



RESOLUTION AMENDING THE 2019 PROP K STRATEGIC PLAN BASELINE, ALLOCATING \$19,999,636 IN PROP K FUNDS FOR TWO REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$600,000 FOR ONE REQUEST

WHEREAS, The Transportation Authority received three requests for a total of \$20,599,636 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Downtown Extension (DTX) to a Rebuilt Transbay Terminal and Paratransit; and

WHEREAS, Both of the categories are for projects named in the Prop K Expenditure Plan, and therefore funds are programmed to these projects directly in the 2019 Prop K Strategic Plan rather than through a 5-Year Prioritization Program; and

WHEREAS, The Prop K Strategic Plan Baseline left all remaining funds for the DTX unprogrammed to allow time for the Board, Mayor, San Francisco agencies and the Transbay Joint Powers Authority (TJPA) to move toward consensus on how to proceed with the project; and

WHEREAS, The TJPA's request for Downtown Extension – 30% Design Part 1 requires a concurrent Prop K Strategic Plan amendment to advance \$9,678,626 to Fiscal Year 2018/19; and

WHEREAS, Transportation Authority staff's request for Downtown Extension – 30% Design Oversight and Support Part 1 requires a concurrent amendment of the Prop K Strategic Plan Baseline to advance \$600,000 to Fiscal Year 2018/19; and

WHEREAS, In May 2018 the Transportation Authority Board approved programming recommendations for San Francisco's Lifeline Transportation Program Cycle 5 Program of Projects, including the San Francisco Municipal Transportation Agency's (SFMTA's) Shop-a-Round/Van



Gogh Shuttles and Ramp Taxi Incentives Program; and

WHEREAS, The SFMTA's request for Prop K funds for the Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives require amendment of the Paratransit category in the Prop K Strategic Plan Baseline to make minor programming adjustments to reflect the final Lifeline Transportation Program recommendations, specifically advancing \$128,000 to Fiscal Year 2018/19, \$25,000 to Fiscal Year 2019/20 and \$25,000 to Fiscal Year 2020/21 to fully fund the Shop-a-Round/Van Gogh Shuttles and Ramp Taxi Incentives through Fiscal Year 2020/21 as detailed in the enclosed allocation request forms and Attachment 5; and

WHEREAS, Until Prop K sales tax funds for Caltrain are exhausted, Prop K is providing San Francisco's annual local capital match contribution as a member county of the Peninsula Corridor Joint Powers Board, temporarily relieving the SFMTA of that financial burden; and

WHEREAS, Fully funding San Francisco's Fiscal Year 2018/19 member share contribution to Caltrain's capital budget requires an amendment to the Prop K Strategic Plan Baseline to advance \$2,598,158 in New and Renovated Vehicles – Caltrain funds and \$670,492 in Guideways – Caltrain funds to Fiscal Year 2018/19 as detailed in Attachment 5, and

WHEREAS, In aggregate, the requested Strategic Plan amendments would result in a relatively small increase (~0.32%) to the assumed level of financing costs over the 30-year life of the Prop K Expenditure Plan; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended amending the Prop K Strategic Plan Baseline as described above, allocating \$19,999,636 in Prop K funds for two requests, with conditions, and appropriating \$600,000 for one request, as described in Attachments 3 and 5 and as detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds



requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan Baseline to advance a total of \$10,278,626 in the Downtown Extension to a Rebuilt Transbay Terminal category to Fiscal Year 2018/19; amend programming in the Paratransit category to advance \$128,000 to Fiscal Year 2018/19, \$25,000 to Fiscal Year 2019/20 and \$25,000 to Fiscal Year 2020/21; and advance \$2,598,158 in New and Renovated Vehicles – Caltrain funds and \$670,492 in Guideways – Caltrain funds to Fiscal Year 2018/19, as summarized in Attachment 5; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$19,999,636 in Prop K funds for two requests, with conditions, and appropriates \$600,000 for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the relevant 5-Year Prioritization Programs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further



RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, and the relevant Prop K 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – Fiscal Year 2018/19
5. 2019 Prop K Strategic Plan Baseline - Proposed Amendments



Enclosure:
Prop K/AA Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	TJPA	Downtown Extension - 30% Design Part 1	\$ 9,678,626	\$ 176,134,322	86%	97.2% per DTX funding plan	Design	6
Prop K	5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$ 600,000	\$ 176,134,322	38%	97.2% per DTX funding plan	Design	6
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,321,010	\$ 29,171,627	27%	65%	Operations	Citywide
TOTAL				\$ 20,599,636	\$ 381,440,271	59%	95%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); TJPA (Caltrain).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - 30% Design Part 1	\$9,678,626	Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. Requested funds will support the progress of the project toward 30% design on the new and modified elements of the project, such as the relocation of the 4th and Townsend underground station to beneath Townsend Street from its original location beneath the Caltrain yard. It will also support follow-up to the Tunnel Options Study, value engineering and development of bottom-up cost estimates. While TJPA expects to complete 30% design by September 2019, the work to be funded by the subject request will be complete in March 2019.
5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$600,000	Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. Requested funds will allow for SFCTA to conduct enhanced project delivery oversight and support as the Transbay Joint Powers Authority (TJPA) prepares 30% design submittals for new and modified elements of the project. Focus areas will include, but are not limited to follow-on work to the recently completed Tunnel Options Study and Operations Study, value engineering, project delivery and procurement plan, contracting and funding plan. While TJPA expects to complete 30% design by September 2019, the work to be funded by the subject request will be complete in March 2019.
23	SFMTA	Paratransit, Shop-a- Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$10,321,010	The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for the Shop-a-Round and Van Gogh shuttles, which provide transportation to grocery stores and recreational destinations, respectively, for senior and disabled passengers.
TOTAL			\$20,599,636	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	TJPA	Downtown Extension - 30% Design Part 1	\$ 9,678,626	Strategic Plan Baseline Amendment: Allocation is contingent upon amendment of the Strategic Plan Baseline to advance \$9,678,626 to FY 2018/19 for the subject request. Finance costs in the category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment, which includes the subject allocation and the \$600,000 request from the SFCTA (see below). See Attachment 5 and the enclosed Allocation Request Form for details.
5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$ 600,000	Strategic Plan Baseline Amendment: Appropriation is contingent upon amendment of the Strategic Plan Baseline to advance \$600,000 to FY 2018/19 for the subject request. Finance costs in the category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment, which includes the subject request and the above \$9,678,626 request from the TJPA. See Attachment 5 and the enclosed Allocation Request Form for details.
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,321,010	Strategic Plan Baseline Amendment: Allocation is contingent upon amendment of the Strategic Plan Baseline to advance \$128,000 to FY 2018/19, \$25,000 to FY 2019/20 and \$25,000 to FY 2020/21 to fully fund the Shop-a-Round Shuttles and Ramp Taxi Incentives Programs, which is consistent with the final Lifeline Transportation Program Cycle 5 programming recommendations. Amendment would increase financing costs in the category by 0.08% (from 13.67% to 13.75%) over the 30-year Expenditure Plan. FY 2019/20 and FY 2020/21 funding is subject to future allocation by the Board. See Attachment 5 and the enclosed Allocation Request Form for details.
TOTAL			\$20,599,636	

¹ See Attachment 1 for footnotes.

