**			**$ 1,949,988,895**

[1]Prop L took effect 4/1/2023. FY23 includes revenues only from April through June.

[2]Prop L covers 30 years ending 3/31/2053, so this fiscal year has only three quarters of revenues.

[3]Uses 3% inflation to de-escalate to 2020$.

[4]Prop K Carryforward Commitments include: repayment of existing 2017 series bond; remaining grant balances; and other Prop K financial obligations such as new debt issued (there was none) incurred before April 1, 2023.

[5]Annual average growth rate for the Prop L 2021 Forecast (Priority 1 only) was 2.1%. Annual average growth rate for the 2023 Strategic Plan Baseline Forecast was 1.9%. Annual average growth rate for the final Strategic Plan is 1.7%.

Attachment D

Prop L Strategic Plan – Key Financial Model Assumptions

The purpose of this document is to provide the key assumptions in the Strategic Plan financial model. The model covers the 30-year Prop L Expenditure Plan period of FY 2022/23 (starting April 1, 2023) to FY 2051/52 (through March 31, 2053). The key assumptions are as follows:

- **Program Administration and Operating Costs**
  - **Operating Costs** - 6.9% (same as Prop K), tapering off FY 2048/49 - FY 2052/53 (last five years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects.
  - **Program Administration** - 1% (same as Prop K) as allowed by statute.

- **Prop K Carryforward Obligations**
  - **Prop K 2017 Bond Repayment -** ~$21M/year through FY 2033/34 totaling $235 M. See Table 1 for the payment schedule.
  - **Prop K Grants - Cash Flow Reimbursement Schedule –** Remaining grant balances for 399 grants totaled $400M as of Spring 2023. Model includes $109.5M in actual reimbursements through July 1, 2024. The overwhelming majority of Prop K grant balances are assumed to be reimbursed by FY 2026/27.

- **Prop K Allowance of Pay-Go Funds -** $50M/year for FY 2023/24 – FY 2027/28. We used a simplified assumption to give the model a number it was “allowed” to spend on Prop K needs before incurring financing costs to the Prop K program. We set the Prop K and the Prop L pay-go allowances to be equal for the first five years when Prop K cash flows are anticipated, to fairly distribute financing costs among the Prop K grants and Prop L programs that request advancement of funds.

- **Prop L Allowance of Pay-Go Funds -** $50M/year for FY 2023/24 – FY 2027/28; then programming up to 90% of funds available through the end of the program. Capping the amount of funds programmed is necessary to comply with debt service coverage ratio constraints to maintain a favorable credit rating.

- **Capital Reserve –** Last 1.75 years of revenue, or $303M ($YOE). These funds are held in reserve to provide a contingency in case revenues are lower than expected.

- **Escalation/De-escalation Percentage for Prop L Funds –** 3%. There is an inflation-based escalation/de-escalation factor of 3% to convert from Year of Expenditure dollars to 2020 dollars and back. The Expenditure Plan amounts are in 2020 dollars.

Attachment D

Prop L Strategic Plan – Key Financial Model Assumptions

Future Debt Assumptions

- **Revolver Loan Interest Rate –** 3%. The actual rate varies with the market, but based on historical rate averages, 3% is appropriately conservative.
- **Revolver Loan Size -** $180 million.
- **Bonding Instrument –** Fixed single-rate.
- **Bond Interest Rate –** Fixed single-rate of 5%.
- **Debt Service Coverage Constraint –** 1.75x. This is the ratio that refers to the amount of cash flow available to meet annual interest and principal payments on debt.
- **Bond Structure –** Backloaded and individual level schedule.
- **Term of Debt –** All assumed bonds mature in 2050. Any outstanding revolver loan beyond 2050 is assumed to be paid with cash on hand from the capital reserve.

Attachment D

Prop L Strategic Plan – Key Financial Model Assumptions

Table 1: Remaining Debt Service on 2017 Series ($M)

Fiscal Year	Principal	Interest	Annual Debt Service
FY 2023/24	$14.55	$6.79	$21.34
FY 2024/25	$15.13	$6.21	$21.33
FY 2025/26	$15.74	$5.60	$21.34
FY 2026/27	$16.36	$4.97	$21.33
FY 2027/28	$17.02	$4.32	$21.33
FY 2028/29	$17.70	$3.64	$21.33
FY 2029/30	$18.41	$2.93	$21.34
FY 2030/31	$18.96	$2.38	$21.33
FY 2031/32	$19.53	$1.81	$21.34
FY 2032/33	$20.11	$1.22	$21.33
FY 2033/34	$20.72	$0.62	$21.34
Total Remaining	**$194.19**	**$40.50**	**$234.69**

Attachment E: Priority 1 Funding and Priority 1 Funding Levels ($2020)

EP No.	Expenditure Plan Line Items		Priority 1 Funding Limit[1]	Priority 1 Pro - Rata Share[2]		Available Funds[3]	% of Priority 1[4]
A. MAJOR CAPITAL PROJECTS							
	I. Muni						
	Muni Reliability and Efficiency Improvements	$	110,000,000	4.63%	$	93,133,035	84.7%
	Muni Rail Core Capacity	$	50,000,000	2.10%	$	42,333,198	84.7%
	II. BART						
	BART Core Capacity	$	100,000,000	4.21%	$	84,666,395	84.7%
	III. Caltrain						
	Caltrain Service Vision: Capital System Capacity Investments	$	-	-	$	-	-
	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$	300,000,000	12.62%	$	253,999,186	84.7%
	TOTAL MAJOR CAPITAL PROJECTS	**$**	**560,000,000**	**23.55%**	**$**	**474,131,813**	**84.7%**
B. TRANSIT MAINTENANCE AND ENHANCEMENTS							
	I. Transit Maintenance, Rehabilitation, and Replacement						
	Muni Maintenance	$	784,000,000	32.97%	$	663,784,538	84.7%
	BART Maintenance	$	35,000,000	1.47%	$	29,633,238	84.7%
	Caltrain Maintenance	$	100,000,000	4.21%	$	84,666,395	84.7%
	Ferry Maintenance	$	5,000,000	0.21%	$	4,233,320	84.7%
	II. Transit Enhancements						
	Transit Enhancements	$	29,000,000	1.22%	$	24,553,255	84.7%
	Bayview Caltrain Station	$	27,000,000	1.14%	$	22,859,927	84.7%
	Mission Bay Ferry Landing	$	5,000,000	0.21%	$	4,233,320	84.7%
	Next Generation Transit Investments	$	22,000,000	0.93%	$	18,626,607	84.7%
	TOTAL TRANSIT MAINTENANCE AND	**$**	**1,007,000,000**	**42.35%**	**$**	**852,590,599**	**84.7%**
C. PARATRANSIT							
	Paratransit	**$**	**227,000,000**	**9.55%**	**$**	**192,192,717**	**84.7%**
D. STREETS AND FREEWAYS							
	I. Maintenance, Rehabilitation, and Replacement						
	Street Resurfacing, Rehabilitation and Maintenance	$	105,000,000	4.42%	$	88,899,715	84.7%
	Pedestrian and Bicycle Facilities Maintenance	$	19,000,000	0.80%	$	16,086,615	84.7%
	Traffic Signs & Signals Maintenance	$	90,000,000	3.78%	$	76,199,756	84.7%
	II. Safer and Complete Streets						
	Safer and Complete Streets	$	152,000,000	6.39%	$	128,692,921	84.7%
	Curb Ramps	$	29,000,000	1.22%	$	24,553,255	84.7%
	Tree Planting	$	20,000,000	0.84%	$	16,933,279	84.7%

Attachment E: Priority 1 Funding and Priority 1 Funding Levels ($2020)

EP No.	Expenditure Plan Line Items	Priority 1 Funding Limit[1]	Priority 1 Pro - Rata Share[2]	Available Funds[3]	% of Priority 1[4]
	III. Freeway Safety and Operational Improvements				
	Vision Zero Ramps	$ 8,000,000	0.34%	$ 6,773,312	84.7%
	Managed Lanes and Express Bus	$ 10,000,000	0.42%	$ 8,466,640	84.7%
	Transformative Freeway and Major Street Projects	$ 20,000,000	0.84%	$ 16,933,279	84.7%
	TOTAL STREETS AND FREEWAYS	**$ 453,000,000**	**19.05%**	**$ 383,538,770**	**84.7%**

E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT					
	I. Transportation Demand Management				
	Transportation Demand Management	$ 18,000,000	0.76%	$ 15,239,951	84.7%
	II. Transportation, Land Use, and Community Coordination				
	Neighborhood Transportation Program	$ 41,000,000	1.72%	$ 34,713,222	84.7%
	Equity Priority Transportation Program	$ 42,000,000	1.77%	$ 35,559,886	84.7%
	Development-Oriented Transportation	$ 20,000,000	0.84%	$ 16,933,279	84.7%
	Citywide / Modal Planning	$ 10,000,000	0.42%	$ 8,466,640	84.7%
	TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT	**$ 131,000,000**	**5.51%**	**$ 110,912,978**	**84.7%**

	TOTAL PROP L STRATEGIC PLAN	**$ 2,378,000,000**	**100%**	**$ 2,013,366,877**	**84.7%**

Notes:

[1] Each program in Prop L has a Priority 1 funding cap based on Priority 1 funding levels (conservative forecast) in the Expenditure Plan. For some programs, the Expenditure Plan also establishes a Priority 2 funding cap that will come into play if the Strategic Plan forecasts available revenues in excess of Priority 1 levels.

[2] The pro-rata share represents each Expenditure Plan program's proportion of Priority 1 funds, as established in the Expenditure Plan. The Caltrain Service Vision: Capital System Capacity Investments is only assigned Priority 2 funding in the Expenditure Plan and has no Priority 1 funding.

[3] The total amount available to each Expenditure Plan program based on its pro-rata share of the Strategic Plan revenue forecast. Funds are presented in 2020$'s to allow consistent comparison to the Priority 1 funding caps set by the Expenditure Plan.

[4] Forecast of available funds (2020$'s) as a portion of Priority 1 funds (2020$'s).

Attachment F:
Prop L Strategic Plan Programming
Pending April 2025 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
A. MAJOR CAPITAL PROJECTS																						
	I. Muni																					
201	Muni Reliability and Efficiency Improvements	$ 139,073,192	5.64%	Programming	$ 115,287,282	$ -	$ 6,200,000	$ 3,049,000	$ 9,152,000	$ 2,152,000	$ 2,152,000	$ 4,061,954	$ 4,126,945	$ 4,192,976	$ 4,257,852	$ 4,328,224	$ 4,397,475	$ 4,467,835	$ 4,539,320	$ 4,611,948	$ 4,685,739	$ 4,760,711
				Interest Costs	$ 7,840,108	$ -	$ -	$ -	$ 61,334	$ 119,854	$ 374,144	$ 443,993	$ 480,127	$ 419,434	$ 384,153	$ 506,882	$ 484,259	$ 463,111	$ 532,314	$ 459,110	$ 431,148	$ 403,802
				Total	$ 123,127,390	$ -	$ 6,200,000	$ 3,049,000	$ 9,213,334	$ 2,271,854	$ 2,526,144	$ 4,505,947	$ 4,607,072	$ 4,612,410	$ 4,642,005	$ 4,835,106	$ 4,881,734	$ 4,930,946	$ 5,071,634	$ 5,071,058	$ 5,116,887	$ 5,164,512
202	Muni Rail Core Capacity	$ 63,215,087	0.00%	Programming	$ 56,170,512	$ -	$ -	$ 2,300,000	$ 2,430,000	$ -	$ -	$ 1,846,343	$ 1,875,884	$ 1,905,898	$ 1,935,387	$ 1,967,375	$ 1,998,852	$ 2,030,834	$ 2,063,327	$ 2,096,340	$ 2,129,881	$ 2,163,959
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 56,170,512	$ -	$ -	$ 2,300,000	$ 2,430,000	$ -	$ -	$ 1,846,343	$ 1,875,884	$ 1,905,898	$ 1,935,387	$ 1,967,375	$ 1,998,852	$ 2,030,834	$ 2,063,327	$ 2,096,340	$ 2,129,881	$ 2,163,959
	II. BART																					
203	BART Core Capacity	$ 126,430,174	30.66%	Programming	$ 85,295,335	$ -	$ 35,295,335	$ -	$ -	$ -	$ -	$ -	$ 50,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 38,759,762	$ -	$ -	$ -	$ 614,701	$ 641,750	$ 1,170,681	$ 1,071,201	$ 1,969,377	$ 2,604,607	$ 2,347,663	$ 3,045,123	$ 2,855,319	$ 2,675,089	$ 3,005,753	$ 2,528,219	$ 2,308,707	$ 2,095,175
				Total	$ 124,055,097	$ -	$ 35,295,335	$ -	$ 614,701	$ 641,750	$ 1,170,681	$ 1,071,201	$ 51,969,377	$ 2,604,607	$ 2,347,663	$ 3,045,123	$ 2,855,319	$ 2,675,089	$ 3,005,753	$ 2,528,219	$ 2,308,707	$ 2,095,175
	III. Caltrain																					
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	#DIV/0!	Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ 379,290,523	21.32%	Programming	$ 300,000,000	$ -	$ -	$ 9,000,000	$ 12,500,000	$ 65,000,000	$ -	$ -	$ 2,500,000	$ 20,000,000	$ 20,000,000	$ 30,000,000	$ 30,000,000	$ 30,000,000	$ 30,000,000	$ 51,000,000	$ -	$ -
				Interest Costs	$ 80,862,041	$ -	$ -	$ -	$ 76,071	$ 439,775	$ 1,257,811	$ 1,461,527	$ 1,540,856	$ 1,686,962	$ 1,869,633	$ 3,394,684	$ 4,172,310	$ 4,926,285	$ 6,802,032	$ 7,840,550	$ 7,180,389	$ 6,537,961
				Total	$ 380,862,041	$ -	$ -	$ 9,000,000	$ 12,576,071	$ 65,439,775	$ 1,257,811	$ 1,461,527	$ 4,040,856	$ 21,686,962	$ 21,869,633	$ 33,394,684	$ 34,172,310	$ 34,926,285	$ 36,802,032	$ 58,840,550	$ 7,180,389	$ 6,537,961
TOTAL MAJOR CAPITAL PROJECTS		$ 708,008,976	18.00%	Programming	$ 556,753,129	$ -	$ 41,495,335	$ 14,349,000	$ 24,082,000	$ 67,152,000	$ 2,152,000	$ 5,908,297	$ 58,502,829	$ 26,098,874	$ 26,193,240	$ 36,295,599	$ 36,396,328	$ 36,498,668	$ 36,602,647	$ 57,708,289	$ 6,815,621	$ 6,924,670
				Interest Costs	$ 127,461,911	$ -	$ -	$ -	$ 752,106	$ 1,201,380	$ 2,802,636	$ 2,976,720	$ 3,990,360	$ 4,711,003	$ 4,601,449	$ 6,946,689	$ 7,511,888	$ 8,064,485	$ 10,340,099	$ 10,827,879	$ 9,920,243	$ 9,036,938
				Total	$ 684,215,040	$ -	$ 41,495,335	$ 14,349,000	$ 24,834,106	$ 68,353,380	$ 4,954,636	$ 8,885,017	$ 62,493,189	$ 30,809,877	$ 30,794,689	$ 43,242,288	$ 43,908,216	$ 44,563,154	$ 46,942,746	$ 68,536,167	$ 16,735,864	$ 15,961,608
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																						
	I. Transit Maintenance, Rehabilitation, and Replacement																					
206	Muni Maintenance	$ 991,212,566	1.37%	Programming	$ 811,097,000	$ -	$ 63,058,000	$ 7,146,000	$ 32,910,000	$ 8,851,000	$ 34,882,000	$ 29,750,000	$ 29,750,000	$ 26,750,000	$ 24,750,000	$ 24,750,000	$ 26,750,000	$ 10,000,000	$ 10,000,000	$ 11,750,000	$ 14,750,000	$ 20,750,000
				Interest Costs	$ 13,543,880	$ -	$ -	$ -	$ -	$ 632,944	$ 1,604,941	$ 1,988,468	$ 1,898,545	$ 1,817,521	$ 1,730,579	$ 1,922,728	$ 1,540,813	$ 407,342	$ -	$ -	$ -	$ -
				Total	$ 824,640,880	$ -	$ 63,058,000	$ 7,146,000	$ 32,910,000	$ 9,483,944	$ 36,486,941	$ 31,738,468	$ 31,648,545	$ 28,567,521	$ 26,480,579	$ 26,672,728	$ 28,290,813	$ 10,407,342	$ 10,000,000	$ 11,750,000	$ 14,750,000	$ 20,750,000
207	BART Maintenance	$ 44,250,561	19.51%	Programming	$ 30,038,153	$ -	$ 12,525,000	$ -	$ -	$ -	$ -	$ 1,179,351	$ 1,198,221	$ 1,217,392	$ 1,236,229	$ 1,256,661	$ 1,276,767	$ 1,297,195	$ 1,317,950	$ 1,339,037	$ 1,360,462	$ 1,382,229
				Interest Costs	$ 8,633,266	$ -	$ -	$ 336,993	$ 314,561	$ 238,802	$ 437,713	$ 460,644	$ 441,000	$ 393,003	$ 367,448	$ 495,749	$ 484,808	$ 475,163	$ 560,501	$ 496,739	$ 480,083	$ 463,555
				Total	$ 38,671,420	$ -	$ 12,525,000	$ 336,993	$ 314,561	$ 238,802	$ 437,713	$ 1,639,995	$ 1,639,221	$ 1,610,395	$ 1,603,677	$ 1,752,409	$ 1,761,575	$ 1,772,358	$ 1,878,451	$ 1,835,776	$ 1,840,545	$ 1,845,784
208	Caltrain Maintenance	$ 126,430,174	13.91%	Programming	$ 93,252,000	$ -	$ 5,002,000	$ 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	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000
				Interest Costs	$ 17,589,923	$ -	$ -	$ 40,231	$ 148,638	$ 200,239	$ 556,508	$ 753,767	$ 775,989	$ 738,266	$ 732,705	$ 1,043,918	$ 1,049,738	$ 1,054,714	$ 1,271,815	$ 1,148,983	$ 1,129,112	$ 1,105,889
				Total	$ 110,841,923	$ -	$ 5,002,000	$ 5,040,231	$ 5,148,638	$ 5,200,239	$ 5,556,508	$ 5,753,767	$ 5,775,989	$ 5,738,266	$ 5,732,705	$ 6,043,918	$ 5,549,738	$ 5,554,714	$ 5,771,815	$ 5,648,983	$ 5,629,112	$ 5,605,889
209	Ferry Maintenance	$ 6,321,509	0.00%	Programming	$ 5,617,051	$ -	$ -	$ 473,000	$ -	$ -	$ -	$ 184,634	$ 187,588	$ 190,590	$ 193,539	$ 196,737	$ 199,885	$ 203,083	$ 206,333	$ 209,634	$ 212,988	$ 216,396
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 5,617,051	$ -	$ -	$ 473,000	$ -	$ -	$ -	$ 184,634	$ 187,588	$ 190,590	$ 193,539	$ 196,737	$ 199,885	$ 203,083	$ 206,333	$ 209,634	$ 212,988	$ 216,396
	II. Transit Enhancements																					
210	Transit Enhancements	$ 36,664,751	1.09%	Programming	$ 31,416,491	$ -	$ 1,884,000	$ 1,480,000	$ 876,000	$ -	$ -	$ 1,070,879	$ 1,088,013	$ 1,105,421	$ 1,122,525	$ 1,141,077	$ 1,159,334	$ 1,177,884	$ 1,196,730	$ 1,215,877	$ 1,235,331	$ 1,255,096
				Interest Costs	$ 399,506	$ -	$ -	$ 16,900	$ 27,993	$ 29,448	$ 43,770	$ 52,454	$ 45,583	$ 36,376	$ 29,959	$ 34,678	$ 28,155	$ 21,800	$ 18,682	$ 10,189	$ 3,520	$ -
				Total	$ 31,815,997	$ -	$ 1,884,000	$ 1,496,900	$ 903,993	$ 29,448	$ 43,770	$ 1,123,333	$ 1,133,596	$ 1,141,797	$ 1,152,483	$ 1,175,755	$ 1,187,490	$ 1,199,683	$ 1,215,411	$ 1,226,066	$ 1,238,852	$ 1,255,096
211	Bayview Caltrain Station	$ 34,136,147	13.92%	Programming	$ 24,684,753	$ -	$ 2,086,000	$ 4,644,000	$ -	$ 1,800,000	$ -	$ 934,711	$ 949,666	$ 964,861	$ 979,790	$ 995,983	$ 1,011,919	$ 1,028,110	$ 1,044,559	$ 1,061,272	$ 1,078,252	$ 1,095,504
				Interest Costs	$ 4,752,939	$ -	$ -	$ 62,614	$ 99,424	$ 107,844	$ 187,091	$ 230,029	$ 253,214	$ 232,208	$ 216,187	$ 290,366	$ 282,647	$ 275,705	$ 323,620	$ 285,356	$ 274,347	$ 263,469
				Total	$ 29,437,693	$ -	$ 2,086,000	$ 4,706,614	$ 99,424	$ 1,907,844	$ 187,091	$ 1,164,740	$ 1,202,880	$ 1,197,069	$ 1,195,977	$ 1,286,349	$ 1,294,566	$ 1,303,814	$ 1,368,179	$ 1,346,628	$ 1,352,600	$ 1,358,974
212	Mission Bay Ferry Landing	$ 6,321,509	28.25%	Programming	$ 4,500,000	$ -	$ -	$ 4,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 1,786,133	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,041	$ 68,619	$ 131,873	$ 118,962	$ 154,447	$ 144,969	$ 135,975	$ 152,981	$ 128,865	$ 117,874	$ 107,180
				Total	$ 6,286,133	$ -	$ -	$ 4,500,000	$ -	$ -	$ -	$ 12,041	$ 68,619	$ 131,873	$ 118,962	$ 154,447	$ 144,969	$ 135,975	$ 152,981	$ 128,865	$ 117,874	$ 107,180
213	Next Generation Transit Investments	$ 27,814,638	2.01%	Programming	$ 23,924,606	$ -	$ -	$ 2,250,000	$ 1,500,000	$ -	$ -	$ 812,391	$ 825,389	$ 838,595	$ 851,570	$ 865,645	$ 879,495	$ 893,567	$ 907,864	$ 400,000	$ 480,000	$ 560,000
				Interest Costs	$ 560,128	$ -	$ -	$ -	$ 13,649	$ 28,316	$ 66,499	$ 65,671	$ 60,049	$ 50,928	$ 45,153	$ 57,423	$ 52,651	$ 48,074	$ 52,426	$ 19,290	$ -	$ -
				Total	$ 24,484,734	$ -	$ -	$ 2,250,000	$ 1,513,649	$ 28,316	$ 66,499	$ 878,062	$ 885,438	$ 889,523	$ 896,723	$ 923,068	$ 932,146	$ 941,641	$ 960,290	$ 419,290	$ 480,000	$ 560,000
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,273,151,854	3.71%	Programming	$ 1,024,530,055	$ -	$ 84,555,000	$ 25,493,000	$ 40,286,000	$ 15,651,000	$ 39,882,000	$ 38,931,967	$ 38,998,878	$ 36,066,859	$ 34,133,653	$ 34,206,103	$ 35,777,401	$ 19,099,839	$ 19,173,436	$ 20,475,821	$ 23,617,034	$ 29,759,226
				Interest Costs	$ 47,265,776	$ -	$ -	$ 456,737	$ 604,265	$ 1,237,593	$ 2,896,524	$ 3,563,072	$ 3,542,999	$ 3,400,174	$ 3,240,993	$ 3,999,309	$ 3,583,782	$ 2,418,772	$ 2,380,025	$ 2,089,421	$ 2,004,938	$ 1,940,094
				Total	$ 1,071,795,831	$ -	$ 84,555,000	$ 25,949,737	$ 40,890,265	$ 16,888,593	$ 42,778,524	$ 42,495,039	$ 42,541,877	$ 39,467,034	$ 37,374,645	$ 38,205,412	$ 39,361,182	$ 21,518,611	$ 21,553,461	$ 22,565,242	$ 25,621,971	$ 31,699,320
C. PARATRANSIT																						
214	Paratransit	$ 286,996,495	21.62%	Programming	$ 195,095,934	$ -	$ 13,113,000	$ 13,506,000	$ 13,911,000	$ 14,329,000	$ 14,758,000	$ 15,201,241	$ 15,657,278	$ 16,126,997	$ 16,610,806	$ 17,109,131	$ 17,622,405	$ 18,151,077	$ 9,000,000	$ -	$ -	$ -
				Interest Costs	$ 62,061,057	$ -	$ -	$ 349,216	$ 681,498	$ 775,153	$ 1,972,327	$ 2,214,492	$ 2,436,652	$ 2,469,959	$ 2,605,981	$ 3,941,759	$ 4,292,636	$ 4,658,803	$ 5,806,918	$ 5,013,856	$ 4,520,164	$ 4,040,643
				Total	$ 257,156,991	$ -	$ 13,113,000	$ 13,855,216	$ 14,592,498	$ 15,104,153	$ 16,730,327	$ 17,415,733	$ 18,093,930	$ 18,596,956	$ 19,216,787	$ 21,050,889	$ 21,915,041	$ 22,809,880	$ 14,806,918	$ 5,013,856	$ 4,520,164	$ 4,040,643
TOTAL PARATRANSIT		$ 286,996,495	21.62%	Programming	$ 195,095,934	$ -	$ 13,113,000	$ 13,506,000	$ 13,911,000	$ 14,329,000	$ 14,758,000	$ 15,201,241	$ 15,657,278	$ 16,126,997	$ 16,610,806	$ 17,109,131	$ 17,622,405	$ 18,151,077	$ 9,000,000	$ -	$ -	$ -
				Interest Costs	$ 62,061,057	$ -	$ -	$ 349,216	$ 681,498	$ 775,153	$ 1,972,327	$ 2,214,492	$ 2,436,652	$ 2,469,959	$ 2,605,981	$ 3,941,759	$ 4,292,636	$ 4,658,803	$ 5,806,918	$ 5,013,856	$ 4,520,164	$ 4,040,643
				Total	$ 257,156,991	$ -	$ 13,113,000	$ 13,855,216	$ 14,592,498	$ 15,104,153	$ 16,730,327	$ 17,415,733	$ 18,093,930	$ 18,596,956	$ 19,216,787	$ 21,050,889	$ 21,915,041	$ 22,809,880	$ 14,806,918	$ 5,013,856	$ 4,520,164	$ 4,040,643
D. STREETS AND FREEWAYS																						
	I. Maintenance, Rehabilitation, and Replacement																					
215	Street Resurfacing, Rehabilitation and Maintenance	$ 132,751,683	0.00%	Programming	$ 117,960,076	$ -	$ 4,215,000	$ -	$ 1,800,000	$ 2,100,000	$ 1,820,000	$ 3,877,320	$ 3,939,357	$ 4,002,386	$ 4,064,314	$ 4,131,487	$ 4,197,590	$ 4,264,751	$ 4,332,987	$ 4,402,314	$ 4,472,751	$ 4,544,315
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 117,960,076	$ -	$ 4,215,000	$ -	$ 1,800,000	$ 2,100,000	$ 1,820,000	$ 3,877,320	$ 3,939,357	$ 4,002,386	$ 4,064,314	$ 4,131,487	$ 4,197,590	$ 4,264,751	$ 4,332,987	$ 4,402,314	$ 4,472,751	$ 4,544,315
216	Pedestrian and Bicycle Facilities Maintenance	$ 24,021,733	9.13%	Programming	$ 19,109,643	$ -	$ 1,528,000	$ -	$ 1,045,000	$ 1,227,000	$ 806,000	$ 701,610	$ 712,836	$ 724,241	$ 735,447	$ 747,602	$ 759,564	$ 771,717	$ 784,064	$ 796,609	$ 809,355	$ 822,305
				Interest Costs	$ 2,193,640	$ -	$ -	$ 5,598	$ 22,206	$ 31,850	$ 94,602	$ 123,622	$ 117,707	$ 104,308	$ 96,975	$ 130,040	$ 126,372	$ 123,054	$ 144,180	$ 126,895	$ 121,764	$ 116,699
				Total	$ 21,303,284	$ -	$ 1,528,000	$ 5,598	$ 1,067,206	$ 1,258,850	$ 900,602	$ 825,232	$ 830,543	$ 828,549	$ 832,422	$ 877,642	$ 885,936	$ 894,771	$ 928,244	$ 923,505	$ 931,119	$ 939,004

