

2019 Prop K Strategic Plan Baseline

Citizens Advisory Committee



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

April 25, 2018

2019 Strategic Plan Baseline Presentation Overview



- ▶ **2019 Strategic Plan/5YPP Update**
 - ▶ Why is it important?
 - ▶ What is the process?

- ▶ **2019 Strategic Plan Baseline**
 - ▶ True-up revenues and expenditures
 - ▶ Update revenue forecast and debt assumptions
 - ▶ Update Strategic Plan Policies
 - ▶ Update 5-year project delivery plan for Major Capital Projects & Paratransit



2019 Strategic Plan/5YPP Update

Why is it important? Why now?



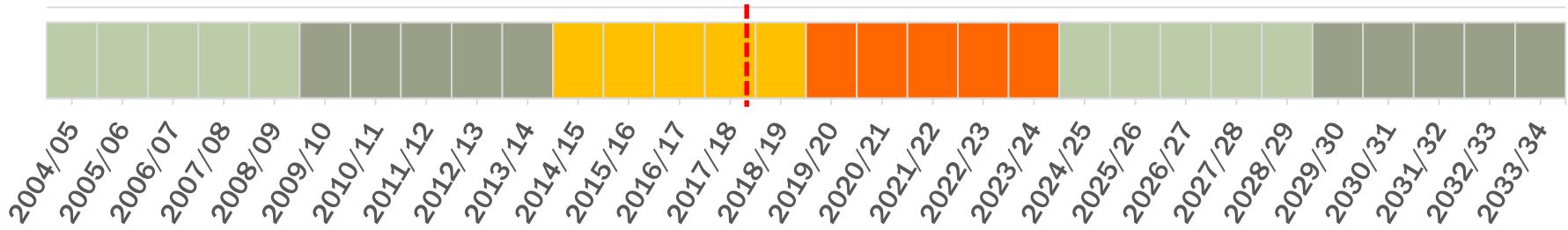
- ▶ Determines which projects will receive funding over next five years
- ▶ Respond to current context
 - ▶ Board interests, agency priorities, changing funding landscape
- ▶ Helps ensure funds are available to support project delivery
- ▶ Support transparency and accountability
 - ▶ Board, sponsor, public engagement
- ▶ Needed now to program funds for 5-year period starting July 1, 2019