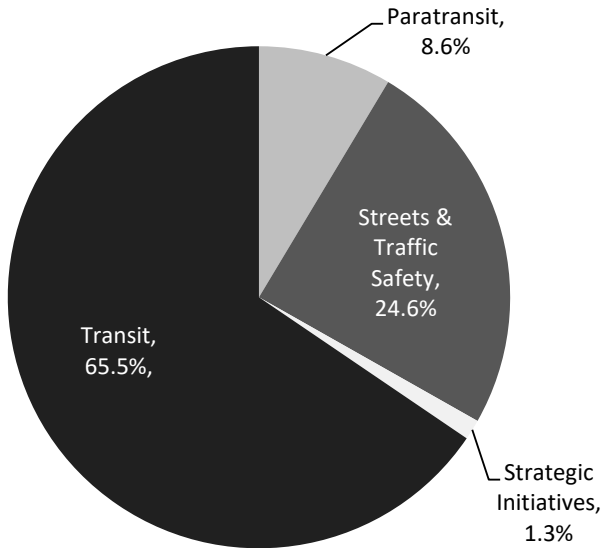
**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

PROP K SALES TAX

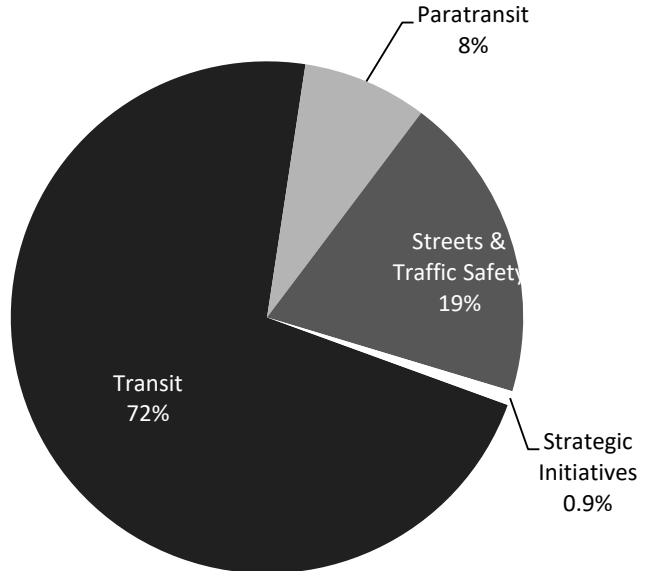
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 9,701,076	\$ 7,842,928	\$ 1,844,071	\$ 14,077	\$ -	\$ -
Current Request(s)	\$ 20,599,636	\$ 20,599,636	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 30,300,712	\$ 28,442,564	\$ 1,844,071	\$ 14,077	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