Attachment F:
Prop L Strategic Plan Programming
Pending April 2025 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	$ 113,787,157	9.39%	Programming	$ 88,701,109	$ -	$ 11,204,000	$ 7,875,000	$ 2,804,000	$ 2,804,000	$ 2,804,000	$ 3,115,704	$ 3,165,555	$ 3,216,203	$ 3,265,966	$ 3,319,945	$ 3,373,063	$ 3,427,032	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,687,500
				Interest Costs	$ 10,679,267	$ -	$ -	$ -	$ 125,006	$ 308,362	$ 749,273	$ 860,491	$ 821,029	$ 727,171	$ 675,590	$ 905,401	$ 879,320	$ 855,685	$ 899,924	$ 697,395	$ 573,476	$ 460,320
				Total	$ 99,380,376	$ -	$ 11,204,000	$ 7,875,000	$ 2,929,006	$ 3,112,362	$ 3,553,273	$ 3,976,194	$ 3,986,583	$ 3,943,374	$ 3,941,556	$ 4,225,346	$ 4,252,384	$ 4,282,718	$ 2,399,924	$ 2,197,395	$ 2,073,476	$ 2,147,820
	II. Safer and Complete Streets																					
218	Safer and Complete Streets	$ 192,173,865	10.30%	Programming	$ 147,653,461	$ -	$ 8,156,000	$ 15,517,000	$ 9,136,000	$ 8,001,000	$ 6,508,000	$ 5,231,440	$ 5,315,143	$ 5,400,186	$ 5,483,377	$ 5,574,376	$ 5,663,566	$ 5,754,184	$ 4,875,000	$ 5,062,500	$ 5,250,000	$ 5,250,000
				Interest Costs	$ 19,803,346	$ -	$ -	$ -	$ 46,947	$ 153,674	$ 572,636	$ 838,935	$ 1,030,206	$ 1,058,062	$ 1,047,930	$ 1,446,341	$ 1,400,302	$ 1,358,227	$ 1,534,929	$ 1,304,331	$ 1,209,484	$ 1,113,602
					$ 167,456,807	$ -	$ 8,156,000	$ 15,517,000	$ 9,182,947	$ 8,154,674	$ 7,080,636	$ 6,070,375	$ 6,345,350	$ 6,458,248	$ 6,531,307	$ 7,020,717	$ 7,063,868	$ 7,112,410	$ 6,409,929	$ 6,366,831	$ 6,459,484	$ 6,363,602
219	Curb Ramps	$ 36,664,751	3.45%	Programming	$ 30,332,307	$ -	$ 575,000	$ 1,100,000	$ 1,155,000	$ 1,212,000	$ 1,275,000	$ 1,070,879	$ 1,088,013	$ 1,105,421	$ 1,122,525	$ 1,141,077	$ 1,159,334	$ 1,177,884	$ 1,196,730	$ 1,215,877	$ 1,235,331	$ 1,255,096
				Interest Costs	$ 1,266,517	$ -	$ -	$ -	$ 5,779	$ 18,594	$ 63,734	$ 101,510	$ 93,863	$ 80,607	$ 72,470	$ 93,663	$ 87,473	$ 81,583	$ 91,198	$ 76,264	$ 69,176	$ 62,288
				Total	$ 31,598,824	$ -	$ 575,000	$ 1,100,000	$ 1,160,779	$ 1,230,594	$ 1,338,734	$ 1,172,389	$ 1,181,876	$ 1,186,028	$ 1,194,995	$ 1,234,740	$ 1,246,808	$ 1,259,466	$ 1,287,928	$ 1,292,141	$ 1,304,508	$ 1,317,384
220	Tree Planting	$ 25,286,035	11.75%	Programming	$ 18,875,972	$ -	$ 1,000,000	$ 1,050,000	$ 1,100,000	$ 1,160,000	$ 1,220,000	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
				Interest Costs	$ 2,969,853	$ -	$ -	$ 10,603	$ 31,710	$ 42,011	$ 116,746	$ 163,877	$ 157,117	$ 140,226	$ 131,325	$ 177,463	$ 173,831	$ 170,658	$ 201,656	$ 179,030	$ 173,340	$ 167,683
				Total	$ 21,845,824	$ -	$ 1,000,000	$ 1,060,603	$ 1,131,710	$ 1,202,011	$ 1,336,746	$ 902,414	$ 907,470	$ 902,585	$ 905,480	$ 964,412	$ 973,372	$ 982,992	$ 1,026,987	$ 1,017,566	$ 1,025,293	$ 1,033,267
	III. Freeway Safety and Operational Improvements																					
221	Vision Zero Ramps	$ 10,114,414	14.97%	Programming	$ 7,217,347	$ -	$ 1,000,000	$ 1,000,000	$ 90,000	$ 350,000	$ -	$ 284,337	$ 288,886	$ 293,508	$ 298,050	$ 302,976	$ 307,823	$ 312,748	$ 317,752	$ 322,836	$ 328,002	$ 333,250
				Interest Costs	$ 1,513,930	$ -	$ -	$ 27,311	$ 46,285	$ 40,624	$ 77,023	$ 80,907	$ 77,464	$ 69,039	$ 64,560	$ 87,112	$ 85,199	$ 83,513	$ 98,523	$ 87,325	$ 84,407	$ 81,511
				Total	$ 8,731,277	$ -	$ 1,000,000	$ 1,027,311	$ 136,285	$ 390,624	$ 77,023	$ 365,243	$ 366,350	$ 362,548	$ 362,610	$ 390,088	$ 393,022	$ 396,261	$ 416,275	$ 410,161	$ 412,409	$ 414,761
222	Managed Lanes and Express Bus	$ 12,643,017	3.56%	Programming	$ 10,375,968	$ -	$ -	$ 1,000,000	$ 750,000	$ -	$ -	$ 369,269	$ 375,177	$ 381,180	$ 387,077	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 449,975	$ -	$ -	$ 2,843	$ 22,057	$ 21,793	$ 33,512	$ 33,428	$ 30,816	$ 26,375	$ 23,624	$ 30,403	$ 28,258	$ 26,212	$ 29,119	$ 24,176	$ 21,745	$ 19,385
				Total	$ 10,825,943	$ -	$ -	$ 1,002,843	$ 772,057	$ 21,793	$ 33,512	$ 402,697	$ 405,993	$ 407,554	$ 410,702	$ 423,878	$ 428,029	$ 432,379	$ 441,784	$ 443,444	$ 447,722	$ 452,177
223	Transformative Freeway and Major Street Projects	$ 25,286,035	0.00%	Programming	$ 22,468,205	$ -	$ 601,000	$ -	$ 646,000	$ -	$ 645,000	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 22,468,205	$ -	$ 601,000	$ -	$ 646,000	$ -	$ 645,000	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
TOTAL STREETS AND FREEWAYS		$ 572,728,689	6.79%	Programming	$ 462,694,087	$ -	$ 28,279,000	$ 27,542,000	$ 18,526,000	$ 16,854,000	$ 15,078,000	$ 16,127,632	$ 16,385,674	$ 16,647,844	$ 16,905,066	$ 17,184,837	$ 17,459,793	$ 17,739,150	$ 15,069,860	$ 15,396,477	$ 15,725,320	$ 16,056,425
				Interest Costs	$ 38,876,529	$ -	$ -	$ 46,355	$ 299,990	$ 616,909	$ 1,707,527	$ 2,202,770	$ 2,328,202	$ 2,205,787	$ 2,112,475	$ 2,870,423	$ 2,780,755	$ 2,698,933	$ 2,999,529	$ 2,495,417	$ 2,253,393	$ 2,021,489
				Total	$ 501,570,616	$ -	$ 28,279,000	$ 27,588,355	$ 18,825,990	$ 17,470,909	$ 16,785,527	$ 18,330,402	$ 18,713,876	$ 18,853,632	$ 19,017,541	$ 20,055,260	$ 20,240,548	$ 20,438,082	$ 18,069,389	$ 17,891,894	$ 17,978,713	$ 18,077,914
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
	I. Transportation Demand Management																					
224	Transportation Demand Management	$ 22,757,431	0.00%	Programming	$ 20,221,584	$ -	$ 148,000	$ 1,555,000	$ -	$ -	$ -	$ 664,683	$ 675,318	$ 686,123	$ 696,739	$ 708,255	$ 719,587	$ 731,100	$ 742,798	$ 754,682	$ 766,757	$ 779,025
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 20,221,584	$ -	$ 148,000	$ 1,555,000	$ -	$ -	$ -	$ 664,683	$ 675,318	$ 686,123	$ 696,739	$ 708,255	$ 719,587	$ 731,100	$ 742,798	$ 754,682	$ 766,757	$ 779,025
	II. Transportation, Land Use, and Community Coordination																					
225	Neighborhood Transportation Program	$ 51,836,371	7.77%	Programming	$ 42,015,214	$ -	$ 4,050,000	$ 2,200,000	$ 2,050,000	$ 200,000	$ 200,000	$ 1,514,001	$ 1,538,225	$ 1,562,837	$ 1,587,018	$ 1,613,247	$ 1,639,059	$ 1,665,284	$ 1,691,928	$ 1,718,999	$ 1,746,503	$ 1,774,447
				Interest Costs	$ 4,026,189	$ -	$ -	$ 115,023	$ 144,783	$ 123,954	$ 214,609	$ 221,138	$ 209,097	$ 183,948	$ 169,724	$ 225,753	$ 217,528	$ 209,937	$ 243,680	$ 212,373	$ 201,689	$ 191,201
				Total	$ 46,041,403	$ -	$ 4,050,000	$ 2,315,023	$ 2,194,783	$ 323,954	$ 414,609	$ 1,735,139	$ 1,747,322	$ 1,746,784	$ 1,756,742	$ 1,839,000	$ 1,856,587	$ 1,875,220	$ 1,935,608	$ 1,931,372	$ 1,948,192	$ 1,965,648
226	Equity Priority Transportation Program	$ 53,100,673	0.00%	Programming	$ 47,010,030	$ -	$ -	$ 800,000	$ 2,300,000	$ 700,000	$ -	$ 1,550,928	$ 1,575,743	$ 1,600,954	$ 1,625,725	$ 1,652,595	$ 1,679,036	$ 1,705,900	$ 1,733,195	$ 1,760,926	$ 1,789,100	$ 1,817,726
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 47,010,030	$ -	$ -	$ 800,000	$ 2,300,000	$ 700,000	$ -	$ 1,550,928	$ 1,575,743	$ 1,600,954	$ 1,625,725	$ 1,652,595	$ 1,679,036	$ 1,705,900	$ 1,733,195	$ 1,760,926	$ 1,789,100	$ 1,817,726
227	Development-Oriented Transportation	$ 25,286,035	0.00%	Programming	$ 22,466,205	$ -	$ -	$ 490,000	$ 1,400,000	$ -	$ -	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 22,466,205	$ -	$ -	$ 490,000	$ 1,400,000	$ -	$ -	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
228	Citywide / Modal Planning	$ 12,643,017	5.20%	Programming	$ 10,275,662	$ -	$ -	$ 1,100,000	$ 150,000	$ 700,000	$ -	$ 369,269	$ 375,177	$ 381,180	$ 387,077	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 656,986	$ -	$ -	$ 5,525	$ 14,017	$ 16,417	$ 42,021	$ 42,695	$ 39,936	$ 34,730	$ 31,655	$ 41,545	$ 39,463	$ 37,505	$ 42,817	$ 36,657	$ 34,148	$ 31,698
				Total	$ 10,932,648	$ -	$ -	$ 1,105,525	$ 164,017	$ 716,417	$ 42,021	$ 411,963	$ 415,113	$ 415,910	$ 418,732	$ 435,020	$ 439,234	$ 443,672	$ 455,483	$ 455,925	$ 460,124	$ 464,490
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 165,623,528	2.83%	Programming	$ 141,988,696	$ -	$ 4,198,000	$ 6,145,000	$ 5,900,000	$ 1,600,000	$ 200,000	$ 4,837,418	$ 4,914,817	$ 4,993,453	$ 5,070,715	$ 5,154,521	$ 5,236,993	$ 5,320,785	$ 5,405,917	$ 5,492,411	$ 5,580,289	$ 5,669,574
				Interest Costs	$ 4,683,175	$ -	$ -	$ 120,548	$ 158,799	$ 140,371	$ 256,630	$ 263,832	$ 249,033	$ 218,678	$ 201,379	$ 267,298	$ 256,992	$ 247,442	$ 286,497	$ 249,031	$ 235,837	$ 222,899
				Total	$ 146,671,871	$ -	$ 4,198,000	$ 6,265,548	$ 6,058,799	$ 1,740,371	$ 456,630	$ 5,101,251	$ 5,163,850	$ 5,212,131	$ 5,272,094	$ 5,421,819	$ 5,493,985	$ 5,568,226	$ 5,692,414	$ 5,741,442	$ 5,816,126	$ 5,892,473
TOTAL PROP L STRATEGIC PLAN		$ 3,006,509,543	9.32%	Programming	$ 2,381,061,901	$ -	$ 171,640,335	$ 87,035,000	$ 102,705,000	$ 115,586,000	$ 72,070,000	$ 81,006,555	$ 134,459,476	$ 99,934,028	$ 98,913,480	$ 109,950,191	$ 112,492,920	$ 96,809,518	$ 85,251,860	$ 99,072,998	$ 51,738,264	$ 58,409,895
				Interest Costs	$ 280,348,448	$ -	$ -	$ 972,856	$ 2,496,658	$ 3,971,406	$ 9,635,644	$ 11,220,887	$ 12,547,247	$ 13,005,601	$ 12,762,276	$ 18,025,477	$ 18,426,052	$ 18,088,435	$ 21,813,068	$ 20,675,603	$ 18,934,575	$ 17,262,063
				Total	$ 2,661,410,349	$ -	$ 171,640,335	$ 88,007,856	$ 105,201,658	$ 119,557,406	$ 81,705,644	$ 92,227,442	$ 147,006,722	$ 112,939,629	$ 111,675,756	$ 127,975,668	$ 130,918,972	$ 114,897,953	$ 107,064,928	$ 119,748,601	$ 70,672,839	$ 75,671,958
	Prop K Carryforward Programming Deobligations shown in parentheses	$ 435,472,244	85.79%	Programming	$ 61,864,774	$ 67,104,722	$ (3,569,858)	$ (1,670,090)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 373,607,470	$ 7,214,050	$ 6,790,300	$ 8,767,652	$ 9,111,842	$ 7,806,844	$ 14,037,503	$ 13,034,463	$ 12,828,083	$ 11,752,199	$ 11,295,374	$ 15,672,466	$ 15,760,885	$ 15,884,515	$ 19,267,932	$ 17,556,467	$ 17,456,602	$ 17,330,734
				Total	$ 435,472,244	$ 74,318,772	$ 3,220,442	$ 7,097,562	$ 9,111,842	$ 7,806,844	$ 14,037,503	$ 13,034,463	$ 12,828,083	$ 11,752,199	$ 11,295,374	$ 15,672,466	$ 15,760,885	$ 15,884,515	$ 19,267,932	$ 17,556,467	$ 17,456,602	$ 17,330,734

Attachment F:
Prop L Strategic Plan Programming
Pending April 2025 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
	I. Muni														
201	Muni Reliability and Efficiency Improvements	$ 4,836,882	$ 4,914,272	$ 4,992,900	$ 5,072,784	$ 5,155,028	$ 5,239,680	$ 5,325,936	$ 5,413,821	$ 3,200,000	$ -	$ -	$ -	$ -	$ -
		$ 375,577	$ 348,817	$ 320,780	$ 291,511	$ 261,000	$ 229,183	$ 196,745	$ 164,992	$ 87,839	$ -	$ -	$ -	$ -	$ -
		$ 5,212,459	$ 5,263,089	$ 5,313,680	$ 5,364,295	$ 5,416,028	$ 5,468,863	$ 5,522,680	$ 5,578,813	$ 3,287,839	$ -	$ -	$ -	$ -	$ -
202	Muni Rail Core Capacity	$ 2,198,583	$ 2,233,760	$ 2,269,500	$ 2,305,811	$ 2,343,195	$ 2,381,673	$ 2,420,880	$ 2,460,828	$ 2,501,529	$ 2,691,698	$ 2,783,658	$ 2,835,318	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,198,583	$ 2,233,760	$ 2,269,500	$ 2,305,811	$ 2,343,195	$ 2,381,673	$ 2,420,880	$ 2,460,828	$ 2,501,529	$ 2,691,698	$ 2,783,658	$ 2,835,318	$ -	$ -
	II. BART														
203	BART Core Capacity	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,880,103	$ 1,675,606	$ 1,468,612	$ 1,260,777	$ 1,053,720	$ 849,490	$ 653,628	$ 473,412	$ 309,919	$ 158,724	$ 42,406	$ -	$ -	$ -
		$ 1,880,103	$ 1,675,606	$ 1,468,612	$ 1,260,777	$ 1,053,720	$ 849,490	$ 653,628	$ 473,412	$ 309,919	$ 158,724	$ 42,406	$ -	$ -	$ -
	III. Caltrain														
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 5,889,719	$ 5,273,486	$ 4,648,083	$ 4,018,202	$ 3,388,288	$ 2,763,893	$ 2,161,657	$ 1,604,158	$ 1,093,148	$ 610,407	$ 220,069	$ 4,084	$ -	$ -
		$ 5,889,719	$ 5,273,486	$ 4,648,083	$ 4,018,202	$ 3,388,288	$ 2,763,893	$ 2,161,657	$ 1,604,158	$ 1,093,148	$ 610,407	$ 220,069	$ 4,084	$ -	$ -
TOTAL MAJOR CAPITAL PROJECTS		$ 7,035,464	$ 7,148,031	$ 7,262,399	$ 7,378,595	$ 7,498,223	$ 7,621,353	$ 7,746,815	$ 7,874,649	$ 5,701,529	$ 2,691,698	$ 2,783,658	$ 2,835,318	$ -	$ -
		$ 8,145,399	$ 7,297,910	$ 6,437,476	$ 5,570,490	$ 4,703,009	$ 3,842,566	$ 3,012,029	$ 2,242,562	$ 1,490,906	$ 769,131	$ 262,475	$ 4,084	$ -	$ -
		$ 15,180,863	$ 14,445,941	$ 13,699,875	$ 12,949,085	$ 12,201,231	$ 11,463,919	$ 10,758,845	$ 10,117,211	$ 7,192,435	$ 3,460,829	$ 3,046,132	$ 2,839,402	$ -	$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
	I. Transit Maintenance, Rehabilitation, an														
206	Muni Maintenance	$ 21,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 32,000,000	$ 37,000,000	$ 45,000,000	$ 50,000,000	$ 50,000,000	$ 50,000,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 21,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 32,000,000	$ 37,000,000	$ 45,000,000	$ 50,000,000	$ 50,000,000	$ 50,000,000	$ -	$ -
207	BART Maintenance	$ 1,404,345	$ 1,426,814	$ 620,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 445,392	$ 428,296	$ 380,166	$ 310,945	$ 243,308	$ 178,295	$ 117,837	$ 64,072	$ 18,193	$ -	$ -	$ -	$ -	$ -
		$ 1,849,737	$ 1,855,110	$ 1,000,666	$ 310,945	$ 243,308	$ 178,295	$ 117,837	$ 64,072	$ 18,193	$ -	$ -	$ -	$ -	$ -
208	Caltrain Maintenance	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 2,750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,075,322	$ 1,044,114	$ 1,004,242	$ 898,227	$ 704,614	$ 518,377	$ 345,028	$ 190,713	$ 58,776	$ -	$ -	$ -	$ -	$ -
		$ 5,575,322	$ 5,544,114	$ 5,504,242	$ 3,648,227	$ 704,614	$ 518,377	$ 345,028	$ 190,713	$ 58,776	$ -	$ -	$ -	$ -	$ -
209	Ferry Maintenance	$ 219,858	$ 223,376	$ 226,950	$ 230,581	$ 234,319	$ 238,167	$ 242,088	$ 246,083	$ 250,153	$ 269,170	$ 278,366	$ 283,532	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 219,858	$ 223,376	$ 226,950	$ 230,581	$ 234,319	$ 238,167	$ 242,088	$ 246,083	$ 250,153	$ 269,170	$ 278,366	$ 283,532	$ -	$ -
	II. Transit Enhancements														
210	Transit Enhancements	$ 1,275,178	$ 1,295,581	$ 1,316,310	$ 1,337,370	$ 1,359,053	$ 1,381,370	$ 1,404,110	$ 1,427,280	$ 1,450,887	$ 1,561,185	$ 600,000	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,275,178	$ 1,295,581	$ 1,316,310	$ 1,337,370	$ 1,359,053	$ 1,381,370	$ 1,404,110	$ 1,427,280	$ 1,450,887	$ 1,561,185	$ 600,000	$ -	$ -	$ -
211	Bayview Caltrain Station	$ 1,113,032	$ 1,130,841	$ 1,148,934	$ 1,167,317	$ 450,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 251,725	$ 240,648	$ 228,335	$ 214,679	$ 177,109	$ 127,502	$ 81,545	$ 40,855	$ 6,419	$ -	$ -	$ -	$ -	$ -
		$ 1,364,757	$ 1,371,489	$ 1,377,269	$ 1,381,996	$ 627,109	$ 127,502	$ 81,545	$ 40,855	$ 6,419	$ -	$ -	$ -	$ -	$ -
212	Mission Bay Ferry Landing	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 96,397	$ 86,146	$ 75,754	$ 65,301	$ 54,865	$ 44,541	$ 34,607	$ 25,435	$ 17,063	$ 9,224	$ 3,011	$ -	$ -	$ -
		$ 96,397	$ 86,146	$ 75,754	$ 65,301	$ 54,865	$ 44,541	$ 34,607	$ 25,435	$ 17,063	$ 9,224	$ 3,011	$ -	$ -	$ -
213	Next Generation Transit Investments	$ 967,376	$ 982,854	$ 998,580	$ 1,014,557	$ 1,031,006	$ 1,047,936	$ 1,065,187	$ 1,082,764	$ 1,100,673	$ 1,184,347	$ 1,224,809	$ 160,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 967,376	$ 982,854	$ 998,580	$ 1,014,557	$ 1,031,006	$ 1,047,936	$ 1,065,187	$ 1,082,764	$ 1,100,673	$ 1,184,347	$ 1,224,809	$ 160,000	$ -	$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 31,229,790	$ 39,309,466	$ 38,561,274	$ 36,249,825	$ 32,824,378	$ 32,417,473	$ 34,711,385	$ 39,756,127	$ 47,801,713	$ 53,014,702	$ 52,103,175	$ 50,443,532	$ -	$ -
		$ 1,868,836	$ 1,799,204	$ 1,688,497	$ 1,489,153	$ 1,179,896	$ 868,715	$ 579,017	$ 321,075	$ 100,451	$ 9,224	$ 3,011	$ -	$ -	$ -
		$ 33,098,626	$ 41,108,670	$ 40,249,771	$ 37,738,978	$ 34,004,274	$ 33,286,189	$ 35,290,402	$ 40,077,202	$ 47,902,163	$ 53,023,925	$ 52,106,186	$ 50,443,532	$ -	$ -
C. PARATRANSIT															
214	Paratransit	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
TOTAL PARATRANSIT		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
D. STREETS AND FREEWAYS															
	I. Maintenance, Rehabilitation, and Repla														
215	Street Resurfacing, Rehabilitation and Maintenance	$ 4,617,024	$ 4,690,896	$ 4,765,950	$ 4,842,203	$ 4,920,709	$ 5,001,513	$ 5,083,848	$ 5,167,738	$ 5,253,211	$ 5,652,566	$ 5,845,681	$ 5,954,168	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,617,024	$ 4,690,896	$ 4,765,950	$ 4,842,203	$ 4,920,709	$ 5,001,513	$ 5,083,848	$ 5,167,738	$ 5,253,211	$ 5,652,566	$ 5,845,681	$ 5,954,168	$ -	$ -
216	Pedestrian and Bicycle Facilities Maintenance	$ 835,461	$ 848,829	$ 862,410	$ 876,208	$ 890,414	$ 905,036	$ 919,934	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 111,261	$ 106,129	$ 100,464	$ 94,223	$ 87,326	$ 79,653	$ 71,326	$ 41,522	$ 15,864	$ -	$ -	$ -	$ -	$ -
		$ 946,723	$ 954,958	$ 962,874	$ 970,431	$ 977,740	$ 984,689	$ 991,260	$ 41,522	$ 15,864	$ -	$ -	$ -	$ -	$ -

Attachment F:
Prop L Strategic Plan Programming
Pending April 2025 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
217	Traffic Signs & Signals Maintenance	$ 1,875,000	$ 2,062,500	$ 2,437,500	$ 3,000,000	$ 3,954,141	$ 3,993,750	$ 4,058,250	$ 4,125,750	$ 4,194,750	$ 2,437,500	$ -	$ -	$ -	$ -
		$ 355,774	$ 261,787	$ 182,227	$ 122,904	$ 94,217	$ 66,133	$ 40,255	$ 17,526	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,230,774	$ 2,324,287	$ 2,619,727	$ 3,122,904	$ 4,048,358	$ 4,059,883	$ 4,098,505	$ 4,143,276	$ 4,194,750	$ 2,437,500	$ -	$ -	$ -	$ -
	II. Safer and Complete Streets														
218	Safer and Complete Streets	$ 5,250,000	$ 5,437,500	$ 5,812,500	$ 6,375,000	$ 6,638,190	$ 6,712,500	$ 5,250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,012,936	$ 921,082	$ 836,841	$ 765,363	$ 695,018	$ 619,059	$ 500,182	$ 267,660	$ 69,596	$ -	$ -	$ -	$ -	$ -
		$ 6,262,936	$ 6,358,582	$ 6,649,341	$ 7,140,363	$ 7,333,208	$ 7,331,559	$ 5,750,182	$ 267,660	$ 69,596	$ -	$ -	$ -	$ -	$ -
219	Curb Ramps	$ 1,275,178	$ 1,295,581	$ 1,316,310	$ 1,337,370	$ 1,359,053	$ 1,381,370	$ 1,404,110	$ 1,427,280	$ 1,450,887	$ -	$ -	$ -	$ -	$ -
		$ 55,376	$ 48,801	$ 42,183	$ 35,582	$ 29,068	$ 22,729	$ 16,739	$ 11,317	$ 6,520	$ -	$ -	$ -	$ -	$ -
		$ 1,330,554	$ 1,344,382	$ 1,358,493	$ 1,372,952	$ 1,388,121	$ 1,404,099	$ 1,420,850	$ 1,438,597	$ 1,457,406	$ -	$ -	$ -	$ -	$ -
220	Tree Planting	$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 161,422	$ 155,533	$ 148,784	$ 141,082	$ 132,269	$ 95,467	$ 61,356	$ 31,135	$ 5,529	$ -	$ -	$ -	$ -	$ -
		$ 1,040,855	$ 1,049,037	$ 1,056,584	$ 1,063,407	$ 1,069,547	$ 95,467	$ 61,356	$ 31,135	$ 5,529	$ -	$ -	$ -	$ -	$ -
	III. Freeway Safety and Operational Impr														
221	Vision Zero Ramps	$ 338,582	$ 343,999	$ 349,503	$ 355,095	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 78,328	$ 75,331	$ 71,925	$ 68,067	$ 52,718	$ 38,007	$ 24,375	$ 12,301	$ 2,076	$ -	$ -	$ -	$ -	$ -
		$ 416,909	$ 419,330	$ 421,428	$ 423,162	$ 52,718	$ 38,007	$ 24,375	$ 12,301	$ 2,076	$ -	$ -	$ -	$ -	$ -
222	Managed Lanes and Express Bus	$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ 468,639	$ 476,335	$ 484,176	$ 492,166	$ 500,306	$ -	$ -	$ -	$ -	$ -
		$ 17,027	$ 14,782	$ 12,537	$ 10,314	$ 8,140	$ 6,051	$ 4,107	$ 2,377	$ 893	$ -	$ -	$ -	$ -	$ -
		$ 456,743	$ 461,534	$ 466,437	$ 471,476	$ 476,779	$ 482,386	$ 488,283	$ 494,543	$ 501,199	$ -	$ -	$ -	$ -	$ -
223	Transformative Freeway and Major Street Projects	$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
TOTAL STREETS AND FREEWAYS		$ 16,389,827	$ 16,913,064	$ 17,813,672	$ 19,091,687	$ 20,105,701	$ 19,423,172	$ 18,168,670	$ 12,197,265	$ 12,399,766	$ 9,166,745	$ 6,959,144	$ 7,088,295	$ -	$ -
		$ 1,792,124	$ 1,583,445	$ 1,394,960	$ 1,237,534	$ 1,098,757	$ 927,100	$ 718,341	$ 383,838	$ 100,478	$ -	$ -	$ -	$ -	$ -
		$ 18,181,951	$ 18,496,509	$ 19,208,632	$ 20,329,221	$ 21,204,458	$ 20,350,272	$ 18,887,011	$ 12,581,103	$ 12,500,243	$ 9,166,745	$ 6,959,144	$ 7,088,295	$ -	$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA															
	I. Transportation Demand Management														
224	Transportation Demand Management	$ 791,490	$ 804,154	$ 817,020	$ 830,092	$ 843,550	$ 857,402	$ 871,517	$ 885,898	$ 900,550	$ 969,011	$ 1,002,117	$ 1,020,714	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 791,490	$ 804,154	$ 817,020	$ 830,092	$ 843,550	$ 857,402	$ 871,517	$ 885,898	$ 900,550	$ 969,011	$ 1,002,117	$ 1,020,714	$ -	$ -
	II. Transportation, Land Use, and Commu														
225	Neighborhood Transportation Program	$ 1,802,838	$ 1,831,683	$ 1,860,990	$ 1,890,765	$ 1,921,420	$ 1,952,972	$ 1,985,121	$ 2,017,879	$ -	$ -	$ -	$ -	$ -	$ -
		$ 180,193	$ 169,777	$ 158,614	$ 146,677	$ 133,895	$ 120,149	$ 105,697	$ 91,146	$ 35,605	$ -	$ -	$ -	$ -	$ -
		$ 1,983,031	$ 2,001,460	$ 2,019,604	$ 2,037,442	$ 2,055,315	$ 2,073,121	$ 2,090,819	$ 2,109,024	$ 35,605	$ -	$ -	$ -	$ -	$ -
226	Equity Priority Transportation Program	$ 1,846,809	$ 1,876,358	$ 1,906,380	$ 1,936,881	$ 1,968,283	$ 2,000,605	$ 2,033,539	$ 2,067,095	$ 2,101,284	$ 2,261,026	$ 2,338,272	$ 2,381,667	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,846,809	$ 1,876,358	$ 1,906,380	$ 1,936,881	$ 1,968,283	$ 2,000,605	$ 2,033,539	$ 2,067,095	$ 2,101,284	$ 2,261,026	$ 2,338,272	$ 2,381,667	$ -	$ -
227	Development-Oriented Transportation	$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
228	Citywide / Modal Planning	$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ 468,639	$ 476,335	$ 484,176	$ 492,166	$ 200,000	$ -	$ -	$ -	$ -	$ -
		$ 29,192	$ 26,814	$ 24,353	$ 21,819	$ 19,219	$ 16,558	$ 13,900	$ 11,348	$ 2,953	$ -	$ -	$ -	$ -	$ -
		$ 468,909	$ 473,566	$ 478,253	$ 482,981	$ 487,857	$ 492,893	$ 498,076	$ 503,514	$ 202,953	$ -	$ -	$ -	$ -	$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 5,760,286	$ 5,852,451	$ 5,946,090	$ 6,041,225	$ 6,139,170	$ 6,239,983	$ 6,342,705	$ 6,447,369	$ 4,202,447	$ 4,306,717	$ 4,453,852	$ 4,536,509	$ -	$ -
		$ 209,385	$ 196,591	$ 182,967	$ 168,496	$ 153,114	$ 136,708	$ 119,597	$ 102,494	$ 38,558	$ -	$ -	$ -	$ -	$ -
		$ 5,969,672	$ 6,049,042	$ 6,129,056	$ 6,209,721	$ 6,292,284	$ 6,376,690	$ 6,462,303	$ 6,549,863	$ 4,241,005	$ 4,306,717	$ 4,453,852	$ 4,536,509	$ -	$ -
TOTAL PROP L STRATEGIC PLAN		$ 60,415,368	$ 69,223,012	$ 69,583,435	$ 68,761,332	$ 66,567,471	$ 65,701,981	$ 66,969,576	$ 66,275,410	$ 70,105,454	$ 69,179,861	$ 66,299,829	$ 64,903,653	$ -	$ -
		$ 15,576,747	$ 13,981,715	$ 12,351,122	$ 10,659,170	$ 8,883,042	$ 7,092,927	$ 5,343,725	$ 3,603,375	$ 1,970,852	$ 778,355	$ 265,485	$ 4,084	$ -	$ -
		$ 75,992,115	$ 83,204,727	$ 81,934,557	$ 79,420,502	$ 75,450,513	$ 72,794,909	$ 72,313,301	$ 69,878,785	$ 72,076,305	$ 69,958,216	$ 66,565,314	$ 64,907,738	$ -	$ -
	Prop K Carryforward Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 17,123,038	$ 16,934,795	$ 16,631,200	$ 16,193,646	$ 15,593,198	$ 14,789,547	$ 13,783,936	$ 12,627,036	$ 11,217,560	$ 9,215,806	$ 6,374,676	$ 1,555,121	$ -	$ -
		$ 17,123,038	$ 16,934,795	$ 16,631,200	$ 16,193,646	$ 15,593,198	$ 14,789,547	$ 13,783,936	$ 12,627,036	$ 11,217,560	$ 9,215,806	$ 6,374,676	$ 1,555,121	$ -	$ -

Attachment F:
Prop L Strategic Plan Cash Flow[1]
Pending April 2025 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
A. MAJOR CAPITAL PROJECTS																						
	I. Muni																					
201	Muni Reliability and Efficiency Improvements	$ 139,073,192	5.64%	Programming	$ 115,287,282	$ -	$ -	$ 3,600,000	$ 5,416,000	$ 5,310,000	$ 5,379,000	$ 5,561,954	$ 5,626,945	$ 4,192,976	$ 4,257,852	$ 4,328,224	$ 4,397,475	$ 4,467,835	$ 4,539,320	$ 4,611,948	$ 4,685,739	$ 4,760,711
				Interest Costs	$ 7,840,108	$ -	$ -	$ -	$ 61,334	$ 119,854	$ 374,144	$ 443,993	$ 480,127	$ 419,434	$ 384,153	$ 506,882	$ 484,259	$ 463,111	$ 532,314	$ 459,110	$ 431,148	$ 403,802
				Total	$ 123,127,390	$ -	$ -	$ 3,600,000	$ 5,477,334	$ 5,429,854	$ 5,753,144	$ 6,005,947	$ 6,107,072	$ 4,612,410	$ 4,642,005	$ 4,835,106	$ 4,881,734	$ 4,930,946	$ 5,071,634	$ 5,071,058	$ 5,116,887	$ 5,164,512
202	Muni Rail Core Capacity	$ 63,215,087	0.00%	Programming	$ 56,170,512	$ -	$ -	$ 800,000	$ 1,828,000	$ 1,051,000	$ 1,051,000	$ 1,846,343	$ 1,875,884	$ 1,905,898	$ 1,935,387	$ 1,967,375	$ 1,998,852	$ 2,030,834	$ 2,063,327	$ 2,096,340	$ 2,129,881	$ 2,163,959
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 56,170,512	$ -	$ -	$ 800,000	$ 1,828,000	$ 1,051,000	$ 1,051,000	$ 1,846,343	$ 1,875,884	$ 1,905,898	$ 1,935,387	$ 1,967,375	$ 1,998,852	$ 2,030,834	$ 2,063,327	$ 2,096,340	$ 2,129,881	$ 2,163,959
	II. BART																					
203	BART Core Capacity	$ 126,430,174	30.66%	Programming	$ 85,295,335	$ -	$ -	$ -	$ 27,127,866	$ 8,167,469	$ -	$ -	$ 25,000,000	$ 25,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 38,759,762	$ -	$ -	$ -	$ 614,701	$ 641,750	$ 1,170,681	$ 1,071,201	$ 1,969,377	$ 2,604,607	$ 2,347,663	$ 3,045,123	$ 2,855,319	$ 2,675,089	$ 3,005,753	$ 2,528,219	$ 2,308,707	$ 2,095,175
				Total	$ 124,055,097	$ -	$ -	$ -	$ 27,742,567	$ 8,809,219	$ 1,170,681	$ 1,071,201	$ 26,969,377	$ 27,604,607	$ 2,347,663	$ 3,045,123	$ 2,855,319	$ 2,675,089	$ 3,005,753	$ 2,528,219	$ 2,308,707	$ 2,095,175
	III. Caltrain																					
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	#DIV/0!	Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ 379,290,523	21.32%	Programming	$ 300,000,000	$ -	$ -	$ 9,000,000	$ 12,500,000	$ 22,500,000	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ 20,000,000	$ 20,000,000	$ 30,000,000	$ 30,000,000	$ 30,000,000	$ 30,000,000	$ 51,000,000	$ -	$ -
				Interest Costs	$ 80,862,041	$ -	$ -	$ -	$ 76,071	$ 439,775	$ 1,257,811	$ 1,461,527	$ 1,540,856	$ 1,686,962	$ 1,869,633	$ 3,394,684	$ 4,172,310	$ 4,926,285	$ 6,802,032	$ 7,840,550	$ 7,180,389	$ 6,537,961
				Total	$ 380,862,041	$ -	$ -	$ 9,000,000	$ 12,576,071	$ 22,939,775	$ 16,257,811	$ 16,461,527	$ 16,540,856	$ 21,686,962	$ 21,869,633	$ 33,394,684	$ 34,172,310	$ 34,926,285	$ 36,802,032	$ 58,840,550	$ 7,180,389	$ 6,537,961
TOTAL MAJOR CAPITAL PROJECTS		$ 708,008,976	18.00%	Programming	$ 556,753,129	$ -	$ -	$ 13,400,000	$ 46,871,866	$ 37,028,469	$ 21,430,000	$ 22,408,297	$ 47,502,829	$ 51,098,874	$ 26,193,240	$ 36,295,599	$ 36,396,328	$ 36,498,668	$ 36,602,647	$ 57,708,289	$ 6,815,621	$ 6,924,670
				Interest Costs	$ 127,461,911	$ -	$ -	$ -	$ 752,106	$ 1,201,380	$ 2,802,636	$ 2,976,720	$ 3,990,360	$ 4,711,003	$ 4,601,449	$ 6,946,689	$ 7,511,888	$ 8,064,485	$ 10,340,099	$ 10,827,879	$ 9,920,243	$ 9,036,938
				Total	$ 684,215,040	$ -	$ -	$ 13,400,000	$ 47,623,972	$ 38,229,849	$ 24,232,636	$ 25,385,017	$ 51,493,189	$ 55,809,877	$ 30,794,689	$ 43,242,288	$ 43,908,216	$ 44,563,154	$ 46,942,746	$ 68,536,167	$ 16,735,864	$ 15,961,608
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																						
	I. Transit Maintenance, Rehabilitation, and Replacement																					
206	Muni Maintenance	$ 991,212,566	1.37%	Programming	$ 811,097,000	$ -	$ -	$ 4,629,000	$ 42,117,000	$ 46,314,000	$ 24,427,000	$ 39,219,000	$ 31,794,000	$ 35,674,000	$ 33,673,000	$ 24,750,000	$ 26,750,000	$ 10,000,000	$ 10,000,000	$ 11,750,000	$ 14,750,000	$ 20,750,000
				Interest Costs	$ 13,543,880	$ -	$ -	$ -	$ -	$ 632,944	$ 1,604,941	$ 1,988,468	$ 1,898,545	$ 1,817,521	$ 1,730,579	$ 1,922,728	$ 1,540,813	$ 407,342	$ -	$ -	$ -	$ -
				Total	$ 824,640,880	$ -	$ -	$ 4,629,000	$ 42,117,000	$ 46,946,944	$ 26,031,941	$ 41,207,468	$ 33,692,545	$ 37,491,521	$ 35,403,579	$ 26,672,728	$ 28,290,813	$ 10,407,342	$ 10,000,000	$ 11,750,000	$ 14,750,000	$ 20,750,000
207	BART Maintenance	$ 44,250,561	19.51%	Programming	$ 30,038,153	$ -	$ 151,283	$ 10,742,342	$ 1,631,375	$ -	$ -	$ 1,179,351	$ 1,198,221	$ 1,217,392	$ 1,236,229	$ 1,256,661	$ 1,276,767	$ 1,297,195	$ 1,317,950	$ 1,339,037	$ 1,360,462	$ 1,382,229
				Interest Costs	$ 8,633,266	$ -	$ -	$ 336,993	$ 314,561	$ 238,802	$ 437,713	$ 460,644	$ 441,000	$ 393,003	$ 367,448	$ 495,749	$ 484,808	$ 475,163	$ 560,501	$ 496,739	$ 480,083	$ 463,555
				Total	$ 38,671,420	$ -	$ 151,283	$ 11,079,335	$ 1,945,936	$ 238,802	$ 437,713	$ 1,639,995	$ 1,639,221	$ 1,610,395	$ 1,603,677	$ 1,752,409	$ 1,761,575	$ 1,772,358	$ 1,878,451	$ 1,835,776	$ 1,840,545	$ 1,845,784
208	Caltrain Maintenance	$ 126,430,174	13.91%	Programming	$ 93,252,000	$ -	$ -	$ 5,330,000	$ 5,972,000	$ 5,500,000	$ 5,700,000	$ 7,500,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 4,500,000
				Interest Costs	$ 17,589,923	$ -	$ -	$ 40,231	$ 148,638	$ 200,239	$ 556,508	$ 753,767	$ 775,989	$ 738,266	$ 732,705	$ 1,043,918	$ 1,049,738	$ 1,054,714	$ 1,271,815	$ 1,148,983	$ 1,129,112	$ 1,105,889
				Total	$ 110,841,923	$ -	$ -	$ 5,370,231	$ 6,120,638	$ 5,700,239	$ 6,256,508	$ 8,253,767	$ 5,775,989	$ 5,738,266	$ 5,732,705	$ 6,043,918	$ 5,549,738	$ 5,554,714	$ 5,771,815	$ 5,648,983	$ 5,629,112	$ 5,605,889
209	Ferry Maintenance	$ 6,321,509	0.00%	Programming	$ 5,617,051	$ -	$ -	$ 157,000	$ 105,000	$ 105,000	$ 106,000	$ 184,634	$ 187,588	$ 190,590	$ 193,539	$ 196,737	$ 199,885	$ 203,083	$ 206,333	$ 209,634	$ 212,988	$ 216,396
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 5,617,051	$ -	$ -	$ 157,000	$ 105,000	$ 105,000	$ 106,000	$ 184,634	$ 187,588	$ 190,590	$ 193,539	$ 196,737	$ 199,885	$ 203,083	$ 206,333	$ 209,634	$ 212,988	$ 216,396
	II. Transit Enhancements																					
210	Transit Enhancements	$ 36,664,751	1.09%	Programming	$ 31,416,491	$ -	$ -	$ 1,692,000	$ 1,068,500	$ 895,500	$ 292,000	$ 1,362,879	$ 1,088,013	$ 1,105,421	$ 1,122,525	$ 1,141,077	$ 1,159,334	$ 1,177,884	$ 1,196,730	$ 1,215,877	$ 1,235,331	$ 1,255,096
				Interest Costs	$ 399,506	$ -	$ -	$ 16,900	$ 27,993	$ 29,448	$ 43,770	$ 52,454	$ 45,583	$ 36,376	$ 29,959	$ 34,678	$ 28,155	$ 21,800	$ 18,682	$ 10,189	$ 3,520	$ -
				Total	$ 31,815,997	$ -	$ -	$ 1,708,900	$ 1,096,493	$ 924,948	$ 335,770	$ 1,415,333	$ 1,133,596	$ 1,141,797	$ 1,152,483	$ 1,175,755	$ 1,187,490	$ 1,199,683	$ 1,215,411	$ 1,226,066	$ 1,238,852	$ 1,255,096
211	Bayview Caltrain Station	$ 34,136,147	13.92%	Programming	$ 24,684,753	$ -	$ -	$ 2,886,000	$ 2,122,000	$ 1,722,000	$ -	$ 1,734,711	$ 1,749,666	$ 1,164,861	$ 979,790	$ 995,983	$ 1,011,919	$ 1,028,110	$ 1,044,559	$ 1,061,272	$ 1,078,252	$ 1,095,504
				Interest Costs	$ 4,752,939	$ -	$ -	$ 62,614	$ 99,424	$ 107,844	$ 187,091	$ 230,029	$ 253,214	$ 232,208	$ 216,187	$ 290,366	$ 282,647	$ 275,705	$ 323,620	$ 285,356	$ 274,347	$ 263,469
				Total	$ 29,437,693	$ -	$ -	$ 2,948,614	$ 2,221,424	$ 1,829,844	$ 187,091	$ 1,964,740	$ 2,002,880	$ 1,397,069	$ 1,195,977	$ 1,286,349	$ 1,294,566	$ 1,303,814	$ 1,368,179	$ 1,346,628	$ 1,352,600	$ 1,358,974
212	Mission Bay Ferry Landing	$ 6,321,509	28.25%	Programming	$ 4,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000	$ 1,500,000	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 1,786,133	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,041	$ 68,619	$ 131,873	$ 118,962	$ 154,447	$ 144,969	$ 135,975	$ 152,981	$ 128,865	$ 117,874	$ 107,180
				Total	$ 6,286,133	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,012,041	$ 1,568,619	$ 2,131,873	$ 118,962	$ 154,447	$ 144,969	$ 135,975	$ 152,981	$ 128,865	$ 117,874	$ 107,180
213	Next Generation Transit Investments	$ 27,814,638	2.01%	Programming	$ 23,924,606	$ -	$ -	$ 675,000	$ 1,175,000	$ 1,200,000	$ 700,000	$ 812,391	$ 825,389	$ 838,595	$ 851,570	$ 865,645	$ 879,495	$ 893,567	$ 907,864	$ 400,000	$ 480,000	$ 560,000
				Interest Costs	$ 560,128	$ -	$ -	$ -	$ 13,649	$ 28,316	$ 66,499	$ 65,671	$ 60,049	$ 50,928	$ 45,153	$ 57,423	$ 52,651	$ 48,074	$ 52,426	$ 19,290	$ -	$ -
				Total	$ 24,484,734	$ -	$ -	$ 675,000	$ 1,188,649	$ 1,228,316	$ 766,499	$ 878,062	$ 885,438	$ 889,523	$ 896,723	$ 923,068	$ 932,146	$ 941,641	$ 960,290	$ 419,290	$ 480,000	$ 560,000
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,273,151,854	3.71%	Programming	$ 1,024,530,055	$ -	$ 151,283	$ 26,111,342	$ 54,190,875	$ 55,736,500	$ 31,225,000	$ 52,992,967	$ 43,342,878	$ 47,190,859	$ 43,056,653	$ 34,206,103	$ 35,777,401	$ 19,099,839	$ 19,173,436	$ 20,475,821	$ 23,617,034	$ 29,759,226
				Interest Costs	$ 47,265,776	$ -	$ -	$ 456,737	$ 604,265	$ 1,237,593	$ 2,896,524	$ 3,563,072	$ 3,542,999	$ 3,400,174	$ 3,240,993	$ 3,999,309	$ 3,583,782	$ 2,418,772	$ 2,380,025	$ 2,089,421	$ 2,004,938	$ 1,940,094
				Total	$ 1,071,795,831	$ -	$ 151,283	$ 26,568,079	$ 54,795,140	$ 56,974,093	$ 34,121,524	$ 56,556,039	$ 46,885,877	$ 50,591,034	$ 46,297,645	$ 38,205,412	$ 39,361,182	$ 21,518,611	$ 21,553,461	$ 22,565,242	$ 25,621,971	$ 31,699,320
C. PARATRANSIT																						
214	Paratransit	$ 286,996,495	21.62%	Programming	$ 195,095,934	$ -	$ -	$ 19,309,393	$ 17,742,608	$ 14,225,000	$ 14,651,000	$ 11,289,620	$ 15,429,260	$ 15,892,137	$ 16,368,902	$ 16,859,969	$ 17,365,768	$ 17,886,741	$ 13,575,538	$ 4,500,000	$ -	$ -
				Interest Costs	$ 62,061,057	$ -	$ -	$ 349,216	$ 681,498	$ 775,153	$ 1,972,327	$ 2,214,492	$ 2,436,652	$ 2,469,959	$ 2,605,981	$ 3,941,759	$ 4,292,636	$ 4,658,803	$ 5,806,918	$ 5,013,856	$ 4,520,164	$ 4,040,643
				Total	$ 257,156,991	$ -	$ -	$ 19,658,609	$ 18,424,105	$ 15,000,153	$ 16,623,327	$ 13,504,113	$ 17,865,912	$ 18,362,096	$ 18,974,882	$ 20,801,727	$ 21,658,404	$ 22,545,544	$ 19,382,457	$ 9,513,856	$ 4,520,164	$ 4,040,643
TOTAL PARATRANSIT		$ 286,996,495	21.62%	Programming	$ 195,095,934	$ -	$ -	$ 19,309,393	$ 17,742,608	$ 14,225,000	$ 14,651,000	$ 11,289,620	$ 15,429,260	$ 15,892,137	$ 16,368,902	$ 16,859,969	$ 17,365,768	$ 17,886,741	$ 13,575,538	$ 4,500,000	$ -	$ -
				Interest Costs	$ 62,061,057	$ -	$ -	$ 349,216	$ 681,498	$ 775,153	$ 1,972,327	$ 2,214,492	$ 2,436,652	$ 2,469,959	$ 2,605,981	$ 3,941,759	$ 4,292,636	$ 4,658,803	$ 5,806,918	$ 5,013,856	$ 4,520,164	$ 4,040,643
				Total	$ 257,156,991	$ -	$ -	$ 19,658,609	$ 18,424,105	$ 15,000,153	$ 16,623,327	$ 13,504,113	$ 17,865,912	$ 18,362,096	$ 18,974,882	$ 20,801,727	$ 21,658,404	$ 22,545,544	$ 19,382,457	$ 9,513,856	$ 4,520,164	$ 4,040,643
D. STREETS AND FREEWAYS																						
	I. Maintenance, Rehabilitation, and Replacement																					
215	Street Resurfacing, Rehabilitation and Maintenance	$ 132,751,683	0.00%	Programming	$ 117,960,076	$ -	$ -	$ 2,710,000	$ 1,705,000	$ 2,000,000	$ 1,700,000	$ 4,997,320	$ 4,639,357	$ 4,002,386	$ 4,064,314	$ 4,131,487	$ 4,197,590	$ 4,264,751	$ 4,332,987	$ 4,402,314	$ 4,472,751	$ 4,544,315
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 117,960,076	$ -	$ -	$ 2,710,000	$ 1,705,000	$ 2,000,000	$ 1,700,000	$ 4,997,320	$ 4,639,357	$ 4,002,386	$ 4,064,314	$ 4,131,487	$ 4,197,590	$ 4,264,751	$ 4,332,987	$ 4,402,314	$ 4,472,751	$ 4,544,315
216	Pedestrian and Bicycle Facilities Maintenance	$ 24,021,733	9.13%	Programming	$ 19,109,643	$ -	$ -	$ 955,500	$ 989,500	$ 990,000	$ 1,107,000	$ 1,265,610	$ 712,836	$ 724,241	$ 735,447	$ 747,602	$ 759,564	$ 771,717	$ 784,064	$ 796,609	$ 809,355	$ 822,305
				Interest Costs	$ 2,193,640	$ -	$ -	$ 5,598	$ 22,206	$ 31,850	$ 94,602	$ 123,622	$ 117,707	$ 104,308	$ 96,975	$ 130,040	$ 126,372	$ 123,054	$ 144,180	$ 126,895	$ 121,764	$ 116,699
				Total	$ 21,303,284	$ -	$ -	$ 961,098	$ 1,011,706	$ 1,021,850	$ 1,201,602	$ 1,389,232	$ 830,543	$ 828,549	$ 832,422	$ 877,642	$ 885,936	$ 894,771	$ 928,244	$ 923,505	$ 931,119	$ 939,004

Attachment F:

Prop L Strategic Plan Cash Flow[1]

Pending April 2025 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	$ 113,787,157	9.39%	Programming	$ 88,701,109	$ -	$ -	$ 2,425,000	$ 7,486,000	$ 10,747,000	$ 5,036,000	$ 4,862,704	$ 3,215,555	$ 3,216,203	$ 3,265,966	$ 3,319,945	$ 3,373,063	$ 3,427,032	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,687,500
				Interest Costs	$ 10,679,267	$ -	$ -	$ -	$ 125,006	$ 308,362	$ 749,273	$ 860,491	$ 821,029	$ 727,171	$ 675,590	$ 905,401	$ 879,320	$ 855,685	$ 899,924	$ 697,395	$ 573,476	$ 460,320
				Total	$ 99,380,376	$ -	$ -	$ 2,425,000	$ 7,611,006	$ 11,055,362	$ 5,785,273	$ 5,723,194	$ 4,036,583	$ 3,943,374	$ 3,941,556	$ 4,225,346	$ 4,252,384	$ 4,282,718	$ 2,399,924	$ 2,197,395	$ 2,073,476	$ 2,147,820
	II. Safer and Complete Streets																					
218	Safer and Complete Streets	$ 192,173,865	10.30%	Programming	$ 147,653,461	$ -	$ -	$ 4,423,000	$ 6,755,000	$ 8,144,000	$ 9,194,000	$ 11,203,440	$ 11,065,143	$ 9,480,186	$ 7,483,377	$ 6,574,376	$ 5,663,566	$ 5,754,184	$ 4,875,000	$ 5,062,500	$ 5,250,000	$ 5,250,000
				Interest Costs	$ 19,803,346	$ -	$ -	$ -	$ 46,947	$ 153,674	$ 572,636	$ 838,935	$ 1,030,206	$ 1,058,062	$ 1,047,930	$ 1,446,341	$ 1,400,302	$ 1,358,227	$ 1,534,929	$ 1,304,331	$ 1,209,484	$ 1,113,602
				Total	$ 167,456,807	$ -	$ -	$ 4,423,000	$ 6,801,947	$ 8,297,674	$ 9,766,636	$ 12,042,375	$ 12,095,350	$ 10,538,248	$ 8,531,307	$ 8,020,717	$ 7,063,868	$ 7,112,410	$ 6,409,929	$ 6,366,831	$ 6,459,484	$ 6,363,602
219	Curb Ramps	$ 36,664,751	3.45%	Programming	$ 30,332,307	$ -	$ -	$ 925,000	$ 1,100,000	$ 1,205,000	$ 1,212,000	$ 1,945,879	$ 1,088,013	$ 1,105,421	$ 1,122,525	$ 1,141,077	$ 1,159,334	$ 1,177,884	$ 1,196,730	$ 1,215,877	$ 1,235,331	$ 1,255,096
				Interest Costs	$ 1,266,517	$ -	$ -	$ -	$ 5,779	$ 18,594	$ 63,734	$ 101,510	$ 93,863	$ 80,607	$ 72,470	$ 93,663	$ 87,473	$ 81,583	$ 91,198	$ 76,264	$ 69,176	$ 62,288
				Total	$ 31,598,824	$ -	$ -	$ 925,000	$ 1,105,779	$ 1,223,594	$ 1,275,734	$ 2,047,389	$ 1,181,876	$ 1,186,028	$ 1,194,995	$ 1,234,740	$ 1,246,808	$ 1,259,466	$ 1,287,928	$ 1,292,141	$ 1,304,508	$ 1,317,384
220	Tree Planting	$ 25,286,035	11.75%	Programming	$ 18,875,972	$ -	$ -	$ 1,137,500	$ 1,187,500	$ 1,115,000	$ 1,175,000	$ 1,653,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
				Interest Costs	$ 2,969,853	$ -	$ -	$ 10,603	$ 31,710	$ 42,011	$ 116,746	$ 163,877	$ 157,117	$ 140,226	$ 131,325	$ 177,463	$ 173,831	$ 170,658	$ 201,656	$ 179,030	$ 173,340	$ 167,683
				Total	$ 21,845,824	$ -	$ -	$ 1,148,103	$ 1,219,210	$ 1,157,011	$ 1,291,746	$ 1,817,414	$ 907,470	$ 902,585	$ 905,480	$ 964,412	$ 973,372	$ 982,992	$ 1,026,987	$ 1,017,566	$ 1,025,293	$ 1,033,267
	III. Freeway Safety and Operational Improvements																					
221	Vision Zero Ramps	$ 10,114,414	14.97%	Programming	$ 7,217,347	$ -	$ -	$ 1,100,000	$ 945,000	$ 295,000	$ 100,000	$ 284,337	$ 288,886	$ 293,508	$ 298,050	$ 302,976	$ 307,823	$ 312,748	$ 317,752	$ 322,836	$ 328,002	$ 333,250
				Interest Costs	$ 1,513,930	$ -	$ -	$ 27,311	$ 46,285	$ 40,624	$ 77,023	$ 80,907	$ 77,464	$ 69,039	$ 64,560	$ 87,112	$ 85,199	$ 83,513	$ 98,523	$ 87,325	$ 84,407	$ 81,511
				Total	$ 8,731,277	$ -	$ -	$ 1,127,311	$ 991,285	$ 335,624	$ 177,023	$ 365,243	$ 366,350	$ 362,548	$ 362,610	$ 390,088	$ 393,022	$ 396,261	$ 416,275	$ 410,161	$ 412,409	$ 414,761
222	Managed Lanes and Express Bus	$ 12,643,017	3.56%	Programming	$ 10,375,968	$ -	$ -	$ 500,000	$ 875,000	$ 375,000	$ -	$ 369,269	$ 375,177	$ 381,180	$ 387,077	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 449,975	$ -	$ -	$ 2,843	$ 22,057	$ 21,793	$ 33,512	$ 33,428	$ 30,816	$ 26,375	$ 23,624	$ 30,403	$ 28,258	$ 26,212	$ 29,119	$ 24,176	$ 21,745	$ 19,385
				Total	$ 10,825,943	$ -	$ -	$ 502,843	$ 897,057	$ 396,793	$ 33,512	$ 402,697	$ 405,993	$ 407,554	$ 410,702	$ 423,878	$ 428,029	$ 432,379	$ 441,784	$ 443,444	$ 447,722	$ 452,177
223	Transformative Freeway and Major Street Projects	$ 25,286,035	0.00%	Programming	$ 22,468,205	$ -	$ -	$ 300,000	$ 624,000	$ 323,000	$ 323,000	$ 1,060,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 22,468,205	$ -	$ -	$ 300,000	$ 624,000	$ 323,000	$ 323,000	$ 1,060,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
	TOTAL STREETS AND FREEWAYS	$ 572,728,689	6.79%	Programming	$ 462,694,087	$ -	$ -	$ 14,476,000	$ 21,667,000	$ 25,194,000	$ 19,847,000	$ 27,642,632	$ 22,885,674	$ 20,727,844	$ 18,905,066	$ 18,184,837	$ 17,459,793	$ 17,739,150	$ 15,069,860	$ 15,396,477	$ 15,725,320	$ 16,056,425
				Interest Costs	$ 38,876,529	$ -	$ -	$ 46,355	$ 299,990	$ 616,909	$ 1,707,527	$ 2,202,770	$ 2,328,202	$ 2,205,787	$ 2,112,475	$ 2,870,423	$ 2,780,755	$ 2,698,933	$ 2,999,529	$ 2,495,417	$ 2,253,393	$ 2,021,489
				Total	$ 501,570,616	$ -	$ -	$ 14,522,355	$ 21,966,990	$ 25,810,909	$ 21,554,527	$ 29,845,402	$ 25,213,876	$ 22,933,632	$ 21,017,541	$ 21,055,260	$ 20,240,548	$ 20,438,082	$ 18,069,389	$ 17,891,894	$ 17,978,713	$ 18,077,914
	E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																					
	I. Transportation Demand Management																					
224	Transportation Demand Management	$ 22,757,431	0.00%	Programming	$ 20,221,584	$ -	$ -	$ 541,500	$ 403,500	$ 379,000	$ 379,000	$ 664,683	$ 675,318	$ 686,123	$ 696,739	$ 708,255	$ 719,587	$ 731,100	$ 742,798	$ 754,682	$ 766,757	$ 779,025
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 20,221,584	$ -	$ -	$ 541,500	$ 403,500	$ 379,000	$ 379,000	$ 664,683	$ 675,318	$ 686,123	$ 696,739	$ 708,255	$ 719,587	$ 731,100	$ 742,798	$ 754,682	$ 766,757	$ 779,025
	II. Transportation, Land Use, and Community Coordination																					
225	Neighborhood Transportation Program	$ 51,836,371	7.77%	Programming	$ 42,015,214	$ -	$ -	$ 4,940,000	$ 2,435,000	$ 1,125,000	$ 200,000	$ 1,514,001	$ 1,538,225	$ 1,562,837	$ 1,587,018	$ 1,613,247	$ 1,639,059	$ 1,665,284	$ 1,691,928	$ 1,718,999	$ 1,746,503	$ 1,774,447
				Interest Costs	$ 4,026,189	$ -	$ -	$ 115,023	$ 144,783	$ 123,954	$ 214,609	$ 221,138	$ 209,097	$ 183,948	$ 169,724	$ 225,753	$ 217,528	$ 209,937	$ 243,680	$ 212,373	$ 201,689	$ 191,201
				Total	$ 46,041,403	$ -	$ -	$ 5,055,023	$ 2,579,783	$ 1,248,954	$ 414,609	$ 1,735,139	$ 1,747,322	$ 1,746,784	$ 1,756,742	$ 1,839,000	$ 1,856,587	$ 1,875,220	$ 1,935,608	$ 1,931,372	$ 1,948,192	$ 1,965,648
226	Equity Priority Transportation Program	$ 53,100,673	0.00%	Programming	$ 47,010,030	$ -	$ -	$ 250,000	$ 1,350,000	$ 1,450,000	$ 450,000	$ 1,850,928	$ 1,575,743	$ 1,600,954	$ 1,625,725	$ 1,652,595	$ 1,679,036	$ 1,705,900	$ 1,733,195	$ 1,760,926	$ 1,789,100	$ 1,817,726
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 47,010,030	$ -	$ -	$ 250,000	$ 1,350,000	$ 1,450,000	$ 450,000	$ 1,850,928	$ 1,575,743	$ 1,600,954	$ 1,625,725	$ 1,652,595	$ 1,679,036	$ 1,705,900	$ 1,733,195	$ 1,760,926	$ 1,789,100	$ 1,817,726
227	Development-Oriented Transportation	$ 25,286,035	0.00%	Programming	$ 22,466,205	$ -	$ -	$ 245,000	$ 745,000	$ 480,000	$ 420,000	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 22,466,205	$ -	$ -	$ 245,000	$ 745,000	$ 480,000	$ 420,000	$ 738,537	$ 750,354	$ 762,359	$ 774,155	$ 786,950	$ 799,541	$ 812,334	$ 825,331	$ 838,536	$ 851,953	$ 865,584
228	Citywide / Modal Planning	$ 12,643,017	5.20%	Programming	$ 10,275,662	$ -	$ -	$ 575,000	$ 525,000	$ 425,000	$ 425,000	$ 369,269	$ 375,177	$ 381,180	$ 387,077	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 656,986	$ -	$ -	$ 5,525	$ 14,017	$ 16,417	$ 42,021	$ 42,695	$ 39,936	$ 34,730	$ 31,655	$ 41,545	$ 39,463	$ 37,505	$ 42,817	$ 36,657	$ 34,148	$ 31,698
				Total	$ 10,932,648	$ -	$ -	$ 580,525	$ 539,017	$ 441,417	$ 467,021	$ 411,963	$ 415,113	$ 415,910	$ 418,732	$ 435,020	$ 439,234	$ 443,672	$ 455,483	$ 455,925	$ 460,124	$ 464,490
	TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT	$ 165,623,528	2.83%	Programming	$ 141,988,696	$ -	$ -	$ 6,551,500	$ 5,458,500	$ 3,859,000	$ 1,874,000	$ 5,137,418	$ 4,914,817	$ 4,993,453	$ 5,070,715	$ 5,154,521	$ 5,236,993	$ 5,320,785	$ 5,405,917	$ 5,492,411	$ 5,580,289	$ 5,669,574
				Interest Costs	$ 4,683,175	$ -	$ -	$ 120,548	$ 158,799	$ 140,371	$ 256,630	$ 263,832	$ 249,033	$ 218,678	$ 201,379	$ 267,298	$ 256,992	$ 247,442	$ 286,497	$ 249,031	$ 235,837	$ 222,899
				Total	$ 146,671,871	$ -	$ -	$ 6,672,048	$ 5,617,299	$ 3,999,371	$ 2,130,630	$ 5,401,251	$ 5,163,850	$ 5,212,131	$ 5,272,094	$ 5,421,819	$ 5,493,985	$ 5,568,226	$ 5,692,414	$ 5,741,442	$ 5,816,126	$ 5,892,473
	TOTAL PROP L STRATEGIC PLAN	$ 3,006,509,543	9.32%	Programming	$ 2,381,061,901	$ -	$ 151,283	$ 79,848,234	$ 145,930,849	$ 136,042,969	$ 89,027,000	$ 119,470,935	$ 134,075,457	$ 139,903,169	$ 109,594,575	$ 110,701,029	$ 112,236,283	$ 96,545,182	$ 89,827,398	$ 103,572,998	$ 51,738,264	$ 58,409,895
				Interest Costs	$ 280,348,448	$ -	$ -	$ 972,856	$ 2,496,658	$ 3,971,406	$ 9,635,644	$ 11,220,887	$ 12,547,247	$ 13,005,601	$ 12,762,276	$ 18,025,477	$ 18,426,052	$ 18,088,435	$ 21,813,068	$ 20,675,603	$ 18,934,575	$ 17,262,063
				Total	$ 2,661,410,349	$ -	$ 151,283	$ 80,821,091	$ 148,427,507	$ 140,014,375	$ 98,662,644	$ 130,691,821	$ 146,622,704	$ 152,908,769	$ 122,356,851	$ 128,726,506	$ 130,662,335	$ 114,633,617	$ 111,640,466	$ 124,248,601	$ 70,672,839	$ 75,671,958
	Prop K Carryforward Cash Flow	$ 831,075,511	44.95%	Cashflow	$ 457,468,042	$ 69,531,829	$ 109,490,226	$ 120,939,576	$ 98,886,776	$ 55,331,843	$ 2,283,466	$ 674,274	$ 5,000	$ 5,000	$ -	$ -	$ -	$ -	$ 960	$ 2,176	$ 316,915	$ -
				Interest Costs	$ 373,607,470	$ 7,214,050	$ 6,790,300	$ 8,767,652	$ 9,111,842	$ 7,806,844	$ 14,037,503	$ 13,034,463	$ 12,828,083	$ 11,752,199	$ 11,295,374	$ 15,672,466	$ 15,760,885	$ 15,884,515	$ 19,267,932	$ 17,556,467	$ 17,456,602	$ 17,330,734
				Total	$ 831,075,511	$ 76,745,879	$ 116,280,526	$ 129,707,229	$ 107,998,618	$ 63,138,687	$ 16,320,969	$ 13,708,737	$ 12,833,083	$ 11,757,199	$ 11,295,374	$ 15,672,466	$ 15,760,885	$ 15,884,515	$ 19,268,892	$ 17,558,643	$ 17,773,517	$ 17,330,734

[1]This table shows cash flow for carryforward Prop K grants starting in FY22/23. Prop L took effect Quarter 4 (April 1, 2023) with no project reimbursements made in FY22/23.