30-Year Prop K
Expenditure Plan

2009 SP/5YPP
Update

2014 SP/5YPP
Update

2019 SP/5YPP
Update



Current 5-Year Period

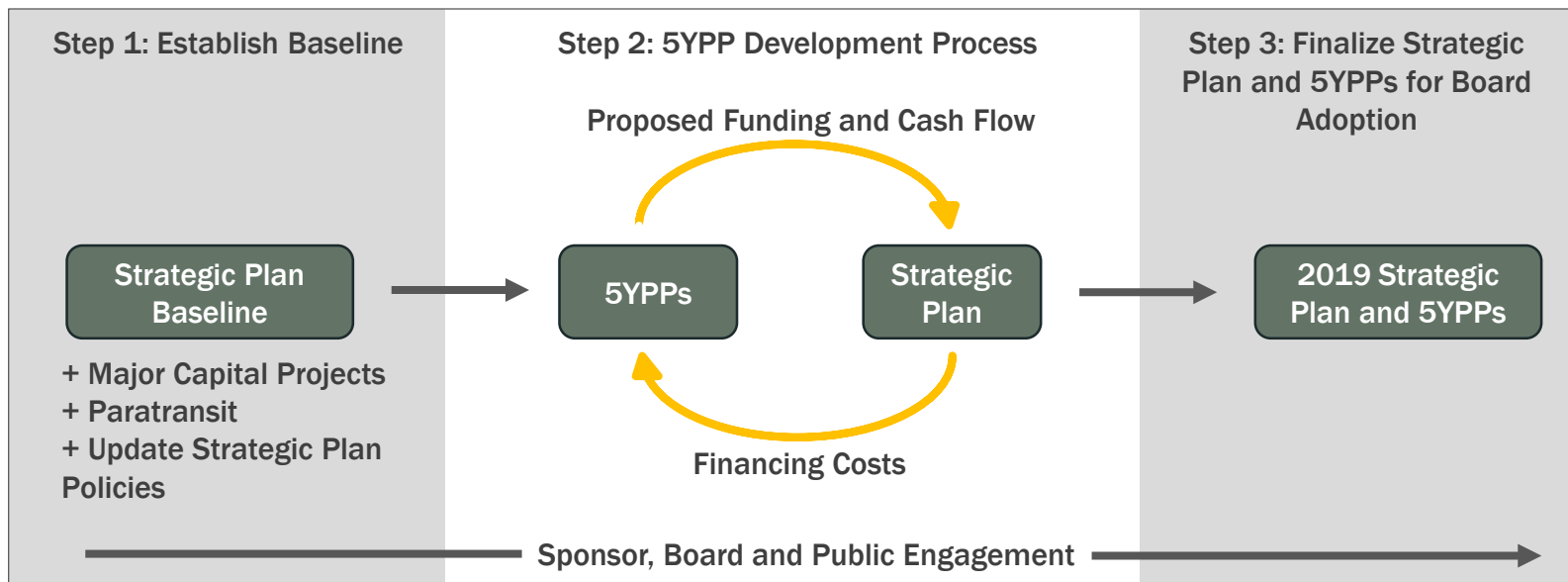
2019 SP/5YPP Update

2019 Strategic Plan/5YPP Update

What is the process?



- ▶ Iterative process requiring extensive communication between SFCTA and project sponsors
- ▶ Strategic Plan and 5YPPs evolve in parallel and are closely coordinated



2019 Strategic Plan/5YPP Update

Step 1: Establish Strategic Plan Baseline



For each Expenditure Plan category, the Strategic Plan Baseline determines how much Prop K funds are available by year through 2034.

Step 1: Establish Baseline

Strategic Plan
Baseline



- ▶ True-up to incorporate actual revenues and expenditures since 2014 Strategic Plan update
- ▶ Update revenue forecast and debt assumptions
- ▶ Update Strategic Plan Policies
- ▶ Update funding plan and project delivery plan for Major Capital Projects and Paratransit

Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Investment Income

Operating Expenditures

Capital Reserve

Project Costs

Financing Costs

2019 Prop K Strategic Plan Baseline

Prop K Policies



- ▶ Provides guidance to both Transportation Authority staff and project sponsors for program administration
- ▶ 2019: Minor updates for clarity purposes

Strategic Plan Guiding Principles:

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

Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Operating Expenditures

Capital Reserve

Project Costs

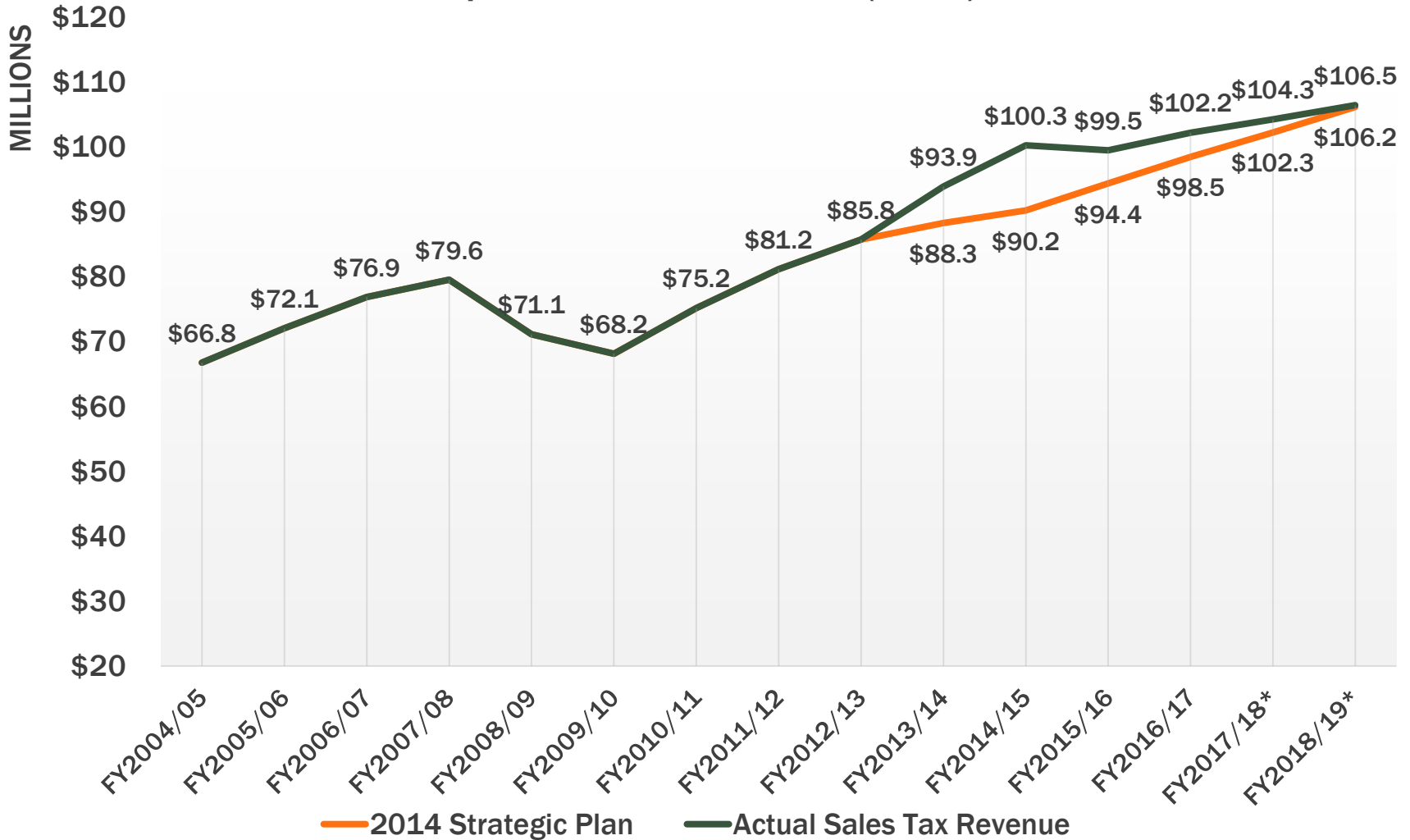
Investment Income

Financing Costs

2019 Strategic Plan Baseline Revenues



Prop K Sales Tax Revenue (YOE\$)