Attachment 5:
2019 Strategic Plan Baseline - Proposed Amendments
 Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34		
Adopted 2019 Prop K Strategic Plan Baseline																						
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,748,925	9.43%	Programming	\$ 196,211,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 26,844,485	\$ 1,917,794	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 223,055,600	\$ 1,917,794	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - Caltrain	\$ 24,271,510	7.74%	Programming	\$ 22,294,326	\$ 1,208,957	\$ 441,791	\$ 468,299	\$ 503,036	\$ 541,688	\$ 583,470	\$ 630,269	\$ 581,307	\$ 640,727	\$ 696,324	\$ 746,578	\$ 856,908	\$ 927,119	\$ 100,000	\$ -	\$ -	
				Finance Costs	\$ 1,879,706	\$ 84,461	\$ 120,627	\$ 172,872	\$ 163,366	\$ 157,002	\$ 150,657	\$ 143,265	\$ 130,303	\$ 121,648	\$ 117,922	\$ 116,548	\$ 116,374	\$ 116,374	\$ 120,648	\$ 90,238	\$ -	\$ -
				Total	\$ 24,174,032	\$ 1,293,418	\$ 562,418	\$ 641,170	\$ 666,402	\$ 698,690	\$ 734,127	\$ 773,534	\$ 711,610	\$ 762,375	\$ 814,246	\$ 863,126	\$ 973,282	\$ 1,047,768	\$ 190,238	\$ -	\$ -	\$ -
22P	Guideways - Caltrain	\$ 29,430,485	9.37%	Programming	\$ 26,588,540	\$ 1,441,449	\$ 418,688	\$ 452,183	\$ 493,350	\$ 543,478	\$ 598,462	\$ 659,721	\$ 568,847	\$ 650,985	\$ 725,300	\$ 790,265	\$ 923,965	\$ 800,000	\$ -	\$ -	\$ -	
				Finance Costs	\$ 2,757,371	\$ 133,570	\$ 183,699	\$ 262,271	\$ 246,740	\$ 235,974	\$ 225,247	\$ 212,979	\$ 192,052	\$ 177,588	\$ 170,292	\$ 166,200	\$ 163,424	\$ 154,393	\$ 111,963	\$ -	\$ -	\$ -
				Total	\$ 29,345,911	\$ 1,575,019	\$ 602,387	\$ 714,454	\$ 740,090	\$ 779,452	\$ 823,709	\$ 872,699	\$ 760,899	\$ 828,573	\$ 895,592	\$ 956,464	\$ 1,087,388	\$ 954,393	\$ 111,963	\$ -	\$ -	\$ -
23	Paratransit	\$ 241,862,886	13.67%	Programming	\$ 208,740,374	\$ 10,193,010	\$ 10,443,010	\$ 10,443,010	\$ 10,343,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 33,055,969	\$ 976,112	\$ 1,377,994	\$ 2,258,137	\$ 2,417,540	\$ 2,599,244	\$ 2,769,915	\$ 2,903,787	\$ 2,782,733	\$ 2,485,689	\$ 2,247,840	\$ 2,003,292	\$ 1,682,425	\$ 1,299,705	\$ 967,680	\$ -	\$ -	\$ -
				Total	\$ 241,796,343	\$ 11,169,122	\$ 11,821,004	\$ 12,701,147	\$ 12,760,550	\$ 12,792,254	\$ 12,962,925	\$ 13,096,797	\$ 8,282,733	\$ 2,485,689	\$ 2,247,840	\$ 2,003,292	\$ 1,682,425	\$ 1,299,705	\$ 967,680	\$ -	\$ -	\$ -
TOTAL				\$ 481,156,621	\$ 14,424,360	\$ 12,630,706	\$ 12,731,421	\$ 12,754,706	\$ 12,318,295	\$ 11,501,849	\$ 11,628,500	\$ 6,759,200	\$ 1,427,132	\$ 1,580,113	\$ 1,714,780	\$ 1,995,841	\$ 1,767,119	\$ 100,000	\$ -	\$ -		
				Finance Costs	\$ 69,074,173	\$ 3,273,845	\$ 4,203,905	\$ 6,199,150	\$ 6,008,273	\$ 5,864,849	\$ 5,637,067	\$ 5,318,344	\$ 4,680,512	\$ 3,895,358	\$ 3,168,585	\$ 2,535,071	\$ 2,177,507	\$ 1,740,343	\$ 1,288,128	\$ -	\$ -	
				Total	\$ 550,230,794	\$ 17,698,205	\$ 16,834,611	\$ 18,930,571	\$ 18,762,979	\$ 18,183,145	\$ 17,138,916	\$ 16,946,844	\$ 11,439,712	\$ 5,322,491	\$ 4,748,698	\$ 4,249,851	\$ 4,173,349	\$ 3,507,462	\$ 1,388,128	\$ -	\$ -	

Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1																						
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,705,594	11.38%	Programming	\$ 206,489,741	\$ 10,278,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 32,397,388	\$ 2,111,124	\$ 2,619,132	\$ 3,607,636	\$ 3,274,228	\$ 2,968,977	\$ 2,632,831	\$ 2,247,127	\$ 1,811,924	\$ 1,399,586	\$ 991,768	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 238,887,129	\$ 12,389,750	\$ 2,619,132	\$ 3,607,636	\$ 3,274,228	\$ 2,968,977	\$ 2,632,831	\$ 2,247,127	\$ 1,811,924	\$ 1,399,586	\$ 991,768	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - Caltrain	\$ 24,267,816	13.14%	Programming	\$ 21,045,554	\$ 3,807,115	\$ 441,791	\$ 468,299	\$ 503,036	\$ 541,688	\$ 583,470	\$ 630,269	\$ 581,307	\$ 120,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 3,188,062	\$ 112,338	\$ 202,492	\$ 297,035	\$ 290,876	\$ 289,469	\$ 288,060	\$ 284,519	\$ 273,259	\$ 247,513	\$ 222,377	\$ 198,689	\$ 173,795	\$ 134,831	\$ 99,034	\$ -	\$ -	\$ -
				Total	\$ 24,233,616	\$ 3,919,453	\$ 644,283	\$ 765,334	\$ 793,912	\$ 831,157	\$ 871,530	\$ 914,788	\$ 854,566	\$ 368,240	\$ 222,377	\$ 198,689	\$ 173,795	\$ 134,831	\$ 99,034	\$ -	\$ -	\$ -
22P	Guideways - Caltrain	\$ 29,426,006	10.82%	Programming	\$ 26,199,032	\$ 2,111,941	\$ 418,688	\$ 452,183	\$ 493,350	\$ 543,478	\$ 598,462	\$ 659,721	\$ 568,847	\$ 650,985	\$ 725,300	\$ 790,265	\$ 663,965	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 3,183,800	\$ 138,320	\$ 206,420	\$ 294,845	\$ 280,550	\$ 270,901	\$ 261,290	\$ 249,904	\$ 229,249	\$ 215,573	\$ 210,259	\$ 211,493	\$ 210,662	\$ 163,402	\$ 119,950	\$ -	\$ -	\$ -
				Total	\$ 29,382,832	\$ 2,250,261	\$ 625,108	\$ 747,028	\$ 773,901	\$ 814,378	\$ 859,752	\$ 909,624	\$ 798,097	\$ 866,558	\$ 935,559	\$ 1,001,758	\$ 874,627	\$ 163,402	\$ 119,950	\$ -	\$ -	\$ -
23	Paratransit	\$ 241,826,080	13.75%	Programming	\$ 208,568,374	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 5,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 33,254,709	\$ 957,675	\$ 1,400,258	\$ 2,276,936	\$ 2,430,652	\$ 2,611,566	\$ 2,781,031	\$ 2,913,910	\$ 2,781,858	\$ 2,476,781	\$ 2,227,072	\$ 1,992,261	\$ 1,746,408	\$ 1,360,894	\$ 1,013,528	\$ -	\$ -	\$ -
				Total	\$ 241,823,083	\$ 11,278,685	\$ 11,868,268	\$ 12,744,946	\$ 12,623,662	\$ 12,804,576	\$ 12,974,041	\$ 13,106,920	\$ 8,081,858	\$ 2,476,781	\$ 2,227,072	\$ 1,992,261	\$ 1,746,408	\$ 1,360,894	\$ 1,013,528	\$ -	\$ -	\$ -
TOTAL				\$ 489,624,967	\$ 28,099,636	\$ 12,655,706	\$ 12,756,421	\$ 12,604,706	\$ 12,318,295	\$ 11,501,849	\$ 11,628,500	\$ 6,559,200	\$ 907,132	\$ 883,789	\$ 968,202	\$ 878,933	\$ 40,000	\$ -	\$ -	\$ -		
				Finance Costs	\$ 76,591,404	\$ 3,477,825	\$ 4,679,451	\$ 6,878,076	\$ 6,703,729	\$ 6,582,771	\$ 6,377,072	\$ 6,075,723	\$ 5,433,933	\$ 4,641,337	\$ 3,925,275	\$ 3,184,948	\$ 2,355,533	\$ 1,833,941	\$ 1,358,558	\$ -	\$ -	
				Total	\$ 566,216,371	\$ 31,577,461	\$ 17,335,157	\$ 19,634,497	\$ 19,308,434	\$ 18,901,066	\$ 17,878,920	\$ 17,704,222	\$ 11,993,134	\$ 5,548,470	\$ 4,809,063	\$ 4,153,150	\$ 3,234,466	\$ 1,873,941	\$ 1,358,558	\$ -	\$ -	

**Attachment 5:
2019 Strategic Plan Baseline - Proposed Amendments**
Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34		
Change																						
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ (43,331)	1.95%	Programming	\$ 10,278,626	\$ 10,278,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 5,552,903	\$ 193,329	\$ 346,085	\$ 502,379	\$ 519,113	\$ 536,515	\$ 554,127	\$ 568,033	\$ 573,465	\$ 591,304	\$ 634,700	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 15,831,529	\$ 10,471,955	\$ 346,085	\$ 502,379	\$ 519,113	\$ 536,515	\$ 554,127	\$ 568,033	\$ 573,465	\$ 591,304	\$ 634,700	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - Caltrain	\$ (3,693)	5.39%	Programming	\$ (1,248,772)	\$ 2,598,158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (520,000)	\$ (696,324)	\$ (746,578)	\$ (856,908)	\$ (927,119)	\$ (100,000)	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,308,356	\$ 27,877	\$ 81,865	\$ 124,163	\$ 127,510	\$ 132,467	\$ 137,403	\$ 141,254	\$ 142,955	\$ 125,865	\$ 104,455	\$ 82,141	\$ 57,421	\$ 14,182	\$ 8,796	\$ -	\$ -	\$ -
				Total	\$ 59,584	\$ 2,626,035	\$ 81,865	\$ 124,163	\$ 127,510	\$ 132,467	\$ 137,403	\$ 141,254	\$ 142,955	\$ (394,135)	\$ (591,869)	\$ (664,437)	\$ (799,487)	\$ (912,937)	\$ (91,204)	\$ -	\$ -	\$ -
22P	Guideways - Caltrain	\$ (4,479)	1.45%	Programming	\$ (389,508)	\$ 670,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (260,000)	\$ (800,000)	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 426,429	\$ 4,750	\$ 22,721	\$ 32,574	\$ 33,810	\$ 34,927	\$ 36,043	\$ 36,925	\$ 37,198	\$ 37,985	\$ 39,967	\$ 45,294	\$ 47,239	\$ 9,009	\$ 7,987	\$ -	\$ -	\$ -
				Total	\$ 36,921	\$ 675,242	\$ 22,721	\$ 32,574	\$ 33,810	\$ 34,927	\$ 36,043	\$ 36,925	\$ 37,198	\$ 37,985	\$ 39,967	\$ 45,294	\$ 47,239	\$ (790,991)	\$ (790,991)	\$ 7,987	\$ -	\$ -
23	Paratransit	\$ (36,805)	0.08%	Programming	\$ (172,000)	\$ 128,000	\$ 25,000	\$ 25,000	\$ (150,000)	\$ -	\$ -	\$ (200,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ 198,739	\$ (18,437)	\$ 22,264	\$ 18,799	\$ 13,112	\$ 12,322	\$ 11,116	\$ 10,123	\$ (875)	\$ (8,907)	\$ (20,768)	\$ (11,030)	\$ 63,983	\$ 61,189	\$ 45,849	\$ -	\$ -	\$ -
				Total	\$ 26,739	\$ 109,563	\$ 47,264	\$ 43,799	\$ (136,888)	\$ 12,322	\$ 11,116	\$ 10,123	\$ (200,875)	\$ (8,907)	\$ (20,768)	\$ (11,030)	\$ 63,983	\$ 61,189	\$ 45,849	\$ -	\$ -	\$ -
TOTAL				Programming	\$ 8,468,346	\$ 13,675,276	\$ 25,000	\$ 25,000	\$ (150,000)	\$ -	\$ -	\$ (200,000)	\$ (520,000)	\$ (696,324)	\$ (746,578)	\$ (1,116,908)	\$ (1,727,119)	\$ (100,000)	\$ -	\$ -		
				Finance Costs	\$ 7,517,231	\$ 203,980	\$ 475,546	\$ 678,925	\$ 695,455	\$ 717,921	\$ 740,004	\$ 757,378	\$ 753,421	\$ 745,979	\$ 756,690	\$ 649,877	\$ 178,026	\$ 93,598	\$ 70,430	\$ -	\$ -	
				Total	\$ 15,985,577	\$ 13,879,256	\$ 500,546	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,378	\$ 553,421	\$ 225,979	\$ 60,366	\$ (96,701)	\$ (938,883)	\$ (1,633,521)	\$ (29,570)	\$ -	\$ -	

Prop K Total				
Adopted 2019 Prop K Strategic Plan Baseline				
	Prop K	\$ 2,797,053,717	7.63%	Programming \$ 2,506,888,150 Finance Costs \$ 213,441,037 Total \$ 2,720,329,186
Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1				
	Prop K	\$ 2,796,666,677	7.95%	Programming \$ 2,515,356,496 Finance Costs \$ 222,305,160 Total \$ 2,737,661,656
Change				
	Prop K	\$ (387,040)	0.32%	Programming \$ 8,468,346 Finance Costs \$ 8,864,124 Total \$ 17,332,470



Memorandum

Date: June 18, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 7/10/2018 Board Meeting: Amendment of the Prop K Strategic Plan Baseline, Allocation of \$19,999,636 in Prop K Funds for Two Requests, with Conditions, and Appropriation of \$600,000 for One Request

RECOMMENDATION Information Action

- Amend the 2019 Prop K Strategic Plan Baseline to advance funds to Fiscal Year (FY) 2018/19 in the Downtown Extension to a Rebuilt Transbay Terminal, Vehicles-Caltrain, Guideways-Caltrain, and Paratransit categories to fully fund three Prop K requests and program sufficient funds for San Francisco’s annual member share contribution to Caltrain’s capital budget.
- Allocate \$9,678,626 in Prop K sales tax funds to the Transbay Joint Powers Authority (TJPA) for one request:
 1. Downtown Extension - 30% Design Part 1
- Allocate \$10,321,010 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for one request:
 2. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Program
- Appropriate \$600,000 in Prop K sales tax funds for one request:
 3. Downtown Extension – 30% Design Oversight and Support Part 1

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contracts
- Other:

SUMMARY

We are presenting three requests totaling \$20,599,636 in Prop K sales tax funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations. Attachment 5 provides details of the proposed 2019 Prop K Strategic Plan Baseline amendment incorporating programming changes to accommodate the three subject requests and San Francisco’s annual member share contribution to the FY 2018/19 Caltrain capital budget, anticipated to be considered by the Board in September.

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources)

compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Proposed Amendments to the Prop K Strategic Plan Baseline.

The three subject requests are conditioned upon amendments to the Prop K Strategic Plan Baseline. In addition, we are recommending amendments to the Vehicles-Caltrain and Guideways-Caltrain categories to support Caltrain’s annual local capital match contribution from San Francisco. Those allocation requests are expected to be before the Board in September.

Caltrain Downtown Extension (DTX) to the Salesforce Transit Center: We are recommending an amendment to the Strategic Plan Baseline to program a total of \$10,278,626 in FY 2018/19 to fully fund the TJPA’s and Transportation Authority’s requests from the Downtown Extension to a Rebuilt Transbay Terminal category. When the Transportation Authority Board adopted the Baseline in May 2018, it left all remaining Prop K funds in the category unprogrammed for the DTX to allow time for the Board, Mayor, San Francisco agencies and the TJPA to move toward consensus on how to proceed with the project. Given the recent completion of/near completion of several studies and the fact that the City is moving toward consensus on the alignment for the DTX, the TJPA is requesting \$9,678,626 to continue advancing the project toward 30% design of the new and modified elements of the DTX. Concurrently, we are requesting \$600,000 for project delivery oversight and support as the TJPA prepares draft 30% design submittals. Finance costs in this category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment.

Paratransit: We are recommending minor programming adjustments to the Strategic Plan Baseline to advance funds in the Paratransit category to reflect the final Lifeline Cycle 5 programming recommendations, including modifications for funding eligibility. Our recommendation is detailed in the table below, which shows that Prop K funds in the Paratransit category will be used to fund SFMTA’s paratransit operations, the Shop-a-Round/Van Gogh Shuttles, and the Ramp Taxi Incentive Program.

Table 1. Proposed Strategic Plan Baseline Amendment - Paratransit Category

Paratransit Category	FY 2018/19 Prop K Amount	FY 2019/20 Prop K Amount	FY 2020/21 Prop K Amount
Paratransit Operations	No change. Baseline includes \$10,193,010	No change. Baseline includes \$10,193,010	No change. Baseline includes \$10,193,010
Shop-a-Round/Van Gogh Shuttles	\$78,000 increase. Baseline is \$0.	No change. Baseline includes \$150,000	No change. Baseline includes \$150,000
Ramp Taxi Incentive Program	\$50,000 increase. Baseline is \$0	\$25,000 increase. Baseline includes \$100,000	\$25,000 increase. Baseline includes \$100,000
Revised Prop K Amount:	\$10,321,010	\$10,468,010	\$10,468,010

The 2019 Prop K Strategic Plan Baseline includes \$10,193,010 in annual programming for the SFMTA’s general Paratransit operations through FY 2024/25 and a partial year of funding in FY 2025/26. The Shop-a-Round group van service and Van Gogh recreational shuttle would be funded in part with Prop K and Lifeline Transportation Program funds through FY 2020/21. The proposed

Agenda Item 5

amendment would increase financing costs in the category by 0.08% (from 13.67% to 13.75%) over the 30-year Expenditure Plan.

San Francisco's Member Share Contribution to Caltrain's FY 2018/19 Capital Budget: We are recommending an amendment to the Strategic Plan Baseline to advance a total of \$3,268,650 from the out-years to FY 2018/19 in the Caltrain-Vehicles and Caltrain-Guideways categories to help fully fund San Francisco's member share contribution to Caltrain's capital budget. Annually, Caltrain requests an equal contribution from each of the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo and Santa Clara) to their capital budget. In FY 2018/19, each member has agreed to provide \$7.5 million, up from last year's member contribution of \$5 million. The Strategic Plan Baseline includes \$4,231,350 in FY 2018/19 in the Prop K categories for Caltrain state of good repair projects (i.e. Capital Improvement Program, Vehicles, Facilities, and Guideways), thus we are recommending advancing funds to fully fund San Francisco's share. This continues the trend of advancing Prop K sales tax funds in the four Caltrain categories so that Prop K can temporarily provide San Francisco's annual local capital match contribution, relieving the SFMTA of this financial burden until Prop K sales tax funds are exhausted for Caltrain, which is likely to be within the next 3 to 5 years.

FINANCIAL IMPACT

The recommended action would allocate \$19,999,636 and appropriate \$600,000 in FY 2018/19 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation, and cash flow amounts that are the subject of this memorandum.

In all, the proposed amendments to the 2019 Prop K Strategic Plan Baseline would advance a total of \$8,468,346 in out-year programming to FYs 2018/19 through 2020/21. The proposed amendments would cumulatively result in an increase of 0.32% (\$8,864,124) in anticipated finance costs over the 30-year life of the Expenditure Plan. See Attachment 5 for details.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its June 27, 2018 meeting and adopted a motion of support for the staff recommendation by a vote of 7-1.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

Attachment 5 – 2019 Prop K Strategic Plan Baseline - Proposed Amendments

Enclosure – Prop K/AA Allocation Request Forms (3)