Attachment F:

Prop L Strategic Plan Cash Flow[1]

Pending April 2025 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
	I. Muni														
201	Muni Reliability and Efficiency Improvements	$ 4,836,882	$ 4,914,272	$ 4,992,900	$ 5,072,784	$ 5,155,028	$ 5,239,680	$ 5,325,936	$ 5,413,821	$ 3,200,000	$ -	$ -	$ -	$ -	$ -
		$ 375,577	$ 348,817	$ 320,780	$ 291,511	$ 261,000	$ 229,183	$ 196,745	$ 164,992	$ 87,839	$ -	$ -	$ -	$ -	$ -
		$ 5,212,459	$ 5,263,089	$ 5,313,680	$ 5,364,295	$ 5,416,028	$ 5,468,863	$ 5,522,680	$ 5,578,813	$ 3,287,839	$ -	$ -	$ -	$ -	$ -
202	Muni Rail Core Capacity	$ 2,198,583	$ 2,233,760	$ 2,269,500	$ 2,305,811	$ 2,343,195	$ 2,381,673	$ 2,420,880	$ 2,460,828	$ 2,501,529	$ 2,691,698	$ 2,783,658	$ 2,835,318	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,198,583	$ 2,233,760	$ 2,269,500	$ 2,305,811	$ 2,343,195	$ 2,381,673	$ 2,420,880	$ 2,460,828	$ 2,501,529	$ 2,691,698	$ 2,783,658	$ 2,835,318	$ -	$ -
	II. BART														
203	BART Core Capacity	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,880,103	$ 1,675,606	$ 1,468,612	$ 1,260,777	$ 1,053,720	$ 849,490	$ 653,628	$ 473,412	$ 309,919	$ 158,724	$ 42,406	$ -	$ -	$ -
		$ 1,880,103	$ 1,675,606	$ 1,468,612	$ 1,260,777	$ 1,053,720	$ 849,490	$ 653,628	$ 473,412	$ 309,919	$ 158,724	$ 42,406	$ -	$ -	$ -
	III. Caltrain														
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 5,889,719	$ 5,273,486	$ 4,648,083	$ 4,018,202	$ 3,388,288	$ 2,763,893	$ 2,161,657	$ 1,604,158	$ 1,093,148	$ 610,407	$ 220,069	$ 4,084	$ -	$ -
		$ 5,889,719	$ 5,273,486	$ 4,648,083	$ 4,018,202	$ 3,388,288	$ 2,763,893	$ 2,161,657	$ 1,604,158	$ 1,093,148	$ 610,407	$ 220,069	$ 4,084	$ -	$ -
TOTAL MAJOR CAPITAL PROJECTS		$ 7,035,464	$ 7,148,031	$ 7,262,399	$ 7,378,595	$ 7,498,223	$ 7,621,353	$ 7,746,815	$ 7,874,649	$ 5,701,529	$ 2,691,698	$ 2,783,658	$ 2,835,318	$ -	$ -
		$ 8,145,399	$ 7,297,910	$ 6,437,476	$ 5,570,490	$ 4,703,009	$ 3,842,566	$ 3,012,029	$ 2,242,562	$ 1,490,906	$ 769,131	$ 262,475	$ 4,084	$ -	$ -
		$ 15,180,863	$ 14,445,941	$ 13,699,875	$ 12,949,085	$ 12,201,231	$ 11,463,919	$ 10,758,845	$ 10,117,211	$ 7,192,435	$ 3,460,829	$ 3,046,132	$ 2,839,402	$ -	$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
	I. Transit Maintenance, Rehabilitation, an														
206	Muni Maintenance	$ 21,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 32,000,000	$ 37,000,000	$ 45,000,000	$ 50,000,000	$ 50,000,000	$ 50,000,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 21,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 29,750,000	$ 32,000,000	$ 37,000,000	$ 45,000,000	$ 50,000,000	$ 50,000,000	$ 50,000,000	$ -	$ -
207	BART Maintenance	$ 1,404,345	$ 1,426,814	$ 620,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 445,392	$ 428,296	$ 380,166	$ 310,945	$ 243,308	$ 178,295	$ 117,837	$ 64,072	$ 18,193	$ -	$ -	$ -	$ -	$ -
		$ 1,849,737	$ 1,855,110	$ 1,000,666	$ 310,945	$ 243,308	$ 178,295	$ 117,837	$ 64,072	$ 18,193	$ -	$ -	$ -	$ -	$ -
208	Caltrain Maintenance	$ 4,500,000	$ 4,500,000	$ 4,500,000	$ 2,750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,075,322	$ 1,044,114	$ 1,004,242	$ 898,227	$ 704,614	$ 518,377	$ 345,028	$ 190,713	$ 58,776	$ -	$ -	$ -	$ -	$ -
		$ 5,575,322	$ 5,544,114	$ 5,504,242	$ 3,648,227	$ 704,614	$ 518,377	$ 345,028	$ 190,713	$ 58,776	$ -	$ -	$ -	$ -	$ -
209	Ferry Maintenance	$ 219,858	$ 223,376	$ 226,950	$ 230,581	$ 234,319	$ 238,167	$ 242,088	$ 246,083	$ 250,153	$ 269,170	$ 278,366	$ 283,532	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 219,858	$ 223,376	$ 226,950	$ 230,581	$ 234,319	$ 238,167	$ 242,088	$ 246,083	$ 250,153	$ 269,170	$ 278,366	$ 283,532	$ -	$ -
	II. Transit Enhancements														
210	Transit Enhancements	$ 1,275,178	$ 1,295,581	$ 1,316,310	$ 1,337,370	$ 1,359,053	$ 1,381,370	$ 1,404,110	$ 1,427,280	$ 1,450,887	$ 1,561,185	$ 600,000	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,275,178	$ 1,295,581	$ 1,316,310	$ 1,337,370	$ 1,359,053	$ 1,381,370	$ 1,404,110	$ 1,427,280	$ 1,450,887	$ 1,561,185	$ 600,000	$ -	$ -	$ -
211	Bayview Caltrain Station	$ 1,113,032	$ 1,130,841	$ 1,148,934	$ 1,167,317	$ 450,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 251,725	$ 240,648	$ 228,335	$ 214,679	$ 177,109	$ 127,502	$ 81,545	$ 40,855	$ 6,419	$ -	$ -	$ -	$ -	$ -
		$ 1,364,757	$ 1,371,489	$ 1,377,269	$ 1,381,996	$ 627,109	$ 127,502	$ 81,545	$ 40,855	$ 6,419	$ -	$ -	$ -	$ -	$ -
212	Mission Bay Ferry Landing	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 96,397	$ 86,146	$ 75,754	$ 65,301	$ 54,865	$ 44,541	$ 34,607	$ 25,435	$ 17,063	$ 9,224	$ 3,011	$ -	$ -	$ -
		$ 96,397	$ 86,146	$ 75,754	$ 65,301	$ 54,865	$ 44,541	$ 34,607	$ 25,435	$ 17,063	$ 9,224	$ 3,011	$ -	$ -	$ -
213	Next Generation Transit Investments	$ 967,376	$ 982,854	$ 998,580	$ 1,014,557	$ 1,031,006	$ 1,047,936	$ 1,065,187	$ 1,082,764	$ 1,100,673	$ 1,184,347	$ 1,224,809	$ 160,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 967,376	$ 982,854	$ 998,580	$ 1,014,557	$ 1,031,006	$ 1,047,936	$ 1,065,187	$ 1,082,764	$ 1,100,673	$ 1,184,347	$ 1,224,809	$ 160,000	$ -	$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 31,229,790	$ 39,309,466	$ 38,561,274	$ 36,249,825	$ 32,824,378	$ 32,417,473	$ 34,711,385	$ 39,756,127	$ 47,801,713	$ 53,014,702	$ 52,103,175	$ 50,443,532	$ -	$ -
		$ 1,868,836	$ 1,799,204	$ 1,688,497	$ 1,489,153	$ 1,179,896	$ 868,715	$ 579,017	$ 321,075	$ 100,451	$ 9,224	$ 3,011	$ -	$ -	$ -
		$ 33,098,626	$ 41,108,670	$ 40,249,771	$ 37,738,978	$ 34,004,274	$ 33,286,189	$ 35,290,402	$ 40,077,202	$ 47,902,163	$ 53,023,925	$ 52,106,186	$ 50,443,532	$ -	$ -
C. PARATRANSIT															
214	Paratransit	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
TOTAL PARATRANSIT		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
		$ 3,561,003	$ 3,104,565	$ 2,647,222	$ 2,193,497	$ 1,748,266	$ 1,317,838	$ 914,741	$ 553,407	$ 240,460	$ -	$ -	$ -	$ -	$ -
D. STREETS AND FREEWAYS															
	I. Maintenance, Rehabilitation, and Repla														
215	Street Resurfacing, Rehabilitation and Maintenance	$ 4,617,024	$ 4,690,896	$ 4,765,950	$ 4,842,203	$ 4,920,709	$ 5,001,513	$ 5,083,848	$ 5,167,738	$ 5,253,211	$ 5,652,566	$ 5,845,681	$ 5,954,168	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,617,024	$ 4,690,896	$ 4,765,950	$ 4,842,203	$ 4,920,709	$ 5,001,513	$ 5,083,848	$ 5,167,738	$ 5,253,211	$ 5,652,566	$ 5,845,681	$ 5,954,168	$ -	$ -
216	Pedestrian and Bicycle Facilities Maintenance	$ 835,461	$ 848,829	$ 862,410	$ 876,208	$ 890,414	$ 905,036	$ 919,934	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 111,261	$ 106,129	$ 100,464	$ 94,223	$ 87,326	$ 79,653	$ 71,326	$ 41,522	$ 15,864	$ -	$ -	$ -	$ -	$ -
		$ 946,723	$ 954,958	$ 962,874	$ 970,431	$ 977,740	$ 984,689	$ 991,260	$ 41,522	$ 15,864	$ -	$ -	$ -	$ -	$ -

Attachment F:

Prop L Strategic Plan Cash Flow[1]

Pending April 2025 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
		$ 1,875,000	$ 2,062,500	$ 2,437,500	$ 3,000,000	$ 3,954,141	$ 3,993,750	$ 4,058,250	$ 4,125,750	$ 4,194,750	$ 2,437,500	$ -	$ -	$ -	$ -
217	Traffic Signs & Signals Maintenance	$ 355,774	$ 261,787	$ 182,227	$ 122,904	$ 94,217	$ 66,133	$ 40,255	$ 17,526	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,230,774	$ 2,324,287	$ 2,619,727	$ 3,122,904	$ 4,048,358	$ 4,059,883	$ 4,098,505	$ 4,143,276	$ 4,194,750	$ 2,437,500	$ -	$ -	$ -	$ -
	II. Safer and Complete Streets														
		$ 5,250,000	$ 5,437,500	$ 5,812,500	$ 6,375,000	$ 6,638,190	$ 6,712,500	$ 5,250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
218	Safer and Complete Streets	$ 1,012,936	$ 921,082	$ 836,841	$ 765,363	$ 695,018	$ 619,059	$ 500,182	$ 267,660	$ 69,596	$ -	$ -	$ -	$ -	$ -
		$ 6,262,936	$ 6,358,582	$ 6,649,341	$ 7,140,363	$ 7,333,208	$ 7,331,559	$ 5,750,182	$ 267,660	$ 69,596	$ -	$ -	$ -	$ -	$ -
		$ 1,275,178	$ 1,295,581	$ 1,316,310	$ 1,337,370	$ 1,359,053	$ 1,381,370	$ 1,404,110	$ 1,427,280	$ 1,450,887	$ -	$ -	$ -	$ -	$ -
219	Curb Ramps	$ 55,376	$ 48,801	$ 42,183	$ 35,582	$ 29,068	$ 22,729	$ 16,739	$ 11,317	$ 6,520	$ -	$ -	$ -	$ -	$ -
		$ 1,330,554	$ 1,344,382	$ 1,358,493	$ 1,372,952	$ 1,388,121	$ 1,404,099	$ 1,420,850	$ 1,438,597	$ 1,457,406	$ -	$ -	$ -	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
220	Tree Planting	$ 161,422	$ 155,533	$ 148,784	$ 141,082	$ 132,269	$ 95,467	$ 61,356	$ 31,135	$ 5,529	$ -	$ -	$ -	$ -	$ -
		$ 1,040,855	$ 1,049,037	$ 1,056,584	$ 1,063,407	$ 1,069,547	$ 95,467	$ 61,356	$ 31,135	$ 5,529	$ -	$ -	$ -	$ -	$ -
	III. Freeway Safety and Operational Impr														
		$ 338,582	$ 343,999	$ 349,503	$ 355,095	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
221	Vision Zero Ramps	$ 78,328	$ 75,331	$ 71,925	$ 68,067	$ 52,718	$ 38,007	$ 24,375	$ 12,301	$ 2,076	$ -	$ -	$ -	$ -	$ -
		$ 416,909	$ 419,330	$ 421,428	$ 423,162	$ 52,718	$ 38,007	$ 24,375	$ 12,301	$ 2,076	$ -	$ -	$ -	$ -	$ -
		$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ 468,639	$ 476,335	$ 484,176	$ 492,166	$ 500,306	$ -	$ -	$ -	$ -	$ -
222	Managed Lanes and Express Bus	$ 17,027	$ 14,782	$ 12,537	$ 10,314	$ 8,140	$ 6,051	$ 4,107	$ 2,377	$ 893	$ -	$ -	$ -	$ -	$ -
		$ 456,743	$ 461,534	$ 466,437	$ 471,476	$ 476,779	$ 482,386	$ 488,283	$ 494,543	$ 501,199	$ -	$ -	$ -	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
223	Transformative Freeway and Major Street Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
		$ 16,389,827	$ 16,913,064	$ 17,813,672	$ 19,091,687	$ 20,105,701	$ 19,423,172	$ 18,168,670	$ 12,197,265	$ 12,399,766	$ 9,166,745	$ 6,959,144	$ 7,088,295	$ -	$ -
TOTAL STREETS AND FREEWAYS		$ 1,792,124	$ 1,583,445	$ 1,394,960	$ 1,237,534	$ 1,098,757	$ 927,100	$ 718,341	$ 383,838	$ 100,478	$ -	$ -	$ -	$ -	$ -
		$ 18,181,951	$ 18,496,509	$ 19,208,632	$ 20,329,221	$ 21,204,458	$ 20,350,272	$ 18,887,011	$ 12,581,103	$ 12,500,243	$ 9,166,745	$ 6,959,144	$ 7,088,295	$ -	$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA															
	I. Transportation Demand Management														
		$ 791,490	$ 804,154	$ 817,020	$ 830,092	$ 843,550	$ 857,402	$ 871,517	$ 885,898	$ 900,550	$ 969,011	$ 1,002,117	$ 1,020,714	$ -	$ -
224	Transportation Demand Management	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 791,490	$ 804,154	$ 817,020	$ 830,092	$ 843,550	$ 857,402	$ 871,517	$ 885,898	$ 900,550	$ 969,011	$ 1,002,117	$ 1,020,714	$ -	$ -
	II. Transportation, Land Use, and Commu														
		$ 1,802,838	$ 1,831,683	$ 1,860,990	$ 1,890,765	$ 1,921,420	$ 1,952,972	$ 1,985,121	$ 2,017,879	$ -	$ -	$ -	$ -	$ -	$ -
225	Neighborhood Transportation Program	$ 180,193	$ 169,777	$ 158,614	$ 146,677	$ 133,895	$ 120,149	$ 105,697	$ 91,146	$ 35,605	$ -	$ -	$ -	$ -	$ -
		$ 1,983,031	$ 2,001,460	$ 2,019,604	$ 2,037,442	$ 2,055,315	$ 2,073,121	$ 2,090,819	$ 2,109,024	$ 35,605	$ -	$ -	$ -	$ -	$ -
		$ 1,846,809	$ 1,876,358	$ 1,906,380	$ 1,936,881	$ 1,968,283	$ 2,000,605	$ 2,033,539	$ 2,067,095	$ 2,101,284	$ 2,261,026	$ 2,338,272	$ 2,381,667	$ -	$ -
226	Equity Priority Transportation Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,846,809	$ 1,876,358	$ 1,906,380	$ 1,936,881	$ 1,968,283	$ 2,000,605	$ 2,033,539	$ 2,067,095	$ 2,101,284	$ 2,261,026	$ 2,338,272	$ 2,381,667	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
227	Development-Oriented Transportation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 879,433	$ 893,504	$ 907,800	$ 922,324	$ 937,278	$ 952,669	$ 968,352	$ 984,331	$ 1,000,612	$ 1,076,679	$ 1,113,463	$ 1,134,127	$ -	$ -
		$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ 468,639	$ 476,335	$ 484,176	$ 492,166	$ 200,000	$ -	$ -	$ -	$ -	$ -
228	Citywide / Modal Planning	$ 29,192	$ 26,814	$ 24,353	$ 21,819	$ 19,219	$ 16,558	$ 13,900	$ 11,348	$ 2,953	$ -	$ -	$ -	$ -	$ -
		$ 468,909	$ 473,566	$ 478,253	$ 482,981	$ 487,857	$ 492,893	$ 498,076	$ 503,514	$ 202,953	$ -	$ -	$ -	$ -	$ -
		$ 5,760,286	$ 5,852,451	$ 5,946,090	$ 6,041,225	$ 6,139,170	$ 6,239,983	$ 6,342,705	$ 6,447,369	$ 4,202,447	$ 4,306,717	$ 4,453,852	$ 4,536,509	$ -	$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 209,385	$ 196,591	$ 182,967	$ 168,496	$ 153,114	$ 136,708	$ 119,597	$ 102,494	$ 38,558	$ -	$ -	$ -	$ -	$ -
		$ 5,969,672	$ 6,049,042	$ 6,129,056	$ 6,209,721	$ 6,292,284	$ 6,376,690	$ 6,462,303	$ 6,549,863	$ 4,241,005	$ 4,306,717	$ 4,453,852	$ 4,536,509	$ -	$ -
		$ 60,415,368	$ 69,223,012	$ 69,583,435	$ 68,761,332	$ 66,567,471	$ 65,701,981	$ 66,969,576	$ 66,275,410	$ 70,105,454	$ 69,179,861	$ 66,299,829	$ 64,903,653	$ -	$ -
TOTAL PROP L STRATEGIC PLAN		$ 15,576,747	$ 13,981,715	$ 12,351,122	$ 10,659,170	$ 8,883,042	$ 7,092,927	$ 5,343,725	$ 3,603,375	$ 1,970,852	$ 778,355	$ 265,485	$ 4,084	$ -	$ -
		$ 75,992,115	$ 83,204,727	$ 81,934,557	$ 79,420,502	$ 75,450,513	$ 72,794,909	$ 72,313,301	$ 69,878,785	$ 72,076,305	$ 69,958,216	$ 66,565,314	$ 64,907,738	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Prop K Carryforward Cash Flow	$ 17,123,038	$ 16,934,795	$ 16,631,200	$ 16,193,646	$ 15,593,198	$ 14,789,547	$ 13,783,936	$ 12,627,036	$ 11,217,560	$ 9,215,806	$ 6,374,676	$ 1,555,121	$ -	$ -
		$ 17,123,038	$ 16,934,795	$ 16,631,200	$ 16,193,646	$ 15,593,198	$ 14,789,547	$ 13,783,936	$ 12,627,036	$ 11,217,560	$ 9,215,806	$ 6,374,676	$ 1,555,121	$ -	$ -

[1]This table shows cash flow for carryforward Prop K grants starting in FY22/23. Prop L took effect Quarter 4 (April 1, 2023) with no project reimbursements made in FY22/23.