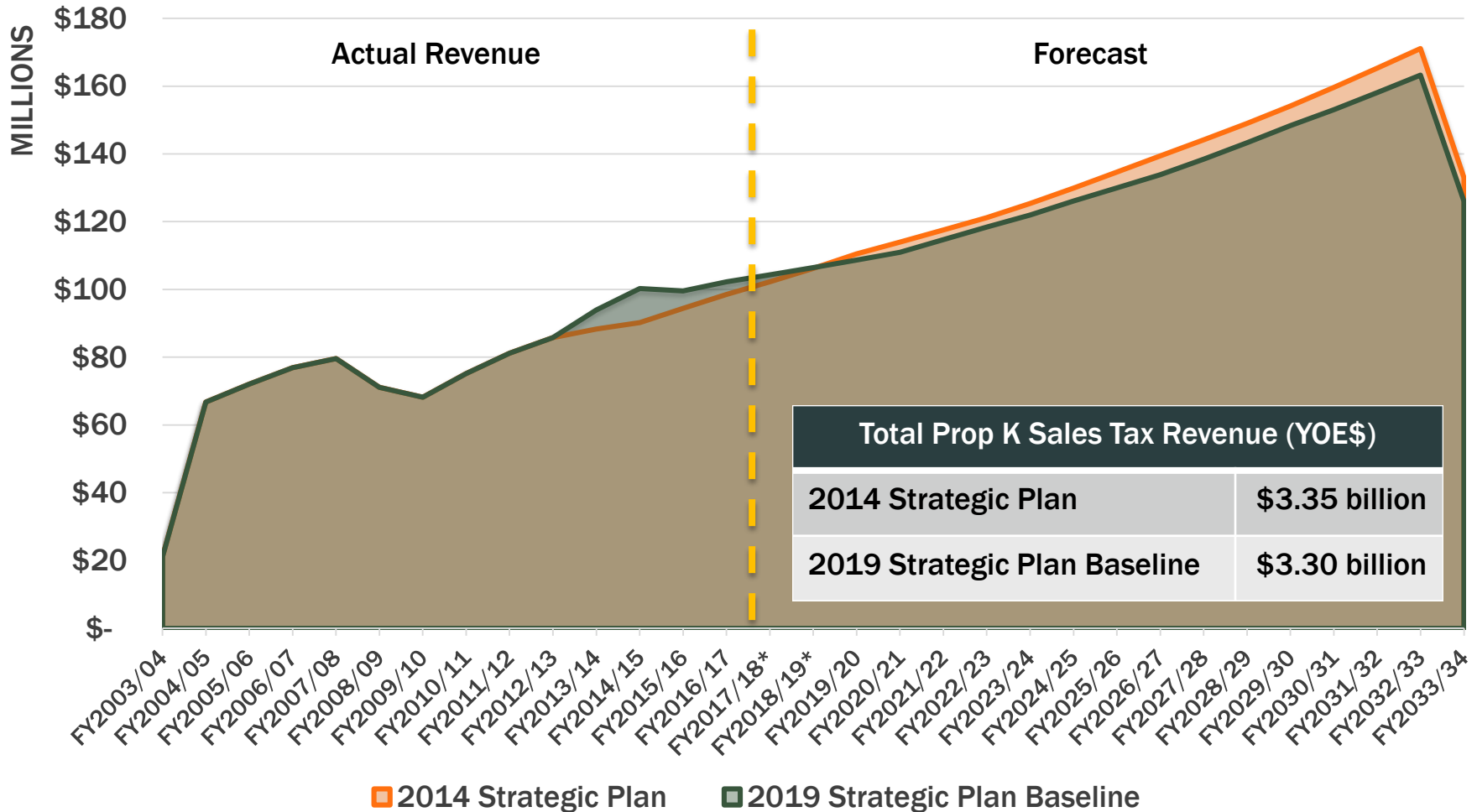


* Sales tax revenue for Fiscal Years 2017/18 and 2018/19 are projections

2019 Strategic Plan Baseline Revenues



Prop K Sales Tax Revenue (YOE\$)



Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Operating Expenditures

Capital Reserve

Project Costs

Interest Income

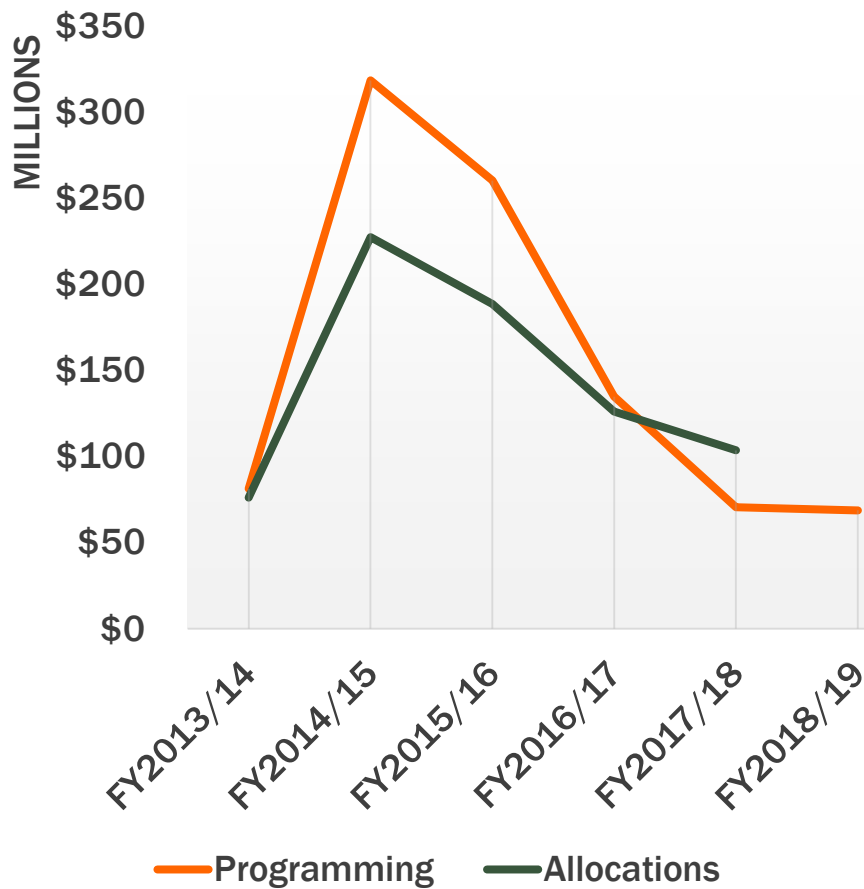
Financing Costs

2014 Strategic Plan Update

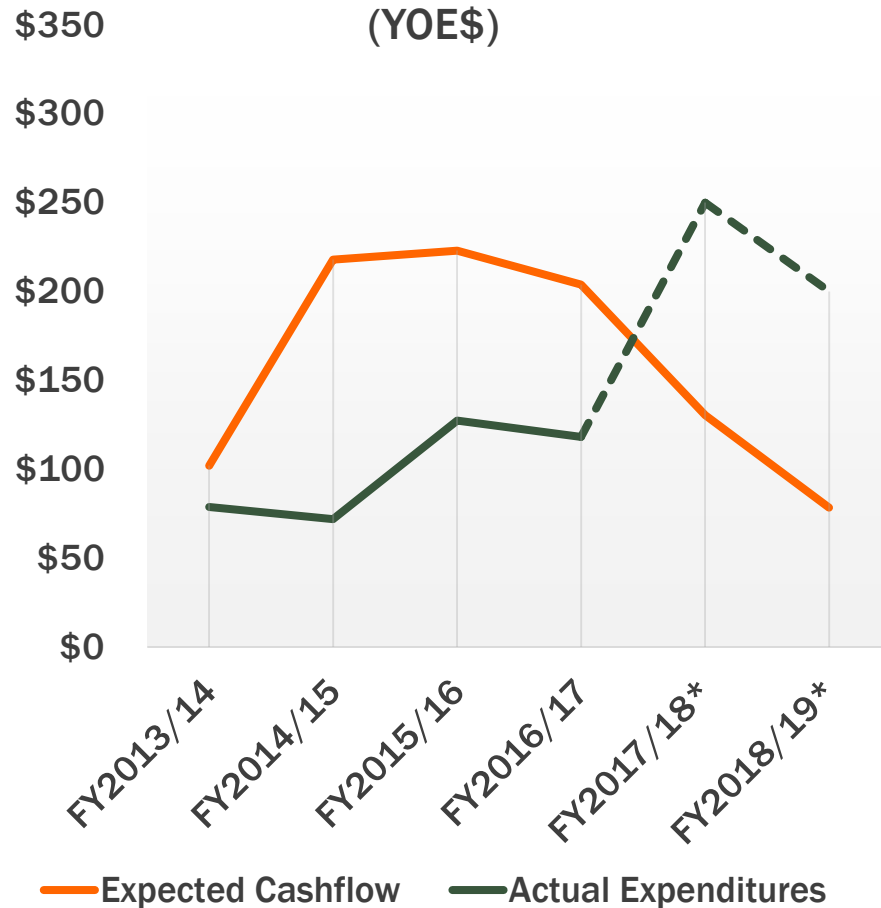
Project Costs



Programming vs Allocations (YOE\$)