Adopt the Final Prop L Strategic Plan

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Authority

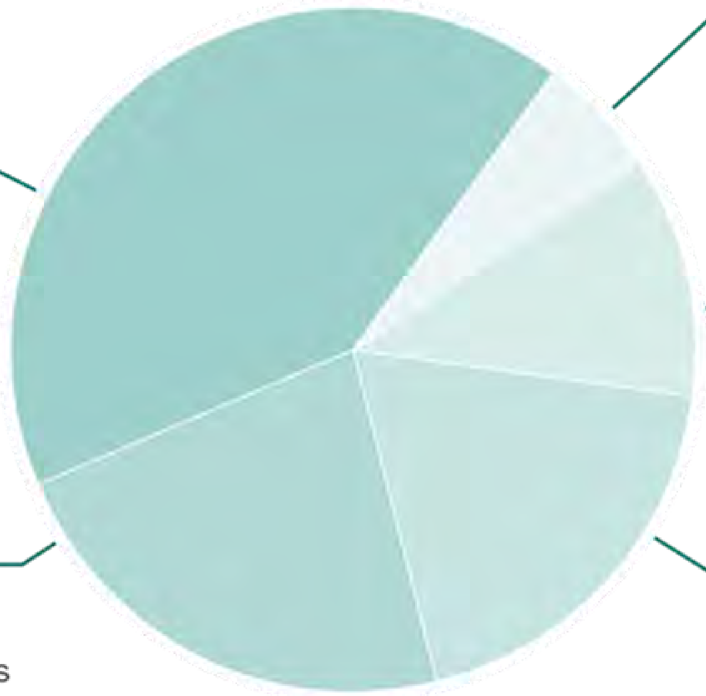
Transportation Authority Board – Agenda Item 6
April 8, 2025

Prop L Expenditure Plan

- Determines eligibility of projects and sponsor agencies through 28 programs
- Sets funding caps for each program over 30 years
- Allows for financing to accelerate project delivery
- Includes requirements such as a Board-approved **Strategic Plan** and **5-Year Prioritization Programs (5YPPs)**, as a prerequisite for allocation

Proposition L Expenditure Plan

Up to $2.6 billion (2020 $s) in sales tax revenues over 30 years*



TRANSIT MAINTENANCE & ENHANCEMENTS

41.2%

Muni, BART, Caltrain, Ferry
Maintenance, rehabilitation and replacement
Station/Access improvements
Next generation transit planning

MAJOR TRANSIT PROJECTS

22.6%

Muni Bus/Train Reliability & Efficiency Improvements
Muni and BART Core Capacity
Caltrain Downtown Extension

TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

5.9%

Transportation demand management
Neighborhood and equity-focused planning and implementation

PARATRANSIT

11.4%

Transit services for seniors and people with disabilities

STREETS & FREEWAYS

18.9%

Pedestrian and bicycle improvements
Signals and traffic calming
Street repaving
Major street and freeway redesign planning

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* Includes both Priority 1 (conservative forecast) and Priority 2 (more optimistic) revenues.

What is in the Strategic Plan?

- Establishes **policies** for Prop L administration
- Forecasts sales tax **revenues** over 30 years
- Forecasts **expenditures** by fiscal year
  - Sets programming and cash flow by fiscal year for each program
  - Estimates debt needs

Photo by Sergio Ruiz flic.kr/p/2oAvRWu

Why is the Strategic Plan important?

- Supports project delivery and leveraging of other funds by ensuring Prop L funds are available when needed
- Informs debt strategy
- Supports transparency and accountability in how sales tax funds are used

Photo by SFMTA Photography

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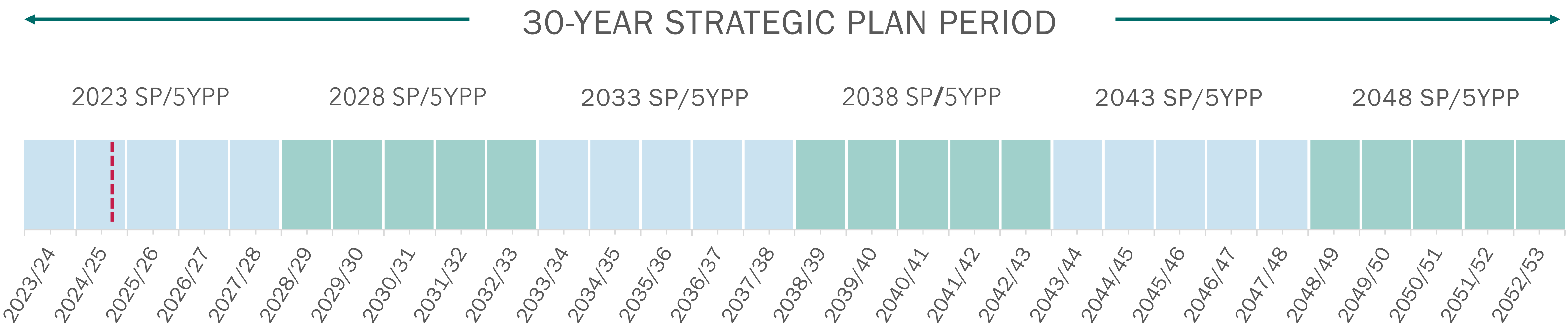
The Strategic Plan and 5YPPs Work Together

The Strategic Plan provides a 30-year financial look at Prop L.

The 5-Year Prioritization Programs (5YPPs) provide specific project funding detail in 5-year windows.



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Why Now?

- Board has approved the Prop L 5YPPs
- Adoption of the final Strategic Plan marks the end of the 5YPP/Strategic Plan update process

Photo by SFMTA Photography

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Strategic Plan / 5YPPs Development

Development of the Strategic Plan and 5YPPs is an iterative process.

Step 1: Establish Strategic Plan Baseline

Strategic Plan Baseline

- Approves Strategic Plan policies
- Establishes revenue projections
- Establishes funds available for projects

Step 2: 5YPP Development Process

Proposed Project Funding and Cash Flow

5YPPs

Strategic Plan

Financing Costs

Step 3: Finalize Strategic Plan and 5YPPs for Board Adoption

Prop L Strategic Plan and 5YPPs

- Approves final project programming and cash flow

Board, Sponsor and Public Engagement

Final Strategic Plan

To finalize the Strategic Plan, we:

- Updated revenues, expenditures, and financing costs based on actuals for FY22/23 and FY23/24
- Evaluated assumptions (e.g., revenues, interest rates, reserves, policies)
  - Adjusted sales tax revenue forecast downward
  - Incorporated Muni Maintenance, Rehabilitation, and Replacement 5YPP Amendment
  - Keep most assumptions the same
- Reduced programming beginning in year 6 to fit within the updated, lower 30-year revenue envelope

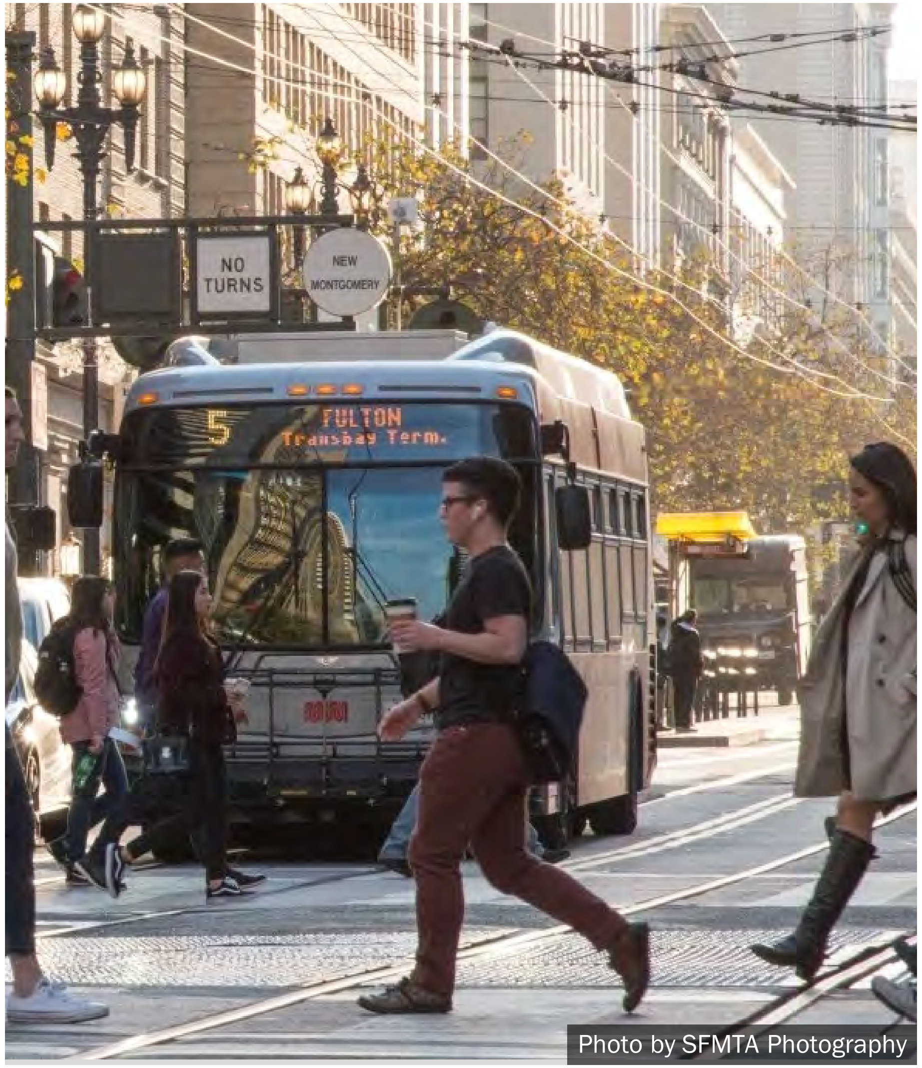


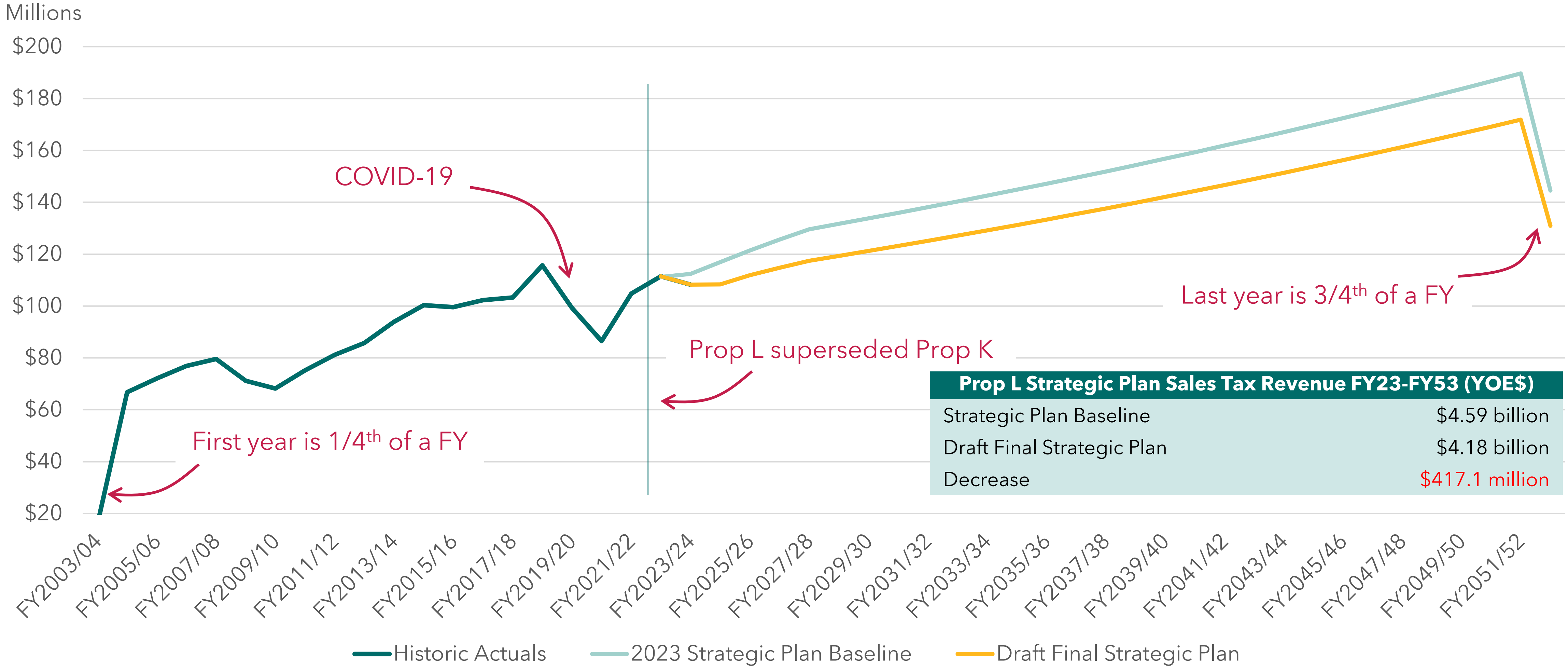
Photo by SFMTA Photography

Strategic Plan Revenues

- Updated 30-year revenue forecast reflects an 11% lower projection
- We revisit sales tax projections with each Strategic Plan/5YPP update cycle

30-YEAR FORECAST, NET OF $550M ASSUMED PROP K CARRYFORWARD	$2020 TOTAL (MILLIONS)
Prop L Strategic Plan Baseline Revenues (Spring 2023)	$2,195
Prop L Draft Final Strategic Plan Revenues (Winter 2025)	$1,950
Difference	($245)

Historical Actuals and 30-Year Revenue Forecast (YOE $s)



Prop L Strategic Plan Sales Tax Revenue FY23-FY53 (YOE$)	
Strategic Plan Baseline	$4.59 billion
Draft Final Strategic Plan	$4.18 billion
Decrease	$417.1 million

Strategic Plan Expenditures

(No changes from Strategic Plan Baseline)

Operating Costs and Program Administration

- 6.9% (same as Prop K), tapering off FY48/49 – FY52/53 for planning, programming, project delivery support, and oversight for Expenditure Plan projects
- 1% (same as Prop K) as allowed by statute for program administration

Capital Reserve

- Protects against risk that actual revenues are lower than projected
- Holding last 1.75 years of revenue ($303M $YOE) in reserve

Strategic Plan Expenditures Prop K Carryforward Frontloaded

PROP K CARRYFORWARD OBLIGATIONS	AS OF SPRING 2023
Prop K 2017 Sales Tax Revenue Bonds	$234.7 million
Annual Debt Service for Prop K 2017 Bonds through FY34	~$21.3 million
Open Prop K Grants	400
Prop K Remaining Balance[1]	$400 million[2]

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1 Overwhelming majority of Prop K grant balances are assumed to be reimbursed by FY27.

2 $2.2 million has been deobligated from Prop K grants since Baseline approval.

Draft 30-Year Revenues and Expenditures Comparison

REVENUES (IN MILLIONS YOE$)	STRATEGIC PLAN BASELINE	DRAFT FINAL STRATEGIC PLAN	CHANGE
Sales Tax Revenue	**4,668.4**	**4,251.3**	**(417.1)**
Investment Income	2.9	1.4	(1.5)
Exchanges & Loans	126.8	214.4	87.6
Long Term Bond Proceeds	843.6	876.8	33.2
TOTAL	**5,641.6**	**5,343.9[1]**	**(297.7)**

EXPENDITURES (IN MILLIONS YOE$)	STRATEGIC PLAN BASELINE	DRAFT FINAL STRATEGIC PLAN	CHANGE
Program Administration and Operating Costs	304.6	277.2	(27.4)
Exchanges & Loans	120.2	182.3	62.1
Funds Used on Projects	**3,086.3**	**2,786.4**	**(299.9)**
Financing Costs	638.9	648.5	9.6
Capital Reserve[2]	439.8	338.9	(100.9)
Long Term Bond Debt Service	1,051.9	1,085.1	33.2
TOTAL	**5,641.6**	**5,318.4[1]**	**(323.2)**

1 Total revenues and total expenditures differ due to the Exchanges & Loans line. From 2003 to 2053, Exchanges & Loans net out to zero. However, this table captures April 1, 2023, and onward, and there are more Exchanges & Loans on the revenue side during the time period, and more on the expenditure side prior to April 1, 2023.

2 The Capital Reserve in the Baseline included $334M (the last 1.75 years of revenue) compared to $303M in the Final Strategic Plan. The Capital Reserve also includes a modest amount of unprogrammed funds to keep the program financially constrained.

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Principles to Adjust Programming to Fit Within Lower Revenue Forecast

- Keep funding as programmed in the approved 5YPPs (FY23/24 – FY27/28) to protect the near-term funding levels and approved project lists
- Preserve funding, to the extent possible, to meet Federal Transit Administration Full Funding Grant Agreement (FFGA) commitments (The Portal and BART Core Capacity) to support significant leveraging
- Sustain accelerated Baseline funding level for Paratransit services as long as possible for stability of this critical program
- Seek to bring all programs except The Portal and BART Core Capacity to comparable levels of funds available (programming + financing) over 30-year period (85-89% of Priority 1 funding level over 30-years)

Programming and Cash Flow Changes

Major Capital Projects with FFGA and Mission Bay Ferry Landing

- The Portal (FFGA)(leveraging $3 billion CIG[1] grant)
  - Preserve programming at $300 million, delay cash flow
- BART Core Capacity (FFGA)(leveraging $1.3 billion CIG[1] grant)
  - Reduce programming from $90 million to $85 million, delay cash flow
  - Will identify other sources to meet SF's remaining commitment ($15 million) to $100 million
- Mission Bay Ferry Landing (only project in this program)
  - Preserve programming at $4.5 million, significant delay to cash flow

[1]CIG stands for Capital Investment Grant.

Outyear Programming Changes

Programs seeking to sustain advanced programming levels

- Paratransit (service for seniors and persons with disabilities)
  - Preserve programming at about $13 million/year plus escalation through FY34/35 and partial funding in FY35/36 (ends 2 years sooner than Baseline), modestly delay cash flow
- Caltrain Maintenance
  - Preserve $5 million annually through FY32/33, reduce to $4.5 million through FY41/42 and partial funding in FY42/43 (ends 3 years sooner than Baseline)
  - Sales tax offsets SFMTA/CCSF's annual local capital match contribution to Caltrain

Outyear Programming Changes

All other programs adjusted to fit within same share of updated funds available over 30 years

- For all other programs, except Muni Maintenance*, we are programming 85-89% of funds available
  - Programs that did not advance heavily in first 5 years see a 20% annual reduction in programming starting in FY28/29
  - Programs that advanced heavily in first 5 years see a larger (> 20%) annual reduction in the outyears

* See next slide for Muni Maintenance program

Outyear Programming Changes

Muni Maintenance, the largest Expenditure Plan required additional adjustments to fit within funds available

- Muni Maintenance
  - Largest Prop L program ($784 million 2020$s) has a corresponding outsized impact on cash available/cash needs in the Strategic Plan
  - Delay cash flow in FY23/24 – FY27/28 to reflect recent 5YPP amendment
  - Reduce programming in FY28/29 – FY39/40, increase programming in FY40/41- FY50/51
  - Total 30-year programming increases by $23 million compared to the Baseline, as amended

Outyear Programming Changes

Programs that did not heavily advance in the first 5 years (i.e. 5YPPs) saw a ~20% annual reduction beginning in FY28/29

- Muni Reliability
- Muni Core Capacity
- Ferry Maintenance
- Transit Enhancements
- Next Generation Transit Investments
- Street Resurfacing
- Pedestrian and Bicycle Facilities
- Trees (+ one year less programming)
- Curb Ramps
- Managed Lanes
- Transformative Freeways
- Transportation Demand Management
- Neighborhood Transportation Program
- Equity Priority Transportation
- Development-Oriented Transportation
- Citywide/Modal Planning

Outyear Programming Changes

Programs that advanced heavily in first five years were reduced more in outyears (25 – 30%)

- BART Maintenance
- Bayview Caltrain Station
- Traffic Signs and Signals
- Safer and Complete Streets
- Vision Zero Ramps

Final Strategic Plan

Reminder of Key Assumptions for Future Debt

- Strategic Plan model is financially constrained to ensure we can cover all program costs, including debt costs, over the 30-year program
  - Actual debt when issued, if lower, gets reflected in the next Strategic Plan update and is made available to projects (next update in early FY27/28).
- Strategic Plan model uses a combination of short-term debt (Revolving Credit Agreement) and long-term debt (bonds)
  - Includes new short-term debt instrument (Revolving Credit Agreement approved October 2024)

Final Strategic Plan

Debt Assumptions (in millions YOE$s)

The Strategic Plan debt assumptions ensure funds are available if needed. Based on historic trends, actual debt needs will likely be lower than shown.

CATEGORIES	2023 SP BASELINE	DRAFT FINAL SP
Total estimated bond principal over 30-year plan period[1]	$1,051.9	$1,085.1
Total estimated financing costs[1,2]	$638.9	$648.5

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1 Includes 2017 sales tax revenue bond

2 Includes short term (revolving credit agreement) and long term (bond) interest costs

Final Strategic Plan

Key Takeaways

- Strategic Plan updates happen every 5 years and are done in concert with updates to the 5-year project lists. The Final Strategic Plan marks the end of this update.
- In this Final Strategic Plan, we reduced revenues by 11% over the 30-year period to reflect current economic conditions.
- To fit within the updated, lower revenue envelope, we reduced programming starting in year 6 and preserved the important near-term programming in the adopted 5YPPs.
- We assume similar levels of debt in the Final Strategic Plan compared to the Baseline.

For More Information

sfcta.org/funding/half-cent-transportation-sales-tax

PropL@sfcta.org

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BD040825 RESOLUTION NO. 25-XX

RESOLUTION ADOPTING THE FINAL PROP L STRATEGIC PLAN

WHEREAS, In November 2022, San Francisco voters approved Prop L, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan superseding the prior half-cent transportation sales tax measure, Prop K, that was approved by San Francisco voters in 2003; and

WHEREAS, The Prop L Expenditure Plan requires that the Transportation Authority adopt a 30-year Strategic Plan that establishes policies for Prop L administration, forecasts sales tax revenues, and estimates expenditures, including setting programming and cash flow by fiscal year for each of the 28 Expenditure Plan programs, and estimating debt needs to advance project delivery faster than pay-go would allow; and

WHEREAS, The Strategic Plan is developed in concert with the 5-Year Prioritization Programs (5YPPs) that are used to identify the specific projects to be funded in the next five years for each Expenditure Plan program; and

WHEREAS, Adoption of the Strategic Plan and 5YPP documents is a prerequisite for allocation of funds from Prop L; and

WHEREAS, The Transportation Authority Board approved the Strategic Plan Baseline (Baseline) on June 27, 2023 (Resolution 23-56) which established the policies for administration of Prop L and set the pay-go budget for 23 Prop L programs and advanced funds for five of the largest programs; and

WHEREAS, Between July 2023 and July 2024, the Board approved the 5YPPs identifying projects the projects to be funded in Fiscal Years (FYs) 2023/24 – 2027/28 and concurrently amended the Baseline to incorporate sales tax programming and cash flow (i.e., reimbursement schedules) from the 5YPPs; and

WHEREAS, Adoption of the Final Strategic Plan is the last step in the Strategic Plan and 5YPP development process; and

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BD040825 RESOLUTION NO. 25-XX

WHEREAS, In late 2024, Transportation Authority staff worked with Avenu Insights and Analytics and Beacon Economics and compared near-term forecasts with the City's Controller's Office to update the sales tax revenue forecast since it was last set in June 2023 as part of the Baseline, with the new (lower) forecast reflecting the last two years of actual revenues and a continued slow pandemic recovery in the city; and

WHEREAS, The Final Strategic Plan incorporates an 11% ($245 million in 2020$s) lower revenue forecast for the 30-year plan period compared with the Baseline forecast; and

WHEREAS, The Final Strategic Plan recommendations for operating costs (6.9%, tapering off the last five years of the Expenditure Plan), program administration (1%), and capital reserve (last 1.75 years of revenue) are unchanged from the Baseline, and debt cost assumptions have been updated to reflect the current Revolving Credit Agreement; and

WHEREAS, To achieve a financially constrained plan, Transportation Authority staff worked with project sponsors and applied a set of principles to guide the approach to reducing programmed funds to align with the new revenue forecast that included the following: preserve funding as programmed in the approved 5YPPs; preserve funding, to the extent possible, to meet Full Funding Grant Agreement commitments for BART Core Capacity and The Portal/Downtown Rail Extension projects that will leverage billions in federal funds and other non-sales tax dollars; sustain accelerated Baseline funding level for Muni Paratransit operating services as long as possible; and seek to bring all other programs to comparable levels of sales tax funds available (programming plus financing for programs that advance funds)(85%-89% of available Priority 1 revenues) over the 30-year Expenditure Plan period; and

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BD040825 RESOLUTION NO. 25-XX

WHEREAS, The resulting programming and associated cash flows are shown by fiscal year in the attached draft Final Strategic Plan in Attachment F and summarized in Attachment G; and

WHEREAS, The Final Strategic Plan reflects $648.5 million in financing costs compared to $638.9 million in the Baseline attributed to the existing 2017 Sales Tax Revenue Bonds and future debt triggered by the near-term cash needs for carry forward Prop K grant reimbursements and the 20 Prop L programs that advance funds beyond the pay-go amounts; and

WHEREAS, Transportation Authority staff will update financing costs and other assumptions when they prepare the next Strategic Plan update starting in FY 2027/28 along with development of the next set of 5YPPs and if the Transportation Authority finances less than what the Final Strategic Plan assumes, those funds will be made available for programming to projects through the Strategic Plan update; and

WHEREAS, Allocation of sales tax funds and issuance of debt are subject to separate approval actions by the Transportation Authority Board and are not part of adoption of the Strategic Plan; and

WHEREAS, At its March 26, 2025 meeting, the Community Advisory Committee was briefed on the proposed Final Prop L Strategic Plan and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its April 8, 2025 meeting, the Board was briefed on the proposed Final Prop L Strategic Plan; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the Final Prop L Strategic Plan.

Attachment:

1. Final Prop L Strategic Plan

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1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 7

DATE: March 27, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 04/08/2025 Board Meeting: Exercise Contract Option for On-Call Project Management and Engineering Services in an Amount Not to Exceed $2,700,000, for a Combined Total Contract Amount Not to Exceed $10,700,000

RECOMMENDATION ☐ Information ☒ Action

- Execute contract option for on-call project management and engineering services in an amount not to exceed $2,700,000, for a combined total contract amount not to exceed $10,700,000 for the shortlisted firms
- Authorize the Executive Director to modify contract payment terms and non-material terms and conditions

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contract/Agreement
☐ Other:

SUMMARY

We seek to exercise the first contract option with the 17 shortlisted firms for on-call project management and engineering services. The contract amount proposed is a limitation, as the professional support services are provided through contracts where costs are incurred only when the specific services are used. On-call project management and engineering services are intended to augment and complement our internal resources by providing specialized expertise, serving as an on-call supplement to staff (particularly for oversight and delivery support for major capital projects), handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit. We have used on-call engineering and other consultant firms in the past to expedite project delivery and expand the skillset and resources available to us. Attachment 1 provides a summary of the task orders assigned to the consultant firms, with the footnote

San Francisco County Transportation Authority

listing the remaining shortlisted firms that have not yet been assigned a task order.	

BACKGROUND

We contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include on-call project management and engineering services. The contract amount proposed is a not-to-exceed amount limitation, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

In all of our core roles – transportation sales tax administrator, Congestion Management Agency (CMA), Program Manager for the Transportation Fund for Clean Air (TFCA), Prop AA administrator, Treasure Island Mobility Management Agency (TIMMA), and Traffic Congestion Mitigation Tax administrator – we have responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as The Portal/Downtown Rail Extension projects, Caltrain Modernization projects, and multiple transit, bike, pedestrian, and streetscape projects led by the San Francisco Municipal Transportation Agency. In addition, we have project development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Hillcrest Road Improvement, Yerba Buena Island Westside Bridges Retrofit project, Yerba Buena Island Multi-Use Path project, I-280 Interchange Modifications at Ocean Avenue, and development of freeway corridor management studies.

In addition to our involvement with major capital projects such as those listed above, we oversee all other projects and programs in the Prop L and Prop AA Expenditure Plans; we provide oversight and support for the TFCA projects programmed by us; and in our capacity as CMA, we assist project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state, and/or regional sources. Since July 2022, on-call project management and general engineering services has a bench of seventeen teams. The establishment of contracts with multiple consultant teams has enabled us to enlist the services of a broad range of engineering consultant specialists on an on-call task order basis. Current contracts will expire in June 2025. Consistent with the Transportation Authority's Procurement Policy, contracts, including all options therein, are generally limited to a maximum period of five years, after which they are re-bid.

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DISCUSSION

The consultant teams have provided assistance to various projects to date and utilized more resources than anticipated in order to bring projects closer to completion. Projects that have received support from the subject on-call contract include Yerba Buena Island Westside Bridge Structures and Southgate Road Realignment Projects; Project Management Oversight, which covers Caltrain Modernization, Central Subway, and the Fourth and King Railyards Project Development; Treasure Island Ferry Terminal Enhancements, I-280 Ocean Avenue Off Ramp, Hillcrest Road Improvement, Yerba Buena Island Multi Use Pathway, and Downtown Rail Extension, among others.

During Fiscal Year 2025/26, the consultant teams will continue to provide assistance as projects advance forward, in particular Yerba Buena Island Westside Bridges, Hillcrest Road Improvement, Torpedo Building and Pier E-2 Improvements Projects; and The Portal/Downtown Rail Extension; among others.

Attachment 1 provides a summary of the task orders assigned to the consultant firms. The attachment also provides total task orders assigned to Disadvantaged Business Enterprise (DBE), Local Business Enterprise (LBE), and Small Business Enterprise (SBE) certified firms and shows projects and amounts by certified firm. DBE, LBE and/or SBE goals are calculated on an individual task order basis, based on the project's funding sources, specific scope of work and determination of subcontracting opportunities for each assignment of work.

Total task orders assigned under this contract to date to DBE firms is $1,893,676 or 28%, LBE firms is $1,305,972 or 20%, and SBE firms is $2,015,820 or 30%.The proposed action will add contract capacity and exercise the first of two options of the initial contract.

FINANCIAL IMPACT

Sufficient funds will be included in the Fiscal Year 2025/26 annual budget and future budgets to accommodate the recommended action(s). The proposed contracts will be funded by a combination of federal, state and regional grants, and Prop L funds awarded to the Transportation Authority and TIMMA.

CAC POSITION

The CAC considered this item at its March 26, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

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SUPPLEMENTAL MATERIALS

Attachment 1 – On-Call Project Management and Engineering Services Task Order Assignments
Attachment 2 – Resolution

Attachment 1

On-call Project Management and Engineering Assigned Task Orders

Prime Consultant[1]	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Access Planning Ltd	Downtown Rail Extension	$1,288,137	IDSCA (DBE)	$14,592
			InfraStrategies LLC	$574,839
			Peyser Associates	$35,632
			SHA Analytics LLC (DBE/SBE)	$68,680
			Azad Engineering (DBE/SBE/LBE)	$70,322
	Fourth and King Railyards Project Development, Governance, and Operational Analysis	$249,899	Azad Engineering (DBE/SBE/LBE)	$27,989
			DBK Advisory Services (SBE)	$7,081
			LK Planning LLC (DBE)	$4,679
Cole Management & Engineering, Inc.	Treasure Island Ferry Terminal Enhancements Project	$373,589	Associated Right of Way (SBE)	$1,270
			Circlepoint (DBE/SBE)	$14,448

[1] The following firms are under the on-call project management and general engineering contract but do not have executed task orders to date: Alta Planning + Design, Inc., Arup North America, Brierley Associates, Dabri Inc., HNTB Corporation, McMillen Jacobs Associates, Mott MacDonald Group, Parsons Transportation Group, and WSP USA, Inc.

Attachment 1

Prime Consultant[1]	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
			Dabri (DBE/SBE/LBE)	$132,057
			KL Bartlett Consulting (DBE/SBE)	$26,611
			Pendergast Consulting Group (SBE)	$4,921
			WMH Corporation (SBE)	$37,590
	Downtown Rail Extension Rail Senior Advisory Services	$384,117	KL Bartlett Consulting (DBE/SBE)	$12,381
			Zurinaga Associates (DBE/LBE)	$347,695
	Caltrain Program Oversight and Central Subway Closeout	$318,822	KL Bartlett Consulting (DBE/SBE)	$8,989
			Zurinaga Associates (DBE/LBE)	$293,596
Gall Zeidler Consultants, LLC	Downtown Rail Extension Tunneling and Underground Initial Oversight	$54,979		
	Downtown Rail Extension Technical, Design, and Procurement Oversight	$699,819	SYSTRA Consulting	$86,213
			WMH Corporation (SBE)	$77,470

Attachment 1

Prime Consultant[1]	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Mark Thomas & Company	I-280 Ocean Avenue Off Ramp Project – Initial Plans, Specifications/Special Provisions and Estimate Support	$65,000	Baseline Environmental Consulting	$9,000
			Sandis	$6,640
	I-80/Yerba Buena Island Westside Bridges Project	$714,732	KL Bartlett Consulting (DBE/SBE)	$185,500
			PDM Group Inc.	$473,629
	I-80/Yerba Buena Island Torpedo Building, Southgate Road Realignment and Pier E2 Parking Lot Projects	$404,146	Craig Communications (WBE)	$14,008
			KL Bartlett Consulting (DBE/SBE)	$66,543
			Lohman Project Consulting	$187,138
			PDM Group	$73,030
	I-80/Yerba Buena Island Hillcrest Road Improvement Project	$400,000	KL Bartlett Consulting (DBE/SBE)	$57,500
			OLWIT Solutions (DBE/LBE)	$332,500
Parametrix, Inc.	Technical Oversight Support for San Francisco Municipal Transportation Agency Projects	$156,310	Burns Engineering	$3,520
			LK Planning (DBE)	$16,301
			Pacific Railway Enterprises (DBE/SBE)	$942

Attachment 1

Prime Consultant[1]	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
			Spectrum Design (DBE)	$1,500
PGH Wong Engineering, Inc. (MBE)	Torpedo Building Retrofit Project – Historic Architectural Design Services	$210,151	Robin Chiang & Company (DBE)	$64,794
			Architecture + History (LBE)	$21,665
T.Y. Lin International	Yerba Buena Island Multi-Use Pathway Project	$29,374	Sam Schwartz	$15,665
WMH Corporation (SBE)	Yerba Buena Island Westside Bridges Retrofit Project – Preconstruction Services and Final Project Approvals, and Additional Project Delivery Support Services	$619,674	Biggs Cardosa Associates (LBE)	$80,148
			Earth Mechanics (DBE/SBE)	$20,000
			HDR Engineering	$14,000
			MGE Engineering (DBE/SBE)	$126,057
			Power Systems Design (SBE)	$10,000
			Y&C Transportation Consultants	$10,000

Attachment 1

Prime Consultant[1]	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
	Yerba Buena Island Multi-Use Pathway Segment 2 – Preliminary Design	$700,000		
Total Task Orders Awarded to Date		**$6,668,749**		
Total Task Orders Allocated to Subconsultants (55%)				**$3,637,135**
Total Task Orders Awarded to Disadvantaged Business Enterprise Firms (28%)				**$1,893,676**
Total Task Orders Awarded Local Business Enterprise Firms (20%)				**$1,305,972**
Total Task Orders Awarded to Small Business Enterprise Firms (30%)				**$2,015,820**
Total Contract Amount				**$8,000,000**

Attachment 2

San Francisco
County Transportation
Authority

BD040825 RESOLUTION NO. 25-XX

RESOLUTION EXERCISING CONTRACT OPTIONS FOR ON-CALL PROJECT MANAGEMENT AND ENGINEERING SERVICES FOR THE 17 SHORT-LISTED FIRMS IN AN AMOUNT NOT TO EXCEED $2,700,000, FOR A COMBINED TOTAL CONTRACT AMOUNT NOT TO EXCEED $10,700,000, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, In its three core roles to plan, fund, and deliver transportation improvements for San Francisco the Transportation Authority has responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation; and

WHEREAS, The Transportation Authority also has project development and implementation responsibilities for several major capital projects; and

WHEREAS, The Transportation Authority oversees all other projects and programs in the Prop L and Prop AA Expenditure Plans; provides oversight and support for the TFCA projects programmed by the Transportation Authority; and assists project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state, and/or regional resources; and

WHEREAS, The Transportation Authority is currently contracted with 17 firms on an on-call task order basis for project management and engineering services due to the size and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts; and

WHEREAS, On May 24, 2022 through Resolution 22-54, the Transportation Authority awarded three-year consultant contracts, with options to extend for two additional one-year periods, for on-call project management and engineering services to the 17 firms for a total combined amount not to exceed $8,000,000; and

WHEREAS, The consultant teams have provided assistance to various projects to date and utilized more resources than anticipated in order to bring projects closer to completion; and

WHEREAS, These projects included Yerba Buena Island Westside Bridge Structures and Southgate Road Realignment Projects; Project Management Oversight, which covers Caltrain Modernization, Central Subway, and the Fourth and King Railyards Project Development; Treasure Island Ferry Terminal Enhancements, I-280 Ocean Avenue Off Ramp, Hillcrest Road Improvement, Yerba Buena Island Multi Use Pathway, and The Portal/Downtown Rail Extension, among others; and

WHEREAS, During Fiscal Year 2025/26, the consultant teams will continue to provide assistance as projects advance forward, in particular Yerba Buena Island Westside Bridges, Hillcrest Road Improvement, Torpedo Building and Pier E-2 Improvements Projects; and The Portal/Downtown Rail Extension; among others; and

WHEREAS, The proposed action will add contract capacity of $2,700,000, to a combined total contract amount not to exceed $10,700,000, and exercise the first of two one-year options of the initial contracts; and

WHEREAS, Sufficient funds will be included in the Fiscal Year 2025/26 annual budget and future budgets to accommodate the recommended action; and

WHEREAS, The proposed contract options will be funded by a combination of federal state and regional grants, and Prop L funds awarded to the Transportation Authority and TIMMA; and

WHEREAS, At its March 26, 2025 meeting, the Community Advisory Committee considered the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to execute the first of two contract options to extend the aforementioned contracts for on-call project management and engineering services for an additional one-year period in an amount not to exceed $2,700,000, for a combined total contract amount not to exceed $10,700,000; and be it further

RESOLVED, That the Executive Director is authorized to modify contract

San Francisco
County Transportation
Authority

payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, “non-material” shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.