Expected vs Actual Expenditures (YOE\$)



* Allocations as of April 24, 2018 Board Meeting

* Expenditures for Fiscal Years 2017/18 and 2018/19 are projections

2019 Strategic Plan Baseline Revenues and Expenditures Comparison



Revenues (YOE\$)	2019 Strategic Plan Baseline	2014 Strategic Plan	Δ
Sales Tax Revenue	\$ 3,299.7	\$ 3,346.4	\$ -46.7
Investment Income	\$ 45.3	\$ 80.7	\$ -35.4
Loans	\$ 19.6	\$ 19.6	
Long Term Bond Proceeds	\$ 557.4	\$ 676.2	\$ -118.8
TOTAL	\$ 3,922.0	\$ 4,122.9	\$ -200.9

Expenditures (YOE\$)	2019 Strategic Plan Baseline	2014 Strategic Plan	Δ
Program Administration	\$ 194.5	\$ 196.0	\$ -1.5
Loans	\$ 19.0	\$ 19.0	
Funds Available for Projects	\$ 2,584.9	\$ 2,529.6	\$ 55.3
Financing Costs	\$ 277.7	\$ 295.7	\$ -17.9
Capital Reserve	\$ 288.4	\$ 406.4	\$ -118.0
Long Term Bond Debt Service	\$ 557.4	\$ 676.2	\$ -118.8
TOTAL	\$ 3,922.0	\$ 4,122.9	\$ -200.9

2019 Strategic Plan Baseline Funds Available for Projects



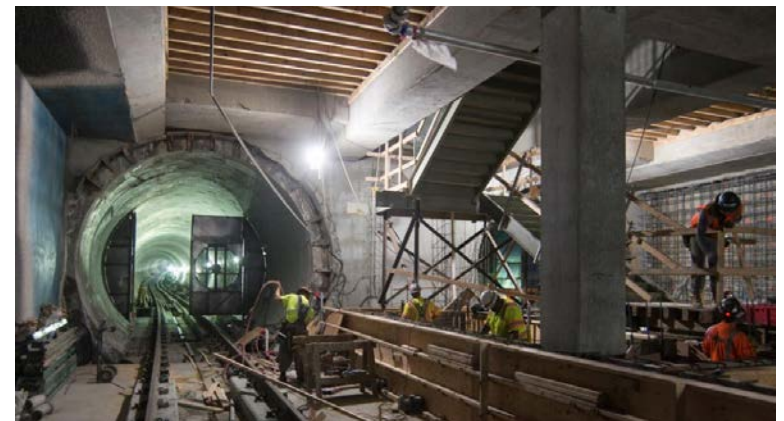
Attachment 8

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	
TRANSIT					
1	Rapid Bus Network including Real Time Transit Information	\$ 118,835,058	15.13%	Programming	\$ 99,966,295
				Finance Costs	\$ 17,984,799
				Total	\$ 117,951,094
2	3rd Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,095,276
				Finance Costs	\$ -
				Total	\$ 96,095,276
3	Central Subway (3rd St. LRT Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000
				Finance Costs	\$ -
				Total	\$ 126,000,000
4	Geary LRT	\$ -		Programming	\$ -
				Finance Costs	\$ -
				Total	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,748,925	9.43%	Programming	\$ 196,211,115
				Finance Costs	\$ 26,844,485
				Total	\$ 223,055,600

2019 Strategic Plan Baseline Major Capital Projects & Paratransit



- ▶ **Central Subway**
- ▶ **Caltrain Modernization
(Electrification and Positive
Train Control)**
- ▶ **Presidio Parkway**
- ▶ **Transbay Transit Center /
Caltrain Downtown Extension**
- ▶ **Paratransit**



Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY