



AGENDA

Expenditure Plan Advisory Committee Meeting Notice

Date: Thursday, October 28, 2021; 6:00 – 8:00 p.m.

Location: Join Zoom Meeting

<https://us02web.zoom.us/j/84309957449>

Meeting ID: 843 0995 7449

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Remote Access to Information and Participation:

This meeting will be held remotely and will allow for remote public comment pursuant to Assembly Bill 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Comment during the meeting: EPAC members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.



Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Expenditure Plan Advisory Committee members before the meeting begins.

Agenda

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<p>During this segment of the meeting, members of the public may make comments on items under the purview of the Expenditure Plan Advisory Committee that are not otherwise listed on this agenda as an action item. Public comment on action items on this agenda will be taken under those items.</p>	
8. Adjournment	

***Additional Materials**

To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

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Expenditure Plan Advisory Committee (EPAC)

Meeting #4



San Francisco
County Transportation
Authority

October 28, 2021

Using Zoom

EPAC members: Update your name and follow with "EPAC"

e.g. Michelle Beaulieu, EPAC

Having Trouble?

Send chat (Chats only go to project team.)



San Francisco
County Transportation
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Agenda

1. Roll Call
2. EPAC Chair's Remarks
3. Meeting #3 Recap, Minutes, and Follow-Ups
4. Enhancing and Expanding the System: Major Transit Projects
5. Enhancing and Expanding the System: Transit Enhancements

Breakout discussions and reports out

6. Expenditure Plan Policies
7. Public Comment
8. Adjournment



San Francisco
County Transportation
Authority

Agenda Item 1.

Roll Call



**San Francisco
County Transportation
Authority**

October 28, 2021

Roll Call & Introductions

EPAC Members Roll Call: please say "here"

If on a computer, press UNMUTE

If on phone:

*6 to unmute



San Francisco
County Transportation
Authority

Agenda Item 2.

EPAC Chair's Remarks



San Francisco
County Transportation
Authority

October 28, 2021

Agenda Item 3.

Meeting #3 Recap, Minutes & Follow-Ups



San Francisco
County Transportation
Authority

October 28, 2021

Preliminary Draft New Expenditure Plan



What have we heard from EPAC members so far?

We have asked for your input on:



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Eligibility of different types of projects



What have we heard from EPAC members so far?

There is some interest in making these project types eligible for sales tax funding:

1. Pedestrian lighting **as a stand-alone investment** (currently only eligible as part of larger corridor projects)
2. Alleyway improvements
3. Transit education (similar to bike/pedestrian education)

Relative funding levels for different programs



San Francisco
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What have we heard from EPAC members so far?

There is some interest in increasing funding for:

1. Paratransit (also SFMTA priority)
2. Curb Ramps (also Public Works priority)
3. Street Trees (conflicting recommendations; also Public Works priority)
4. BART (also BART request)
5. Traffic Signals Maintenance and Rehabilitation (SFMTA priority for set-aside within Safer Streets)

Expenditure Plan Priority Funding Levels



Draft New EP Priority Level	Total Revenues (2020 \$s)	Additional Revenues
Priority 1	\$2.388 billion	
Priority 2	\$2.601 billion	+\$213 million
Priority 3?	TBD	TBD

Prop K Priority Level	Total Revenues (2003 \$s)	Additional Revenues
Priority 1	\$2.350 billion	
Priority 2	\$2.626 billion	+\$276 million
Priority 3	\$2.800 billion	+\$174 million

The Preliminary Draft New EP focuses on Priority 1. Priority 2 level funding distribution will be determined by the EPAC.

We could develop a Priority 3 funding level as well, similar to Prop K.

Policies (e.g. administration, prioritization)



San Francisco
County Transportation
Authority

What have we heard from EPAC members so far?

1. Equity is important to the project selection process
2. Outreach is important to the project selection process
3. Consider less emphasis on downtown-focused investments in the first few years

We will be discussing some of the Expenditure Plan policies (e.g. project prioritization) later on today's agenda

Questions?



**San Francisco
County Transportation
Authority**

Table 1 - PRELIMINARY DRAFT New Transportation Sales Tax Expenditure Plan (EP)					
#	New EP Category - Subcategory - Program/Project	New Since Prop K	Eligible Agencies	Priority 1 Funding (2020 million\$*)	Priority 1 %**
	A - Major Transit Projects				23.3%
1	Muni Bus Reliability and Efficiency Improvements		SFMTA	\$110.0	4.6%
2	Muni Rail Core Capacity	New	SFMTA	\$57.0	2.4%
3	BART Core Capacity	New	BART	\$50.0	2.1%
4	Caltrain Service Vision: Capital System Capacity Investments	New	PCJPB	\$10.0	0.4%
5	Caltrain Downtown Rail Extension and Pennsylvania Alignment		TJPA SFCTA	\$329.5	13.8%
	B - Transit Maintenance & Enhancements				43.9%
	i. Maintenance, Rehabilitation and Replacement				39.2%
6	Muni - Vehicles		SFMTA	\$453.7	19.0%
7	Muni - Facilities		SFMTA	\$118.5	5.0%
8	Muni - Guideways		SFMTA	\$238.8	10.0%
9	BART		BART	\$21.3	0.9%
10	Caltrain		PCJPB	\$100.0	4.2%
11	Ferry		GGBHTD Port of SF	\$4.5	0.2%
	ii. Transit Enhancements				4.7%
12	Transit Enhancements		BART PCJPB SFMTA TIMMA	\$38.2	1.6%
13	BART Station Access, Safety and Capacity		BART SFMTA	\$9.3	0.4%
14	New Bayview Caltrain Station		PCJPB SFCTA SFMTA SFPW	\$27.7	1.2%
15	Mission Bay Ferry Landing	New	Port of SF	\$7.0	0.3%
16	Next Generation Transit Investments	New	BART PCJPB SFCTA SFMTA	\$30.0	1.3%
17	C - Paratransit		SFMTA	\$205.4	8.6%
	D - Streets and Freeways				18.4%
	i. Maintenance, Rehabilitation and Replacement				5.1%
18	Street Resurfacing, Rehabilitation and Maintenance		SFPW	\$105.0	4.4%
19	Pedestrian and Bicycle Facilities Maintenance		SFMTA SFPW	\$17.7	0.7%
	ii. Safe and Complete Streets				11.5%
20	Safer Streets (signals, traffic calming, bikes and peds)		SFCTA SFMTA SFPW	\$226.9	9.5%
21	Curb Ramps		SFPW	\$23.9	1.0%
22	Tree Planting		SFPW	\$23.9	1.0%

PRELIMINARY DRAFT
New Transportation Sales Tax Expenditure Plan

REVISED 10/4/2021

17

		iii. Freeway Safety and Operational Improvements				1.8%
23		Vision Zero Ramps	New	SFCTA SFMTA	\$8.0	0.3%
24		Managed Lanes and Express Bus	New	SFCTA SFMTA	\$15.0	0.6%
25		Transformative Freeway Projects and Other Safety and Operational Improvements	New	Planning SFCTA SFMTA SFPW	\$20.0	0.8%
E - Transportation System Development & Management						6.8%
26		i. Transportation Demand Management		BART PCJPB Planning SFCTA SFE SFMTA TIMMA	\$30.0	1.3%
		ii. Transportation, Land Use and Community Coordination				5.5%
27		Neighborhood Transportation Program		Planning SFPW SFCTA SFMTA	\$40.0	1.7%
28		Equity Priority Transportation Program	New	Planning SFPW SFCTA SFMTA	\$40.0	1.7%
29		Development Oriented Transportation	New	BART PCJPB Planning SFPW SFCTA SFMTA	\$42.0	1.8%
30		Citywide / Modal Planning		Planning SFCTA SFMTA	\$10.0	0.4%
TOTAL DRAFT NEW EXPENDITURE PLAN FUNDING***					\$2.413 billion	101.1%

* All funding amounts are in millions of 2020 dollars unless otherwise noted.

** EP percentages are based on a percent of the recommended (conservative) 30-year revenue forecast, net of existing obligations.

*** EP percentages do not add up to 100% of the recommended (conservative) 30-year revenue forecast in this preliminary draft, and totals may not add up due to rounding errors.



DRAFT MINUTES

Expenditure Plan Advisory Committee

Thursday, October 14, 2021

1. Call to Order

The meeting was called to order at 6:00 p.m.

Present at Roll Call: Members: Jay Bain, Rosa Chen, Anni Chung, Majeid Crawford, Zack Deutsch-Gross, Mel Flores, Amandeep Jawa, Sharky Laguana, Maelig Morvan, Susan Murphy, Calvin Quick, Pi Ra, Eric Rozell, Earl Shaddix, Yensing Sihapanya, Wesley Tam, Joan Van Rijn, Christopher White (18)

Absent at Roll Call: Jesse Fernandez, Rodney Fong, Nick Josefowitz, Aaron Leifer, Jessica Lum, Jodie Medeiros, Maryo Mogannam, Maurice Rivers, Kim Tavaglione (9)

2. Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - ACTION*

There was no public comment.

Chair Jawa moved to approve the motion, seconded by member Susan Murphy.

The resolution was approved by the following vote:

Ayes: Jay Bain, Rosa Chen, Anni Chung, Majeid Crawford, Zack Deutsch-Gross, Mel Flores, Amandeep Jawa, Sharky Laguana, Maelig Morvan, Susan Murphy, Calvin Quick, Pi Ra, Eric Rozell, Earl Shaddix, Yensing Sihapanya, Wesley Tam, Joan van Rijn, Chris White (18)

Nayes: (0)

Absent: Jesse Fernandez, Rodney Fong, Nick Josefowitz, Aaron Leifer, Jessica Lum, Jodie Medeiros, Maryo Mogannam, Maurice Rivers, Kim Tavaglione (9)

3. EPAC Chair's Remarks

Chair Jawa thanked EPAC members, the public, and staff for attending. He said the focus of the meeting is several proposed street and freeway improvement programs and agencies will present on the benefits, funding needs, and the role of the sales tax revenue. Chair thanked the agencies presenting. He clarified that these initial meetings are for understanding the information and collecting feedback to set up future, more detailed discussions about tradeoffs and prioritizations.

4. Meeting #2 Recap, Minutes and Follow-Ups - INFORMATION

Michelle Beaulieu, Principal Transportation Planner, Government Affairs presented the item.

Chair Jawa encourage EPAC members to send questions to staff if they have them , recognizing there is a lot of information being presented. He then asked for clarification about the three priority funding levels listed for Prop K (slide 14).



Michelle Beaulieu, Transportation Authority, answered that they corresponded to different revenue estimates and clarified that the funding estimates were not additive, but were listed in order from lowest to highest revenue estimate.

A member asked if more money such as from the federal government became available, could sales tax funding be reduced and directed elsewhere.

Maria Lombardo, Chief Deputy Director with the Transportation Authority replied that all the programs listed need more much funding than what is available through the sales tax so it isn't a given that other programs should be reduced. She added that it would mean that the program with more funds would likely do a better job leveraging sales tax funds.

5. Enhancing and Expanding our System: Safe and Complete Streets - INFORMATION

Kaley Lyons, Transportation Authority; Jonathan Rewers, San Francisco Municipal Transportation Agency (SFMTA); and Oscar Quintanilla, San Francisco Public Works (SFPW) presented the item.

A member asked if there was research on new, cheaper methods of replacing and doing maintenance on traffic signals such as methods that may rely on newer technology that doesn't require digging underground.

Jonathan Rewers, SFMTA, answered that they use radio-based signal technology to put in signals quicker, but the most expensive element is the power distribution which will be still a big cost component. He added that SFMTA is looking into scaling, timing, and adding signals when completing major capital projects as opportunities to reduce costs.

A member commented about efforts toward Vision Zero noting that the number of deaths had not decreased since the policy was put into place and suggested a need to change community outreach methods. The member said that current outreach focuses on presenting plans and data to the public, but the focus should be receiving feedback on what programs and improvements the public would like to see. The member acknowledged that this step would require more SFMTA staff, but it is necessary for the process. The member concluded by saying he is glad to SFMTA addressing the traffic light issue as many of them are outdated.

A member asked if they heard correctly that there was additional funding for planting trees and the Bayview District.

Oscar Quintanilla, SFPW, answered that the city put out a competitive program as part of a city COVID recovery program that among other factors prioritized equity and climate change projects and that SFPW applied to the program and received \$2 for planting street trees in the Bayview. Mr. Quintanilla added that they are working with local organizations to conduct outreach and identify locations. He said there are lower revenues for tree planting now, due to the pandemic, in comparison to the current Prop K allocations.

Chair Jawa asked for clarification on the difference between the 18.4% proposed for Streets and Freeways (slide 17) and the 11.5% proposed for Safe and Complete Streets programs (slide 18).

Michelle Beaulieu, Transportation Authority, responded that the Safe and Complete Streets is a sub-category of the Streets and Freeways category, which also includes the Freeway Safety and Operational Improvements sub-category.



Chair Jawa asked whether traffic signals really needed replacement or maintenance if they are able to be kept in a good state of repair and keep functioning well.

Mr. Rewers responded that the average lifespan for a traffic signal is 25 years, and some parts of the signal are exposed to outside weather conditions and do not last long. He added that signal timing changes currently need to be manually done, which is an outdated method and required a major overhaul.

Chair Jawa asked whether trees can be used as a traffic calming measure and if they can utilize funding allocated for traffic calming.

Mr. Quintanilla answered tree-planting as a stand alone item is not part of the SFMTA's traffic calming program.

Mr. Rewers, SFMTA, added that SFMTA will leverage traffic calming funding to add street trees as part of larger projects.

6. Enhancing and Expanding our System: Freeway Safety and Operational Improvements - INFORMATION*

Michelle Beaulieu and Yana Waldman, of the Transportation Authority, presented the item.

A member commented that the managed lanes program seemed to be motivated by easing freeway access for buses and improving transit services. The member asked if this was focused on improvements to existing infrastructure and whether there are considerations for dedicated transit lanes on the freeway.

Ms. Lombardo noted that there is funding proposed in the draft Expenditure Plan for dedicated transit lanes on city streets under another program and she invited Executive Director Chang to talk about the managed lanes concepts.

Director Tilly Chang added that Caltrans (the state Department of Transportation) owns the freeway system and has carpool and express lanes that high occupancy vehicles can use for free, but there are no bus-only lanes allowed. She said that the SFMTA has collaborated with Caltrans on carpool lanes on city streets during the pandemic.

Chair Jawa asked how the proposed congestion pricing policy affects or relates to the bus/high occupancy vehicle lanes.

Director Chang replied that Transportation Authority's Congestion Pricing Study is currently paused, but said it is anticipated that the congestion pricing zone would be free for transit and carpools would be charged. She added that this is a policy question and would be discussed further as the study continues.

The Brown Act meeting was suspended to allow members to participate in breakout rooms. The minutes below summarize discussions in the breakout rooms for reference and reflect the breakout group report outs after the Brown Act meeting was resumed.

During the breakout room, a member stated that this was a lot of material to digest. They asked how equity could be included in determining where street trees would be planted? Transportation Authority staff responded the Public Works said they focused on neighborhoods with low street tree canopy coverage.

Another member stated that it would be helpful to see street tree coverage at a finer grain detail, because there might be parts of particular neighborhoods that have lower coverage.



One member noted that in some neighborhoods like Chinatown, they have very narrow sidewalks, so it can be hard to add trees. They noted that it would be nice to have more trees but that there are a lot of other things to consider as well, such as ADA accessibility. The member noted that curb ramps are hard in Chinatown too because of sub-sidewalk basements.

Another member asked if trees could go in alleyways.

Another member supported the comment about Chinatown, because they had experience helping address trees that block traffic lights, making it unsafe for seniors crossing the street. They emphasized the need for community input in choosing locations.

The member also asked if SFMTA and SFPW sent outreach materials for safer streets investments in multiple language, particularly for large monolingual communities. SFMTA staff stated that they translate everything. The member appreciated that and encouraged the agencies to work with community groups to work with these monolingual communities.

Another member agreed with the first comment that there was a lot to digest. They stated they were clear on the need, and think the descriptions are fine, but didn't understand the full impact of the sales tax on budgets or scale. They wanted to see some sort of sensitivity score. Transportation Authority staff responded that they would work to consolidate information for the trade-offs conversation.

During the breakout room, A member asked why Caltrans isn't funding some of the improvements proposed for the freeway system.

Transportation Authority staff responded that the state was providing funding for projects on the freeway system, and most of the proposed projects are where the state facilities intersect with local facilities. They said in order to advance projects, local jurisdictions often need to do the advanced planning and provide local funding. They said the state's Local Partnership Program is an example of where the state invested funding in projects when the local jurisdiction provides a dollar for dollar local match.

A member said they understood the need for the proposed improvements, but the real challenge was determining how to prioritize funding across needs for all types of transportation investments.

A member said that it was important to understand leveraging to determine what funding project sponsors are bringing to the table and to demonstrate that sales tax funds were actually increasing spending above the status quo. They noted that some programs, like paratransit, were legally mandated, and suggested asking BART, AC Transit, and Samtrans what contributions they were making to paratransit in San Francisco.

A member noted that there were some neighborhoods with almost no trees that were not listed as priorities on the materials.

Transportation Authority staff noted that SFPW prioritized trees in empty tree basins. They said the Expenditure Plan could include policies with respect to tree planting, or



policies could be included in the prioritization process that would occur once the Expenditure Plan is approved.

A member suggested seeking assistance from tech companies to devise a new type of traffic signal better suited for this day and age. They said many pedestrian countdown signals don't work, and that many intersections still did not have them installed. They said audible message boxes should also be prioritized, and that SFMTA needed to ensure they were all installed in the same place at intersections so visually impaired people knew where to find them. Transportation Authority staff responded that SFMTA is doing a signal inventory to better understand the condition of all the signal infrastructure.

A member said that signal upgrades and curb ramps should be prioritized over other types of maintenance.

A member stated that safety should be a priority, in particular repairing signals and installing curb ramps on the high injury network.

A member expressed disappointment that proposed projects and policies weren't more innovative. They said the proposal should be more intentional about increasing safety for nonwhite communities, which have been historically disenfranchised. They said they expected the proposal to be more responsive to the recently approved racial equity action plan.

During the breakout room, a member asked how much of the funding for new trees came from the Prop K sales tax.

SFPW staff answered that Prop K currently provides about 10% of the funding needed for new trees and that they are trying to keep up with the trees that are being cut down.

The member said it is surprising that revenue from the transportation tax is going towards trees and asked if this is because they are located along streets.

SFPW staff confirmed that these are street trees. He added that funding is limited as the funding need for maintenance is great.

A member commented that he is unsure of the funding needs for traffic signals and it could be better explained. He added that traffic signals seem to work well and wondered if it is a sign of good maintenance or a lack of need for repairs. He also said the expenses for curb ramps were surprising.

A member said that the presentation on trees could have included more information on the effects that trees have on transportation, as well as separate slides on climate and safety effects.

A member said he would have more personal interest in freeway safety improvements if they focused more on the relation with city street interface.

A member asked if the managed lanes and express buses were part of their own expenditure bucket.

Transportation Authority staff replied in the affirmative.



A member commented that enhancing bus rapid transit and bus-only lanes would help reduce the need to drive, and therefore lessen the burden of congestion in downtown.

A member emphasized the importance of tree canopies in the Bayview District as well as pedestrian safety and accessibility. The member also stated his interest in learning about tree canopies and their effects on streets.

A member pointed out that climate issues are important, and the EPAC will ultimately need to decide on priorities for the programs.

A member emphasized the importance of integrating bike and street safety into education. The member said that streets are a civic space, and engagement through education is needed.

During the breakout room, a member said with limited funding for transportation, they were okay with reducing the amount of funding for street trees compared to what was proposed in the draft Expenditure Plan.

Another member responded that they were not okay with reducing funding for street trees and said there was very low tree canopy in the Excelsior. They said it was disappointing to see there was a lot of money, but they don't see additional benefits coming their way. They said they heard pedestrian lighting would not be funded and said that it was really needed, especially near Geneva Avenue and they would like to see this eligible. They said they did not really understand the need for the programs because it felt like much of the benefit was not seen in their community, specifically the Excelsior. They said there were negative things, such as pollution coming in their direction.

Transportation Authority staff responded that the draft Expenditure Plan establishes eligibility for the sales tax funds and there would be a prioritization process for where improvements go and equity could be built into that process and asked for feedback.

A member responded that they would need to see specific benefits in their neighborhood and provided an example of making it easier to get to the Mission Street and Geneva Avenue area. They said the transit system takes about an hour to get to Mission Bay and the neighborhood was not connected to the T line, and driving was much quicker. They said they were not seeing a lot of the benefits gained from the sales tax funds being paid.

A member asked if geographic equity could be included in the language of the Expenditure Plan and said they agree with the tree canopy being very important and referenced maps showing areas with low tree canopy.

A member said that the Vision Zero strategy had not made measurable impact on traffic deaths per year and said there was not a lot of accountability. They asked if we could see actions that are not working to help achieve Vision Zero and stop doing those actions. They said they were struggling to see the tangible benefits of putting a lot of money into programs like off-ramp redesign.

A member said they had seen examples of city redesign that made it safer to walk, but they were not inspired about the ideas presented on freeway off-ramps.

A member agreed with this sentiment and said especially regarding managed lanes discussion, and as we put the sales tax to the voters, it was important to realize safety increases when people drive less and making it easier for people to drive, even if they



are carpooling, would not help with this. They said Vision Zero would be accomplished by getting people to drive less and freeway funding does not do that.

A member seconded the comment.

A member asked if language could be added to the Managed Lanes and Express Bus program about dedicated lanes for transit on freeways. They said they knew this was not Caltrans' interest right now but said it could leave the door open to take initiative on this. They said this was not a priority right now but if a freeway line item was being included, they would want transit lanes in there as well.

A member said that in terms of the importance of the programs presented, sidewalk improvements and tree canopy were most important. They said that it needs to be as attractive as possible for people to walk and if a sidewalk does not feel safe, people are not going to walk.

8. Public Comment

During public comment, Brian Wiedenmeier, Executive Director for Friends of the Urban Forest, spoke in favor of increasing funding for Tree Planting and Establishing.

8. Adjournment

The meeting was adjourned at 8:00 p.m.

Agenda Item 4.

Enhancing and Expanding the System: Major Transit Projects



San Francisco
County Transportation
Authority

October 28, 2021

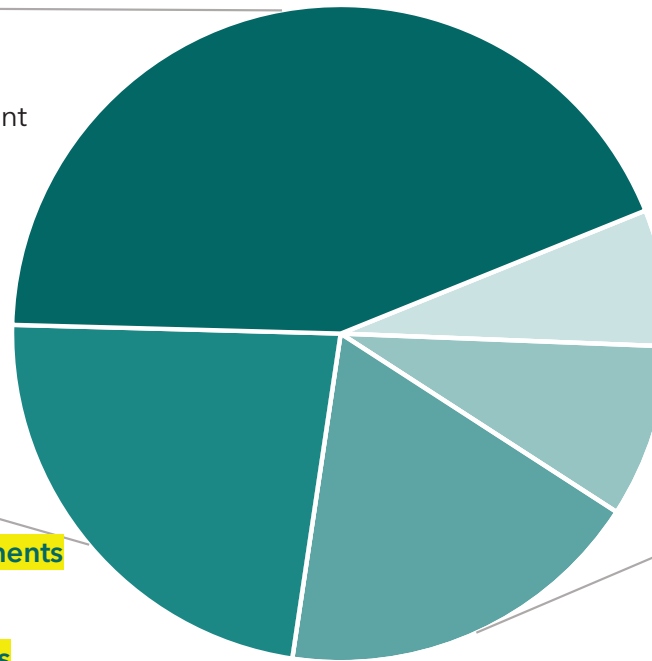
Preliminary Draft New Expenditure Plan



On today's agenda:

Transit Maintenance & Enhancements, 43.9%

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



Major Transit Projects, 23.3%

Muni Bus Reliability & Efficiency Improvements
Muni Rail Core Capacity
BART Core Capacity
Caltrain Service Vision: Capital Investments
Downtown Rail Extension & Pennsylvania Alignment

Transportation System Development & Management, 6.8%

Community-based and citywide planning
Equity studies
Demand management (including pilots)

Paratransit, 8.6%

Transit service for seniors and people with disabilities

Streets & Freeways, 18.4%

Bicycle & pedestrian improvements
Traffic calming and signals
Street repaving
Bicycle & pedestrian facility maintenance
Freeway safety and operations*
Freeway redesign planning

Major Transit Projects



San Francisco
County Transportation
Authority

- The Major Transit Projects are the larger investments that **increase the passenger capacity and/or improve reliability** on existing transit systems
- The city is anticipating significant population and employment growth, and these projects will help accommodate new travel
- The Preliminary Draft Expenditure Plan includes **23.3% of funding for Major Transit Projects** – the same share as these types of projects received from Prop K



*Major transit projects supported by
Prop K sales tax funding*

Major Transit Projects



- These are very expensive projects that require multiple fund sources and do a great job leveraging the sales tax.
- The sales tax can support early project development which is harder to fund, set up projects to be competitive for discretionary sources, and help provide the required local match to, for e.g.,
 - **State Transit and Intercity Rail Program (TIRCP):** includes \$300 million annually statewide from Senate Bill 1 (SB 1) and 10% of Cap and Trade auction results
 - **State Solutions for Congested Corridors Program:** \$250 million available annually statewide
 - **Federal Capital Investment Grants Program (e.g. New Starts, Small Starts and Core Capacity Programs):** Project funding can range from a tens of millions to several billion; require at least 50% match from local/state funds



San Francisco Transportation Sales Tax Reauthorization

Enhancing and Expanding the Transit System: **Major Transit Projects**

Expenditure Plan Advisory Committee
October 28, 2021

Transportation 2050



Identifying Needs



Transportation 2050 – Needs and Gaps

Strategic Plan	ConnectSF	20-Year Capital Plan	5-Year Capital Improvement Program (CIP)
<ul style="list-style-type: none"> Lays out strategic goals for the agency. Biennial. 	<ul style="list-style-type: none"> Vision for the Transportation System Supported by Federal / State / Local resources Includes investments in Service and Infrastructure 	<ul style="list-style-type: none"> 20 Years of fiscally unconstrained infrastructure needs to meet agency goals identified in long range planning as well as additional needs identified by stakeholders. Includes capital needs to maintain the system and expand it along policy priorities. Informs 5-Year Constrained Capital Improvement Program 	<ul style="list-style-type: none"> 5-year financially constrained program of projects Covers the entire SFMTA – both Muni and Streets, and everything needed to support them Programs funds by phase to project planning, design and implementation.

The SFMTA took the vision of ConnectSF and the capital needs in the agency's capital plan and forecasted operational and capital needs for the next 30-years. The result was **Transportation 2050**.



SFMTA's Commitment to More Equitable, Faster, and More Reliable Transit



- **Transit First:** The City of San Francisco committed to the Transit First in **1973**, committing to work towards a transportation system that puts public transit, pedestrian and bicycling as attractive as private automobiles.
- **Equity Policy:** In **May 2014**, the SFMTA adopted the Muni Service Equity Policy (Equity Policy), a first of its kind policy defining a proactive process for the agency to identify and correct transit performance disparities. The policy was crafted in partnership with advocates working with seniors, people with disabilities, affordable housing, equity/social justice, and public health, collectively known as the Equity Working Group.



ConnectSF Transit Corridor Study – Key Recommendations

- 1 **Make the system work better** with maintenance and restoration
- 2 **Build a five-minute network** for reliable transit service citywide
- 3 Increase speed, reliability, and capacity for a **modern rail system**
- 4 **Build more rail** where bus service won't be able to meet demand

ConnectSF

SFMTA approaches Transit Reliability and Capacity at Every Project Scale

- **Minor Enhancements:** Programmatic improvements, such as bus shelters, boarding islands and customer facing amenities at the station level.
- **Transit Emergency Lanes (TETL):** COVID created program to speed up transit via temporary transit lanes.
- **MuniForward (Formerly the Transit Effectiveness Project):** Ranging from a light touch or quick build versions to full corridor redesign, these projects seek to reduce unnecessary delay and improve reliability through strategic investments such as priority transit lanes, stop improvements and relocations, and signal priority.
- **Major Corridor Projects:** Such as full corridor redesign, extending the train control system to surface lines and system expansions.



How does the SFMTA prioritize Transit Reliability and Capacity Projects?

- **Ridership:** Places with a high level of existing demand.
- **Existing and future service frequency:** Corridors where buses currently operate every five minutes or will in the future.
- **Equity:** Projects serving underserved neighborhoods and that improve access to jobs, as identified in the Muni Equity Strategy.
- **Network connectivity:** Projects that benefit multiple transit lines or improve key connections between lines.



SFMTA's Muni Equity Strategy



- Since 2016, updated every two years and timed to inform the SFMTA's biennial budget – service focus informs transit enhancement capital projects.
- Rooted in Muni Service Equity Policy
- Neighborhood based approach with accessibility addressed city-wide
- Policy developed in collaboration with transportation equity and affordable housing advocates
- Ensures that investment in Muni system benefits people who rely on transit and need it most
- Funded in part by Sales Tax



SFMTA

Reference: [SFMTA Muni Equity Strategy](#)

7

And Informed By Community Engagement







Why do we need more Transit Reliability and Capacity Projects?



As congestion increases in areas where transit does not have traffic priority measures, transit service becomes slower and more expensive to provide.

EXAMPLE: Cost to Provide 10-Minute Bus Frequency, 6 AM – 12 AM, daily

Travel time and cost increase together

Travel Time (Minutes)	Buses Required	Annual Cost
30		\$3.9 million
45		\$5.9 million
60		\$7.9 million
75		\$9.9 million

Assumes operating cost of \$200/hour per vehicle. Actual costs vary by mode.

Muni Transit Reliability and Capacity Project Success: **MuniForward**



- **Improved reliability:** Over 70 miles of new reliability improvements, such as red transit lanes, bus bulbs and traffic signals that stay green for transit
- **Rapid Network:** More Rapid lines and expanded frequency
- **More service:** Multiple service increases and new connections since 2015
- **Brand new fleet:** All-new bus and rail vehicles
- **Equity:** A focus on improving service in Equity Strategy neighborhoods

Muni Forward Results

Ridership increased 14% on Rapid bus from 2016 to 2018

- 8 Bayshore corridor: +12%
- Mission/Van Ness corridor: +9%
- Geary corridor: +8%
- 19th Ave corridor: +19%

Time savings of 10% or more

- Church Street: 15%
- 5R Fulton Rapid: 9-12%
- Mission: 13%
- 16th Street quick-build phase: 10%
- Potrero: 20%
- Two-Way Haight: Over 20%
- Sansome: Over 20%

Economic Benefits - Sales tax revenue increases

- Mission, Taraval (outperformed city)

Leveraging Local Funds

- Geary, 5 Fulton, Folsom, all leveraged Prop K funds for competitive State grants.

Muni Transit Reliability and Enhancement Project Success: **Transit Emergency Lanes (TETL)**

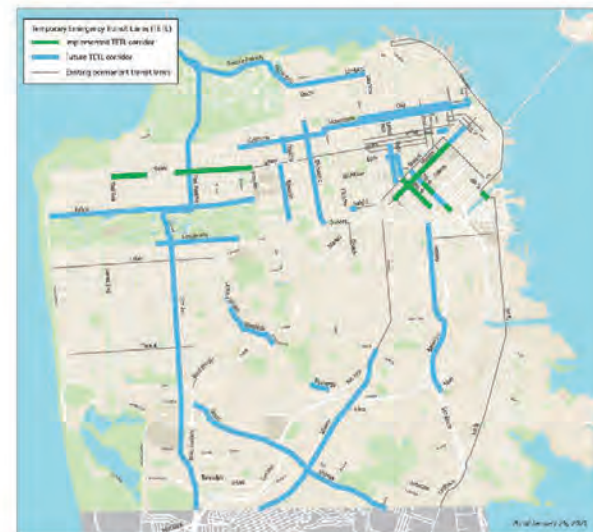


Transit Emergency Lanes (TETL)

- Transit Only Lanes are key to speeding up buses and getting them out of traffic congestion.
- During COVID, Transit Emergency Lanes were installed to temporarily increase capacity on key corridors.
- These projects have a streamlined approval process and use reversible, adjustable, and lower-cost materials that can be installed quickly (and removed if the project is ineffective). All emergency lanes will be removed unless approved via a public process.

Approved temporary emergency transit lanes include the following projects:

- [1 California](#)
- [14 Mission and 14R Mission Rapid](#)
- [19 Polk](#)
- [24 Divisadero: \(Replaced with the 24 Divisadero Safety and Transit Project\)](#)
- [28 19th Avenue: Park Presidio Lombard Temp. HOV Lanes](#)
- [38 Geary and 38R Geary Rapid](#)
- [43 Masonic and 44 O'Shaughnessy](#)
- [T Third: 4th Street Bridge](#)



Muni Transit Reliability and Capacity – Next Five Years

The next five years

- Make TETL projects permanent, where appropriate
- Complete outreach on remaining Rapid corridors from Transit Effectiveness Project
- Implement Delay Hot Spot program to complement corridor-based approach
- Operationalize the Equity Strategy with improved service on Equity Strategy lines
- Launch Rapid service on more lines
- Begin transformation of Muni Metro into a true Metro system, with 3-car trains (part of Muni Core Capacity)

A vision for the Rapid Network

- Continued improvements on the Rapid Network to achieve a vision of Rapid Network service that travels between stops with *no needless delay*
- Rapid service should provide a “surface subway” experience that allows people to get where they need to go in San Francisco with ease

Muni Transit Reliability and Enhancement – Next Five Years



Next Generation Muni Transit Reliability and Capacity: **Five-Minute Network Improved Speed & Reliability**

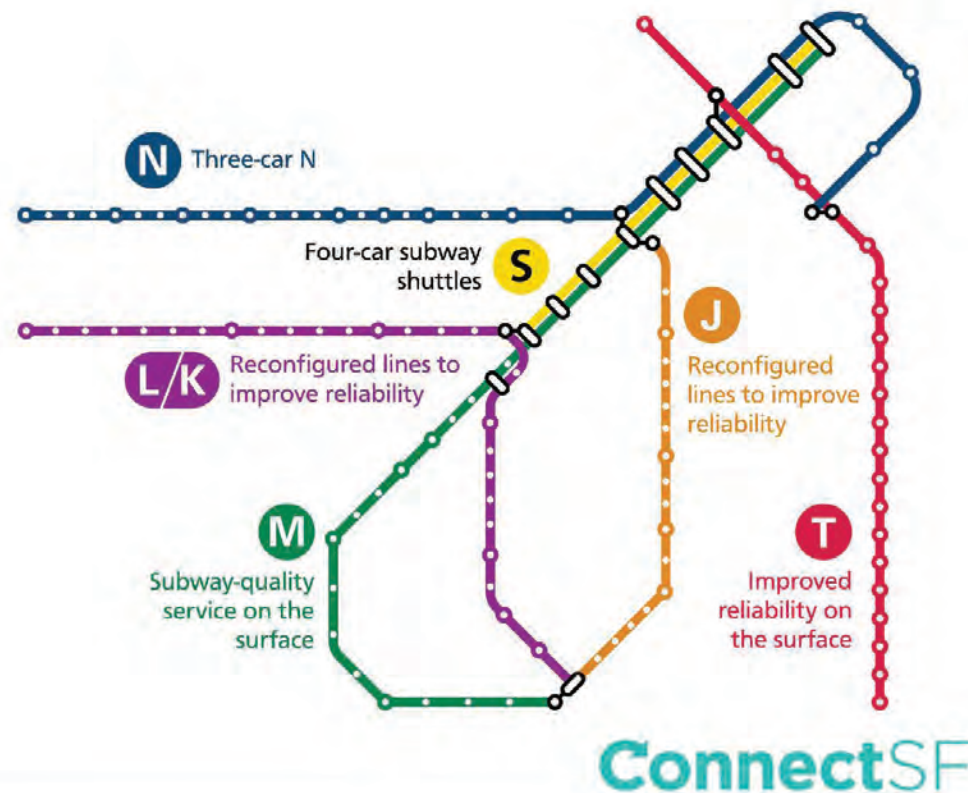


- Street and signal improvements to preserve transit speed and reliability.
- Fast, frequent service and easy transfers throughout SF.



Next Generation Transit Reliability and Capacity: Muni Core Capacity Improvements

- Rebuild our aging rail network
- Expand critical infrastructure that keeps trains moving
- Longer trains and more reliable service



SFMTA

Reference: <https://www.sfmta.com/projects/temporary-emergency-transit-lanes>

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Muni Core Capacity *Potential* Elements:



Train Control Upgrade Program

Scope: Expanding Train Control to the entire Muni Light Rail.

Cost: ~\$300 million in Capital, plus \$100 million in ongoing maintenance over 20 years.

Light Rail Fleet and Facility Expansion

Scope: Expanding light rail fleet and corresponding facilities.

Cost: \$130 million for additional fleet. TBD additional facility enhancements.

Major Rail Corridor Improvements

Scope: Enabling three car trains on N-Line, K-line improvements million, etc.

Cost: ~\$50 per corridor.

Subway Renewal and Modernization

Scope: 10-year investment strategy to upgrade and modernize all elements of the subway.

Cost: \$1.5 - \$2.5 billion

Funding: These projects are often dependent on receiving competitive state or federal grants. Local sales tax can seed these projects and provide key local contributions that contribute to their success in competitive funding.

Muni Core Capacity Benefits



Sales Tax is Key “Seed” Funding to Enable Project Development and State/Federal Funding

Financial Need:

- \$1.9+* billion needed for Major Transit Projects through 2050.

Available Funding:

- Small amounts of funding available for Planning
- Projects would most likely require regional, state, and federal buy in and funding
- Sales Tax provides local “Seed” funding to develop projects and position them for larger funding pots.



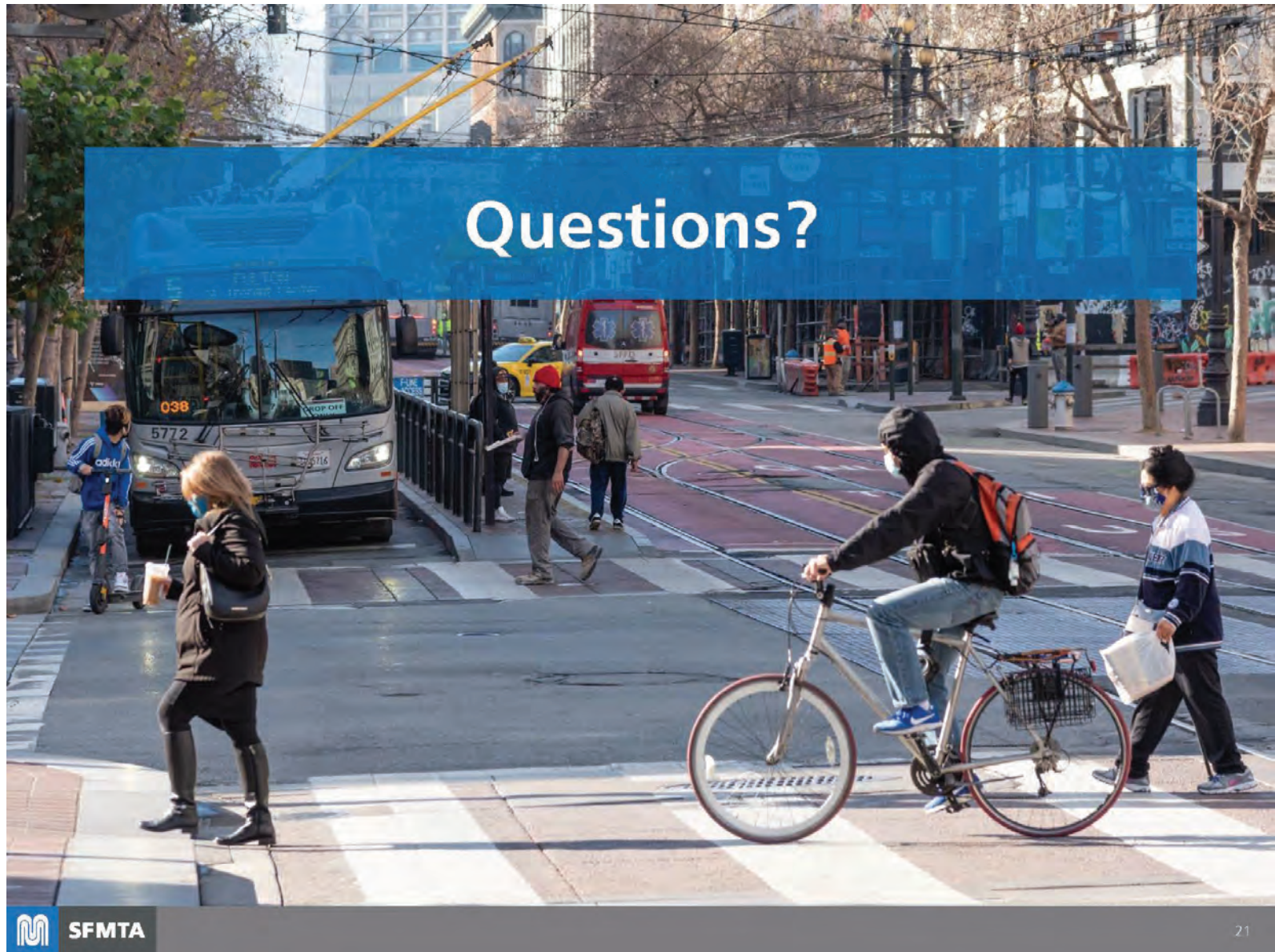
**Fast and Convenient
Transit**



Investing Equitably

Reference: [Transportation 2050](#)

* Projects in this category, particularly the Muni Core Capacity program, often take several years to develop and prepare for construction. Need reflects current cost estimates through 2050 only and may be much higher for the entire cost of the project beyond EP.





SF Sales Tax Reauthorization

Expenditure Plan Advisory Committee Mtg. # 4

October 28, 2021

BART Core Capacity



BART Supports SF Workers and Employers

>250,000
people take BART
in and out of San Francisco
each weekday



57% intra-SF BART
riders report household incomes
< \$50,000



SF office buildings located within
1/2 mile of BART generate
\$256 million
a year in local property tax

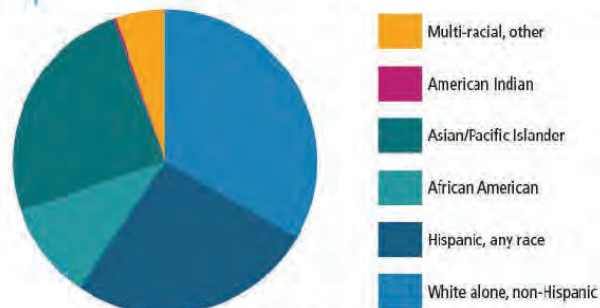


55,000
people take BART
within San Francisco
each day, equivalent to SFMTA
Service on Geary Corridor



Source: 2019 Ridership Data

**SF BART Riders
by Race**

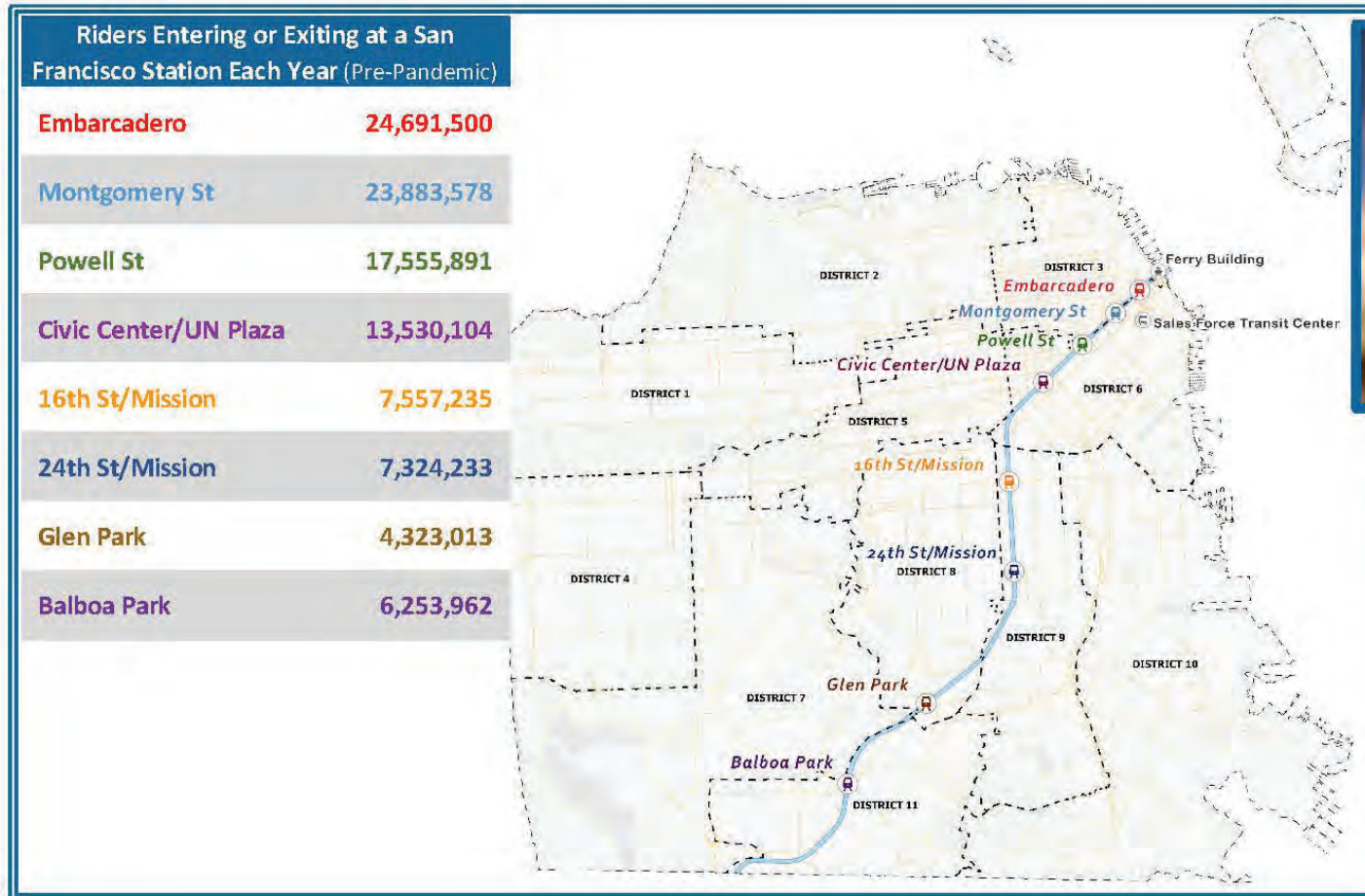


Source: 2020 Customer Survey

BART's contracted
power supply is
**100% greenhouse
gas-free**



76% of BART Riders Enter and/or Exit at a SF Station



310,000

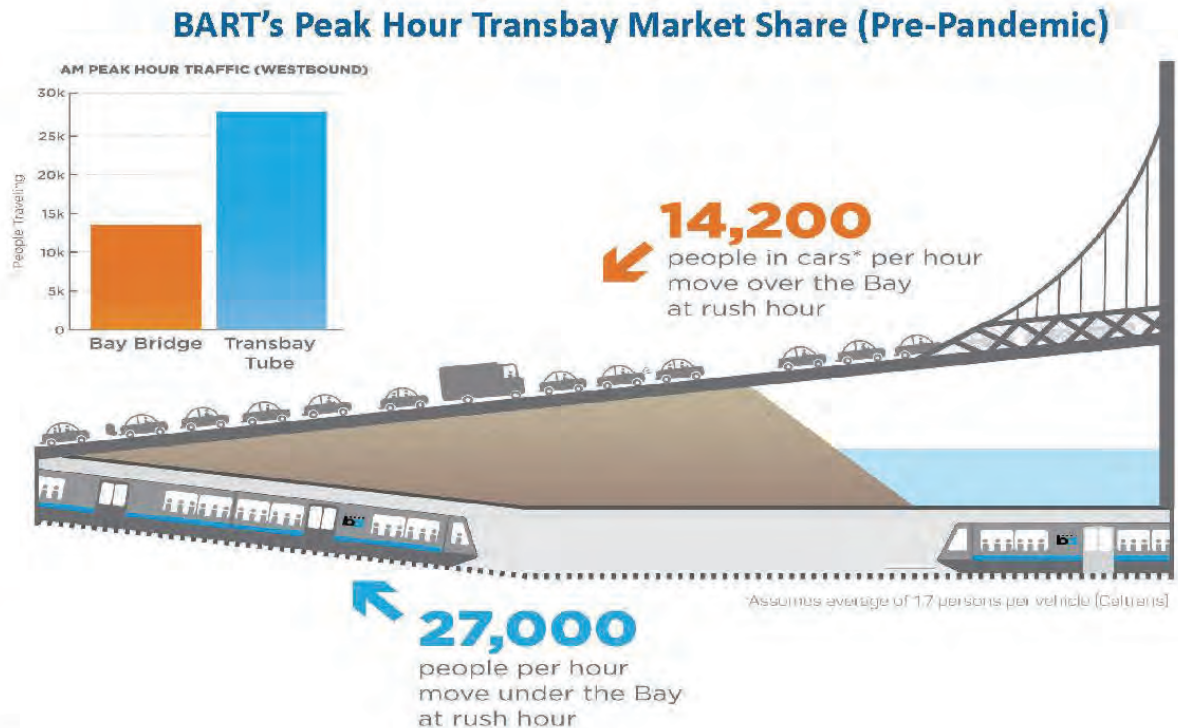
riders enter or exit a BART San Francisco station each weekday (pre-pandemic)

BART Core Capacity Program

- **\$3.5B Program** of four Project Elements:
 - Train Control Modernization Program
 - Fleet of the Future Procurement Phase 2
 - Fleet of the Future Storage Yard
 - Traction Power Substations
- Requesting **\$100M SF Sales Tax funds** to support Core Capacity Program Project Elements
- SF Sales Tax would leverage **\$3.4B federal, State, regional, local and BART funds**
 - \$1.3B of federal Capital Investment Grant and other funds (secured)
 - \$486M of State TIRCP and SCC funds
 - \$679M Regional funds
 - \$638M BART funds
 - \$100M each ACTC, CCTA, SFCTA planned; \$120M+ VTA contribution programmed

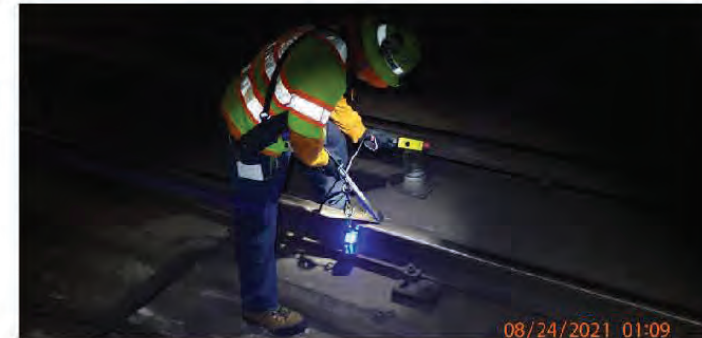
BART Core Capacity Program Benefits

- Will enable BART to **increase service by 30-40%**
- Up from 23 trains/ hour during peak periods today to up to **29 10-car trains/hour** at completion
- More frequent BART service will **improve transit connections** in San Francisco across the region



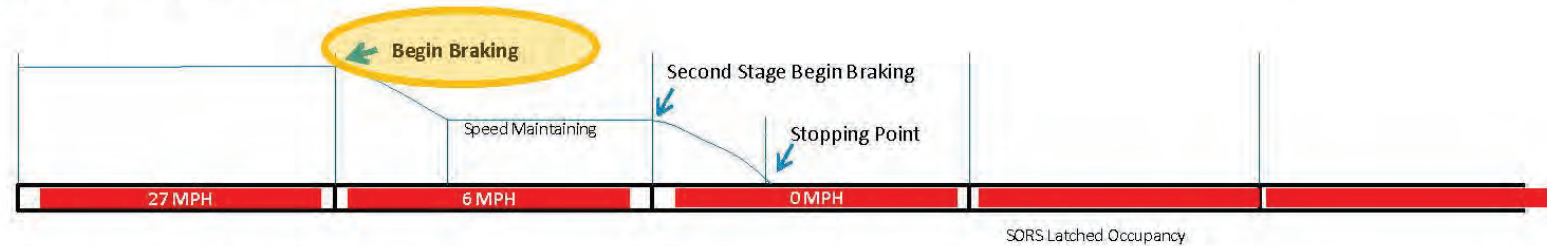
Train Control Modernization Program

- Replaces BART's nearly 50-year-old train control system with a new, **state-of-the-art Communications-Based Train Control system**
- Will enable closer headways and more frequent service from up to 23 trains/hour today to up to 30 10-car trains
- **\$1.7 billion** project

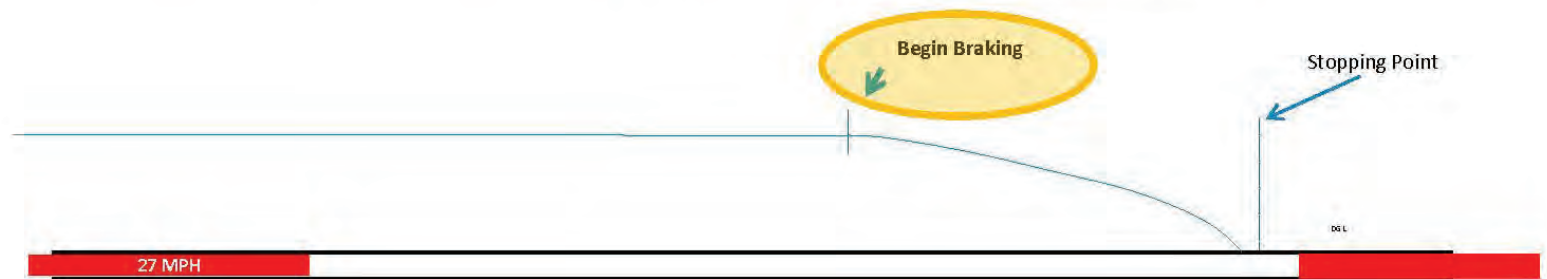


CBTC Wayside Inspection

Existing Fixed Block
Train Control



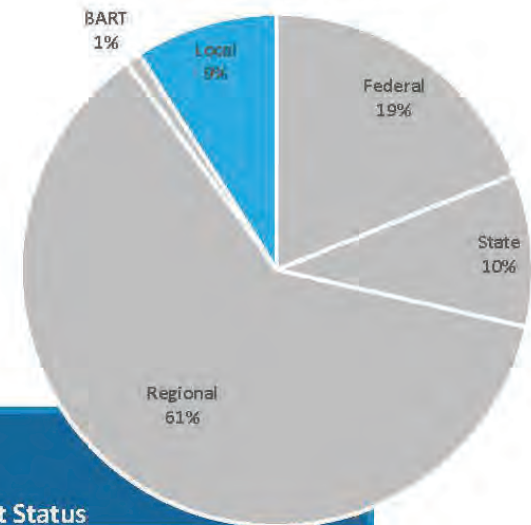
New Communications-
Based (Moving Block)
Train Control



Fleet of the Future

- To support future service levels, BART plans to procure up to 1,200 new Fleet of the Future rail cars
 - Including **306 Core Capacity Rail Cars**
- To be delivered in three phases:

Fleet of the Future Phase II
Procurement of 306 Rail Cars
Funding Plan



Fleet of the Future Rail Car Procurement	Description	Total Project Cost Estimate	Per Rail Car Unit Cost	Project Status
Phase I: 775 Rail Car Procurement	Replaces 669 rail cars and adds 106 rail cars, including 60 for BART-to-Silicon Valley Phase I extension.	\$2,584M	\$3.3M	Underway; 286 new rail cars in service.
Phase II: 306 Rail Car Procurement	Procures 306 Core Capacity rail cars.	\$1,105M	\$3.6M	Base contract 100 rail cars executed 9/2020. Options included in contract for remaining 206 rail cars.
Phase III: 119 Rail Car Procurement	Procures additional 119 rail cars to support BART-to-Silicon Valley Phase II extension and BART service plans.	\$422M	\$3.6M	Options included in contract approved 9/2020.

Fleet of the Future



7

Fleet of the Future Production Line



Fleet of the Future Vehicle Inspection and Retrofit

Hayward Storage Yard and Traction Power Substations

- **Hayward Storage Yard.** New storage yard on BART-owned property to **accommodate the additional 306 Fleet of the Future Rail Cars**
- Will provide **storage for 25 ten-car trains**, or 250 additional vehicles
- Estimated to cost **\$345M**



- **Traction Power Substations.** Six new traction power substations to **supply electricity needed to provided increased service**
- Work has begun to **construct two new substations in downtown SF**
 - Civic Center Station
 - Montgomery Station
- Traction power simulations revealed specific areas where existing traction power capacity insufficient to operate 30 ten-car trains through the Transbay Tube per hour
- Estimated to cost **\$167M**

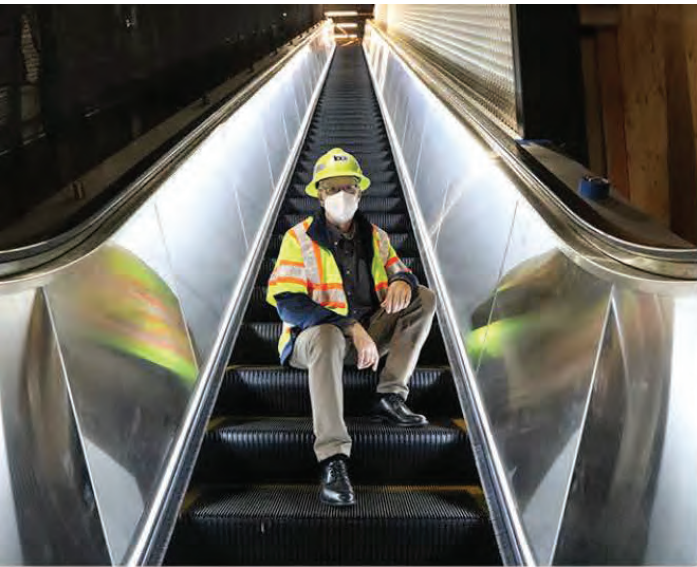
BART Other Core System Capacity Investments

FLEET OF THE FUTURE (FotF) MAINTENANCE FACILITY

- Construct a new maintenance facility to perform scheduled maintenance and overhaul of the new Fleet of the Future rail cars
- Will support the robust service delivered by the Core Capacity Program and new service associated with the BART-to-Silicon Valley extension
- **\$420 million** project
- Design phase funded by BART and Alameda County Transportation Authority

BART METRO STUDY will identify a prioritized capital project list that would fully leverage planned system investments while improving operational efficiency

- Focusing on 2030 and beyond
- Example projects such as new storage facilities and bypass tracks
- Funded by Caltrans
- Requesting **\$80M SF Sales Tax funds** for FotF Maintenance Facility or prioritized investments identified in BART Metro Study



Questions?



Caltrain Proposed SF Sales Tax Expenditures

SFCTA Expenditure Plan Advisory Committee

October 28, 2021



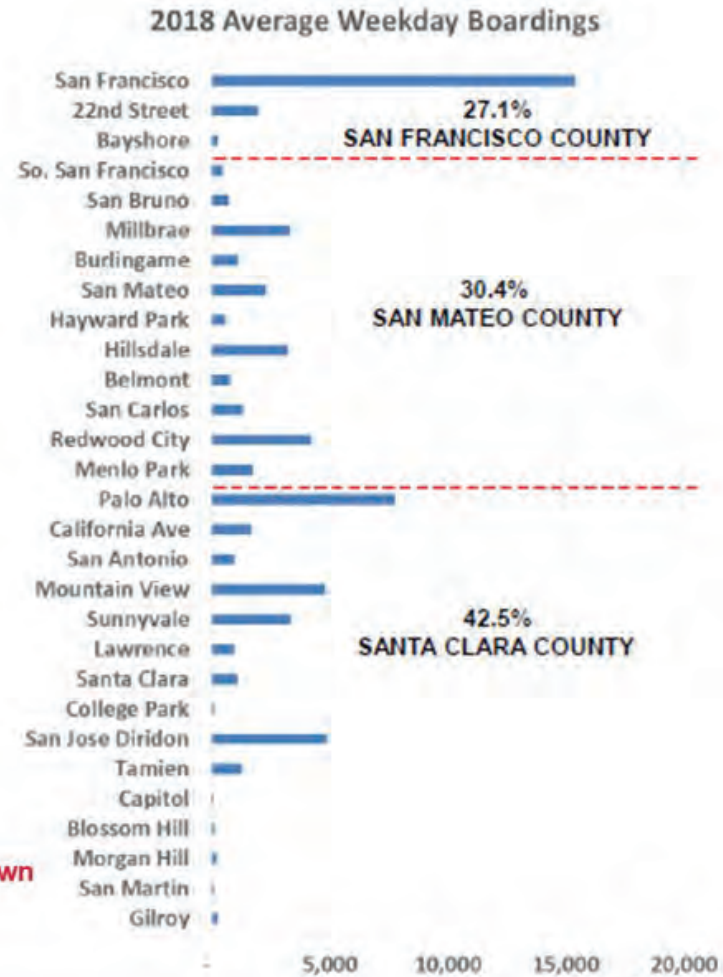
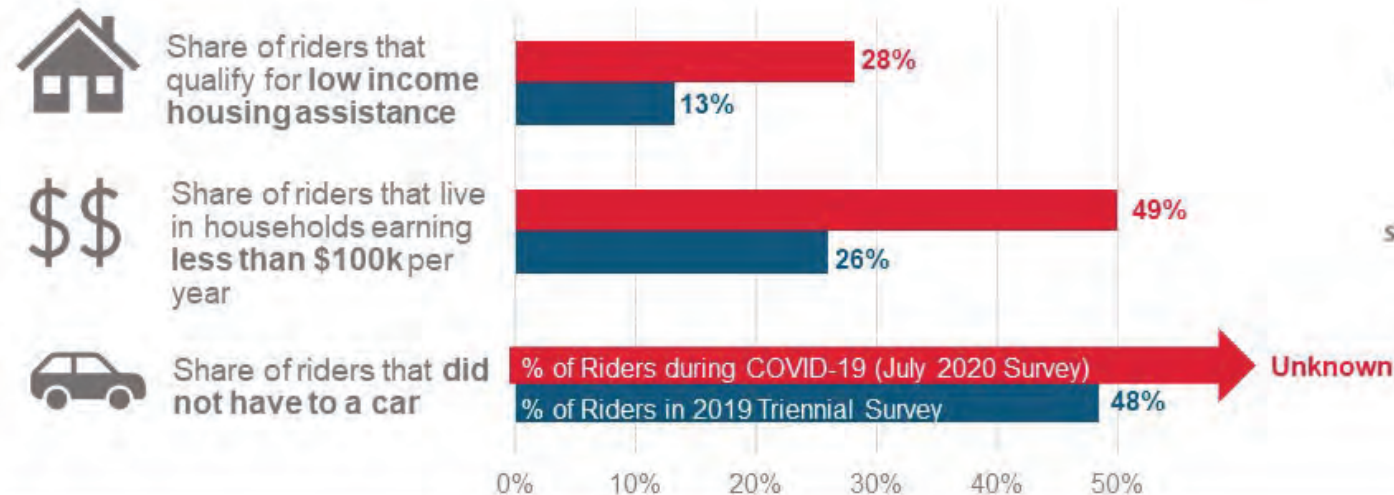
Caltrain Overview

- The Peninsula Corridor Joint Powers Board (JPB) is a joint exercise of powers agency that has administered the operation of Caltrain passenger train services since 1992.
- The JPB's three member agencies include:
 - **The City and County of San Francisco**
 - **The San Mateo County Transit District**
 - **The Santa Clara Valley Transportation Authority**
- All three member agencies share in the costs to operate and maintain Caltrain.
- Caltrain currently operates 104 trains per weekday.



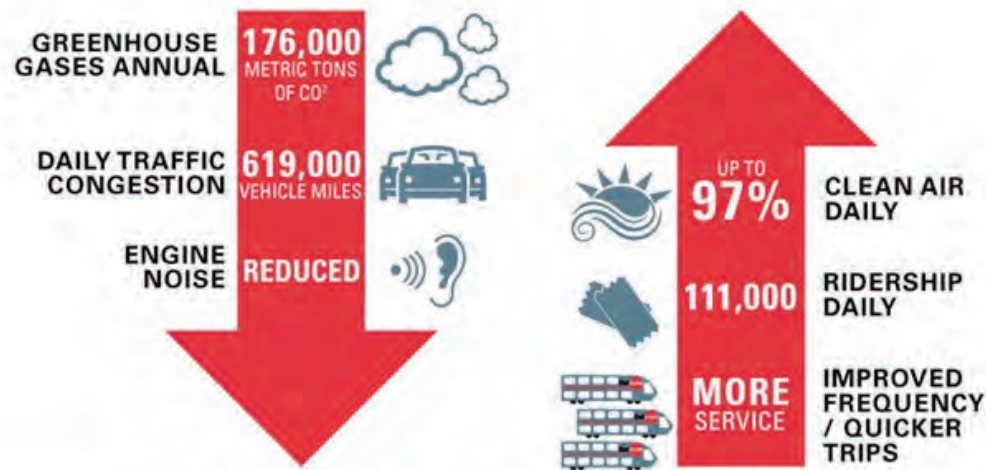
Caltrain Ridership

- Before the pandemic, Caltrain carried **~65,000-70,000 riders per day** (ridership is currently ~15% of normal due to the pandemic).
- Caltrain has a **bi-directional ridership market**, with consistently strong ridership in the north in San Francisco, in the south in San Jose, and in between on the Peninsula.
- San Francisco 4th & King Station is Caltrain's busiest station.**



Caltrain Electrification

- Caltrain is in the process of **electrifying 51 miles** of its corridor from San Francisco's 4th and King Station to Tamien Station in San Jose.
- Caltrain Electrification will improve Caltrain system performance and curtail long-term environmental impacts by **reducing noise, improving regional air quality, and lowering greenhouse gas emissions.**



Project Area: San Francisco to San Jose



San Francisco Context

Caltrain continues to work with our San Francisco partners to advance and enhance rail infrastructure and services.

We're actively coordinating with key partners, including:

- San Francisco County Transportation Authority (SFCTA)
- San Francisco Planning (SF Planning)
- Transbay Joint Powers Authority (TJPA)

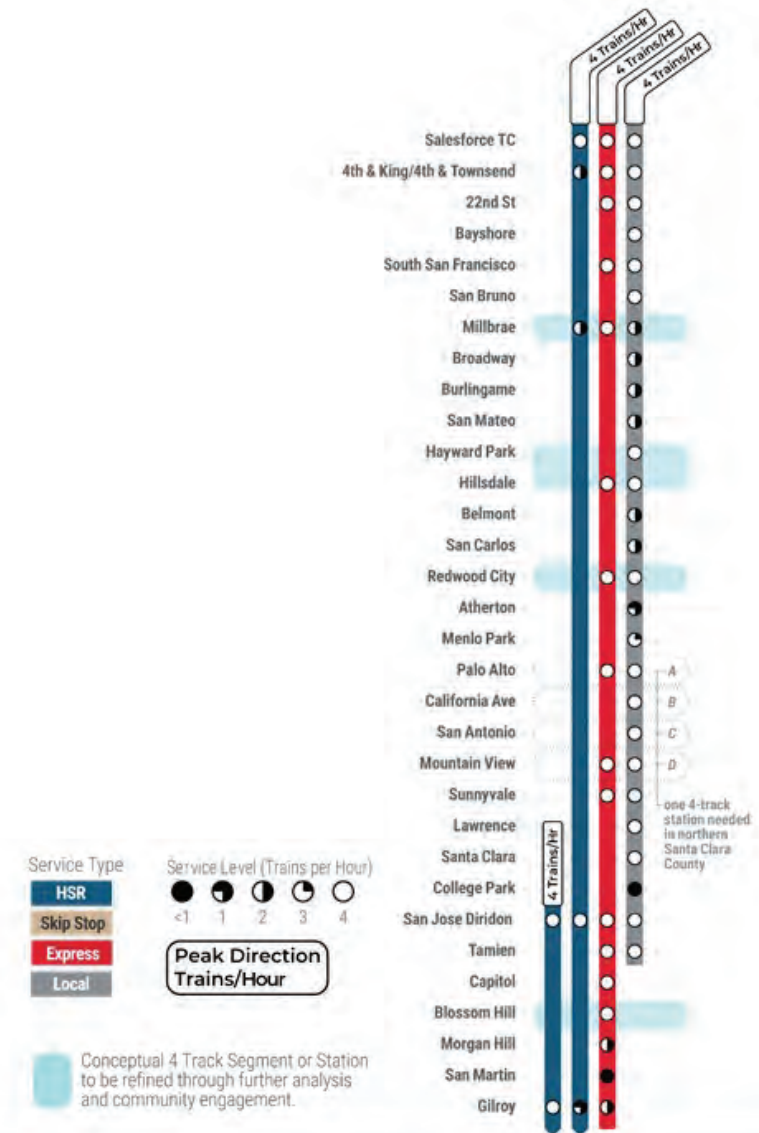


Caltrain's 2040 Service Vision

Adopted by the Caltrain Board in October 2019

Illustrative Service Details

Trains per Hour, per Direction	Peak: 8 Caltrain + 4 HSR Off-Peak: Up to 6 Caltrain + 3 HSR
Stopping Pattern	Local / Express with timed transfer in Mid Peninsula
Travel Time, STC-Diridon	61 Min (Express) 85 Min (Local)
New Passing Tracks	Millbrae, Hayward Park-Hillsdale, Redwood City area, Northern Santa Clara County, Blossom Hill
Service Plan Description	<ul style="list-style-type: none"> Local and Express trains each operating at 15-minute frequencies with timed cross-platform transfer at Redwood City All trains serve Salesforce Transit Center Trains serve Capitol and Blossom Hill every 15 minutes and Morgan Hill and Gilroy every 30 minutes Skip stop pattern for some mid-Peninsula stations



Caltrain's 2040 Service Vision - Investments

CAPITAL COSTS



\$23 BILLION
TOTAL CAPITAL COSTS*

Capital costs include all projects from SF to Gilroy, knitting together a connected corridor with greatly improved service.



\$9.4B
GRADE
SEPARATIONS



\$7.8B
TERMINAL
IMPROVEMENTS



\$3.3B
RAIL INFRASTRUCTURE
AND SYSTEMS



\$1.4B
STATION
IMPROVEMENTS



\$1.1B
FLEET
UPGRADES

OPERATING COSTS



\$370 MILLION
2040 ANNUAL OPERATING COSTS*

Caltrain is one of the leanest, most efficient transit services in the country. Today's annual operating and maintenance costs are \$135 million, and 73% is covered by fares. The vision would benefit from a similarly high farebox recovery ratio.

\$266M
OPERATING
COSTS
COVERED BY
FAREBOX (72%)



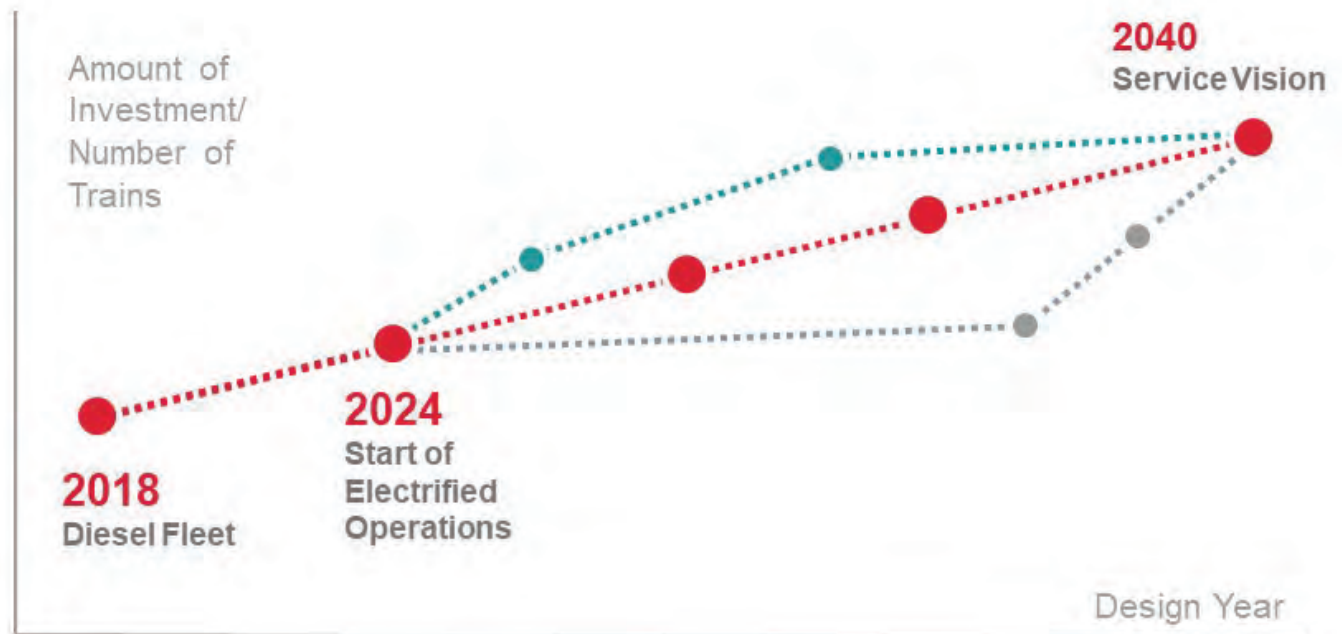
\$104M
ANNUAL
OPERATING
INVESTMENT
NEEDED (28%)

Getting to the 2040 Service Vision

Electrification will provide tremendous near-term service benefits to the corridor. However, regional growth projections suggest that there is medium-term demand for more service by the end of the 2020s.

Working backwards from the 2040 Service Vision, Caltrain developed Key Capital Investments for the Caltrain Service Vision.

These investments will allow Caltrain to **deliver the benefits of increased service** to the corridor sooner than 2040.



Advancing Caltrain's Service Vision: Key Capital Investments to Increase Caltrain Service to 8 Trains Per Peak Hour

At a cost of \$1.211B (\$2018), the following key investments would specifically be needed to increase Caltrain service to 8 trains per peak hour per direction.

These investments are consistent with the overall program assumed in the Caltrain 2040 Service Vision.



**Expanded
EMU Fleet**



Level Boarding



**More Train
Storage**



**Minor Track
Work**



**Holdout Rule
Elimination**

Key Investments to Advance Caltrain's 2040 Service Vision

Why make this investment?

- This service will lead to a **massive increase in station stops** along the Caltrain corridor.
 - The significant majority of Caltrain stations will receive service levels of **4- or 8-trains per hour per direction** (as compared to just a handful of stations that receive this level of service today).
- This investment will allow Caltrain to provide the service and capacity needed to make **maximum use of the Downtown Extension** once that project is open.
- It will be foundational to the development of an **integrated regional rail network**, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

What will be funded?

- The full electrification and expansion of Caltrain's mainline fleet.
- The construction of additional train storage.
- The improvement of platforms at Caltrain stations to achieve level boarding.
- The reconfiguration or elimination of remaining holdout rule stations on the corridor and minor track work where needed.

What other funding sources can be used for these investments?

- **Local contributions are crucial** to help leverage funding from State and Federal sources for investments in capital projects needed to increase the amount of Caltrain service, consistent with the 2040 Service Vision.
- In addition to the City and County of San Francisco, **the JPB's other member agencies** are expected to contribute to this project with San Mateo County's Measure A and Santa Clara County's Measure B anticipated to provide approximately \$564M.





Thank you!

<https://caltrain2040.org/>



Transbay Program Downtown Rail Extension

Expenditure Plan Advisory Committee

October 28, 2021



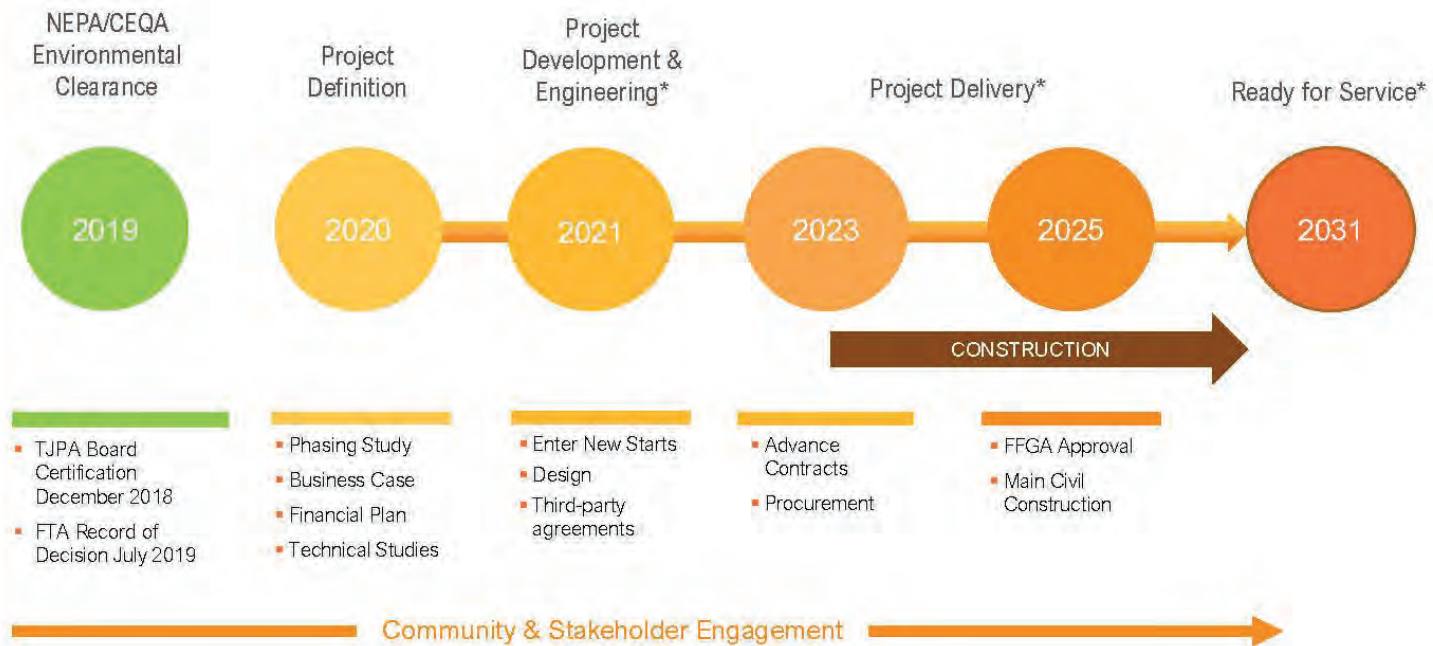
Key Rail Connection



- Provides one-seat ride from the Peninsula to downtown San Francisco
- Creates an essential link in the mega-region and state's rail network to improve mobility
- Linchpin for realizing Link21, a new Transbay passenger rail crossing between Oakland and San Francisco
- Provides mega-regional access to housing and employment
- Improves air quality by reducing nearly 3.2 million metric tons of carbon dioxide equivalent (MTCO₂e), or nearly 14,000 passenger vehicles per year, over 50 years
- Estimated 90,000 riders per day*

* Average of Caltrain, CHSRA, and TJPA ridership estimates

Project Schedule



* SUBJECT TO FUNDING

DTX Funding Approach (*Indicative*)

Source	Potential Amount/Range (\$ millions)
Federal	
FTA New Starts	1,500 - 2,500
State	
Planned State Funds (HSR, TIRCP, RTIP/STIP*)	970
Additional/New State Sources	100 - 200
Regional	
Regional Measure 3 Bridge Tolls	325
Additional/New Regional Sources	250 - 350
Local	
Previously Planned Dedicated Sources (Prop K, Tax Increment, Special Tax, Land Sale)	810
San Francisco Local Measures (e.g., Sales Tax Reauthorization)	300 - 400
Additional/New Local Sources	200 - 400
Total	~4,500 - 5,500

- Reflects funding sources with varying degrees of certainty and commitment
- Funding Plan update underway to revise forecasts of previously-assumed sources and identify additional sources



Questions?

TJPA
TRANSBAY JOINT POWERS AUTHORITY

425 Mission Street, San Francisco, CA 94105 • 415.597.4620 • www.tjpa.org

Pennsylvania Avenue Extension (PAX)



San Francisco
County Transportation
Authority

- Caltrain corridor will serve up to 12 trains per hour per direction in the future (Caltrain + High-Speed Rail)
- PAX will extend below-grade rail alignment south from DTX, via a new tunnel beneath 7th Street and Pennsylvania Avenue
- PAX will separate existing at-grade rail crossings at 16th Street and Mission Bay Drive
- SFCTA currently leading pre-environmental planning studies for PAX to understand design options, operational requirements, and estimated costs



DTX -
Environmentally cleared; currently in Design Phase

PAX -
Currently in Planning Phase; multiple alternatives under study

Questions?



**San Francisco
County Transportation
Authority**

Email: ExpenditurePlan@sfcta.org

DRAFT New Expenditure Plan Program Description Major Transit Projects

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Please Note that Prop K Expenditure Plan descriptions reference dollar amounts in 2003 \$s while the proposed New Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

1. Muni Bus Reliability and Efficiency Improvements

Preliminary Draft New Expenditure Plan

Programmatic improvements that improve the reliability and speed of Muni bus service. Eligible project types include: transit-only lanes; curb bulb-outs at bus stops; traffic signal modifications; deployment of transit signal priority devices; relocation and upgrade of bus stops; and other street design changes (e.g. highly visible crosswalks, median island refuges) to reduce delay for transit and enhance pedestrian safety. Includes \$10M in legacy funding for Geary Rapid Improvements Phase 2. Sponsoring Agencies: SFMTA. Total Funding: TBD; New EP: \$110M.

See [Prop K Legacy Project Descriptions](#) from the October 14 EPAC meeting for more information on the Geary Rapid project.

SFTMA has requested making rail eligible for this program, which Transportation Authority staff is open to, pending input from the EPAC.

Prop K Expenditure Plan Description

Bus Rapid Transit Network/MUNI Metro Network including Real Time Transit Information: Implement Bus Rapid Transit and Transit Preferential Streets programs to create an integrated citywide network of fast, reliable bus and surface light rail transit services connecting to services provided by MUNI rail and historic streetcar lines, BART and Caltrain. Bus Rapid Transit (BRT): Creation of fast, frequent, and reliable bus rapid transit service, with exclusive transit lanes and dedicated stations, on Geary Boulevard (designed and built to rail-ready standards), Van Ness Avenue and Potrero Avenue. Transit Preferential Streets (TPS): Includes Improvements to key transit corridors including Mission and Folsom streets, 19th Avenue, Geneva Avenue, Bayshore Blvd, 16th Street, San Bruno Ave., Stockton, and the MUNI rail lines. Includes additional BRT and TPS

improvements subject to availability of funds. TPS improvements are intended to improve speed and reliability at cost lower than BRT. TPS improvements include sidewalk bulb-outs at bus stops, transit-priority lanes, traffic signal modifications, and relocation of bus stops. BRT and TPS projects may include traffic signal modification to speed up service, and real-time passenger information systems improve transit reliability and reinforce the sense of permanence of the improved service, as well as associated landscaping, lighting and signage improvements. It is the intent that buses that operate along BRT corridors should be able to also operate along TPS corridors. Funds in this section may be used to create dedicated stations and exclusive transit lanes for the MUNI light rail and historic streetcar lines. Includes planning, project development, capital and incremental operating and maintenance costs. Sponsoring Agencies: MUNI, DPT, DPW, Planning, SFCTA. The first \$99.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$600M; Prop K: \$110.0M.

2. Muni Rail Core Capacity

Preliminary Draft New Expenditure Plan

Programmatic improvements that will improve reliability and increase the capacity of Muni's rail system by supporting longer and more frequent trains. First priority projects include: Installation of a next generation communications-based train control system for the Muni surface and subway rail network. Engineering improvements, including lengthening existing platforms to accommodate 3 and 4-car light rail trains in the Muni Metro Tunnel between West Portal and Embarcadero stations, and 3-car trains on the N-Judah line. Upgrades to switches, crossovers, and other components to increase subway reliability and throughput, and modifications to subway portals to minimize conflicts. Purchase of additional light rail vehicles to increase the fleet's overall capacity and maintenance and/or storage facilities to house additional vehicles. Sponsoring Agency: SFMTA. Total Funding: TBD; New EP: \$57M.

Prop K Expenditure Plan Description - N/A

3. BART Core Capacity

Preliminary Draft New Expenditure Plan

Improvements that will allow BART to operate up to 30 ten-car trains per hour in each direction through the existing Transbay Tube (an increase from the current capacity of 23 trains per hour). Eligible project types include: new (additional) rail cars; a new communications-based train control system; a new rail car storage yard at the Hayward Maintenance Complex; and additional traction power substations to provide the additional power needed for more frequent service. Sponsoring Agency: BART. Total Funding: TBD; New EP: \$50M.

Prop K Expenditure Plan Description - N/A

4. Caltrain Service Vision: Capital System Capacity Investments

Preliminary Draft New Expenditure Plan

Capital improvements that will allow Caltrain service to operate eight trains per direction per hour consistent with the Caltrain Business Plan Service Vision. Eligible project types to include but not be limited to: additional fleet, level boarding at station platforms, additional train storage, track work and station improvements. Includes planning, project development, and capital costs. Sponsor Agency: PCJPB. Total funding: TBD; New EP: \$10M.

Prop K Expenditure Plan Description - N/A

5. Caltrain Downtown Rail Extension and Pennsylvania Alignment

Preliminary Draft New Expenditure Plan

Caltrain Downtown Rail Extension: The extension of the Caltrain commuter rail system approximately 2 miles from the current Caltrain San Francisco terminus into the Salesforce Transit Center. Project designed to accommodate future California High-Speed Rail service. Includes a new station at 4th and Townsend streets. Project includes \$19.5 million in legacy funding. Includes project development and capital costs.

Pennsylvania Alignment: Below-grade rail alignment extending south from the planned Fourth and Townsend Station. Project will serve the Caltrain commuter rail system and future California High-Speed Rail service. Pennsylvania Alignment will separate rail from surface-level conflicts with street users at 16th Street and Mission Bay Drive. Includes project development and capital costs. A minimum of \$10 million will be available for the Pennsylvania Alignment.

Sponsor Agency: TJPA, SFCTA. Total Funding: TBD; New EP: \$329.5M.

See [Prop K Legacy Project Descriptions](#) from the October 14 EPAC meeting for more information on the Caltrain Downtown Rail Extension.

Prop K Expenditure Plan Description

Downtown Extension to a Rebuilt Transbay Terminal: Construction of a grade-separated extension of Caltrain to a rebuilt Transbay Terminal at the current site (Mission and 1st Streets) near BART and MUNI Metro. The extension and terminal are to be built as a single, integrated project. If the Caltrain Downtown Extension portion of the project is cancelled, this project shall not be eligible for any funds from the sales tax program. (Priority 1). Includes project development and capital costs.

Sponsoring Agency: TJPA. The first \$237.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,885M; Prop K: \$270M

Acronyms

BART – Bay Area Rapid Transit District; N/A – Not Applicable; New EP – New Expenditure Plan; PCJPB – Peninsula Corridor Joint Powers Board or Caltrain; SFCTA – San Francisco County Transportation Authority; SFMTA – San Francisco Municipal Transportation Agency; TBD – To Be Determined; TJPA – Transbay Joint Powers Authority

Transbay Corridor Core Capacity Program

Let's go.



BART is advancing a package of strategic investments that will increase train frequencies systemwide by more than 30% and overall capacity in the Transbay Corridor. The Transbay Corridor Core Capacity Program will allow BART to operate up to 30 ten-car trains per hour during peak periods in each direction through the existing Transbay Tube, maximizing throughput in the most heavily used part of the system. The total program cost is \$3.5 billion.

Core Capacity Program Elements

Additional Fleet of the Future Rail Cars

Expansion of the rail car fleet by 306 new cars, sufficient to operate 30 ten-car trains per hour through the Transbay Tube, during peak periods.

Train Control

Installation of a new Communications-based Train Control System to achieve the shorter headways for 30 trains per hour service during peak periods.



Traction Power

Construction of six additional traction power substations (2 in Downtown San Francisco; 4 in the East Bay) to meet the power requirements for the more frequent service.

Rail Car Storage

Expansion of the Hayward Maintenance Complex (HMC) to provide additional storage capacity to store 250 of the 306 additional vehicles.

Program Benefits

- Relieve Crowding—increase onboard capacity (30%)
- Increase Reliability—reduce system delays attributable to the old legacy train control system
- Increase Ridership and Reduce Vehicle Miles Traveled (VMT)—more frequent reliable service will attract riders
- Reduce Greenhouse Gas (GHG) Emissions—fewer VMT means fewer GHG emissions (4 million metric tons of carbon dioxide equivalent over the project lifetime) and better air quality
- Sustainable Communities —additional transit capacity will support growth around transportation hubs

Learn more about the program at bart.gov/about/projects/corecapacity

Fleet of the Future

Overview

Let's go.



A New Era Begins

- Most BART train cars have been carrying customers since BART's first day of service more than 40 years ago, and are near the end of their useful lives. To prevent future breakdowns and delays, more than 200 new cars are now in service with the initial order of 775 cars scheduled for completion by the end of 2023.
- The Fleet of the Future meets a 66% Buy America standard, and final assembly is in the United States.

Meet the Fleet

Based on input from over 40,000 customers, the new train cars are:

- **Quieter:** micro-plug doors will help seal out noise and a new tapered wheel shape will provide a quieter ride
- **Cooler:** cooling systems will distribute air directly from the ceilings, making it more comfortable for standees on hot days
- **Comfortable:** padded seats will have lumbar support and will be covered with wipeable fabric for ease of cleaning
- **Easy to use:** routes will be color coded like the BART system map, and next stop information will be readily available via automated announcements and digital screens
- **Accessible:** improved identification of priority seating and wheelchair areas, wider aisles, and the introduction of an Assisted Listening Device for riders with hearing aids and cochlear implants
- **Sustainable:** lightweight cars, regenerative braking, a white roof, and LED lighting make these cars exceptionally energy efficient

Listening to You

- Additional doors and wider aisles to make boarding and exiting faster and easier
- Wheelchair area floor graphic to keep area clear for people who use wheelchairs
- Different color priority seats to keep these seats available for seniors and people with disabilities
- Higher ceiling over the aisle for our taller passengers
- More hand straps and vertical poles mean safer starts/stops for shorter passengers
- Bike racks to give bicyclists an out-of-the-way spot to store bicycles

For more information, visit bart.gov/cars

Fleet of the Future

Accessibility Features

Let's go.



Exterior

- Three doors per car, making getting on and off faster and easier
- “Micro-plug” doors to help seal out noise
- Inter-car barriers for the safety of sight-impaired passengers

Interior

- Seats are higher off the floor, making it easier to sit down and stand up
- More handholds to grab onto for shorter people and those with mobility impairments
- Bold priority seat color provides visual cue to yield seats to seniors and people with disabilities
- Decals on tripod pole to improve contrast for people with sight impairments
- Tripod pole removed from middle door, and aisles widened, to improve wheelchair accessibility
- Bike areas located at end door to minimize interference with middle door wheelchair areas
- Embedded symbol in the floor reminds customers to yield wheelchair area
- Intercom located near each door area and mounted at ADA height

Signs & Information

- Interior displays showing the next stop and other passenger information
- Icons and translations for non-English speakers
- Exterior digital displays that show route color and the train's destination
- Automated announcements and improved PA
- Induction loop system for riders with hearing aids and cochlear implants

For more information, visit bart.gov/cars

Fleet of the Future

Sustainability Features

Let's go.



To reduce energy use and pollution, BART's new train cars offer a variety of sustainable features.

- Lightweight aluminum exterior and car body structure reduces energy use, and the aluminum can be recycled when the train cars are eventually retired and dismantled
- Seats are 74% recyclable
- White roofs and tinted windows deflect heat and lessen the load on the interior cooling system
- Improved insulation has been added to the car shell to reflect heat reducing heat transmissibility
- HVAC cooling system is a fully-hermetic design using energy-saving tandem scroll compressors, with refrigerant R-407C. This refrigerant is compatible with the current U.S. Environmental Protection Agency (EPA) standards and is non-ozone depleting
- Exterior and interior LED lighting reduces energy consumption
- Traction motor design allowed improved regenerative braking returns electricity to the power distribution system where it is used by other trains
- The trains run entirely on electricity. In 2020, BART's electric power supply was 100% greenhouse gas-free and sourced from hydroelectric and solar sources

By increasing the size of the BART fleet, the new train cars will enable more riders to leave their automobiles at home and travel throughout the Bay Area.

- By taking BART instead of driving a car, a rider would avoid more than 6,700 pounds of CO₂-equivalent emissions in a year. This is equal to the emissions from driving about 7,600 miles in an average passenger vehicle

For more information, visit bart.gov/cars

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San Francisco
County Transportation
Authority

Agenda Item 5.

Enhancing and Expanding the System: Transit Enhancements



San Francisco
County Transportation
Authority

October 28, 2021

Transit Enhancements



- Transit enhancements are **customer/rider-touching improvements**, and may include more minor capacity, reliability and accessibility improvements
- The Preliminary Draft Expenditure Plan includes **4.7% of funding for Transit Enhancements**



Transit Enhancements

Programs in the Transit Enhancements subcategory include:

- Transit Enhancements (BART, Caltrain, SFMTA, TIMMA)
- BART Station Access, Safety and Capacity (BART, SFMTA)
- Bayview Caltrain Station (Caltrain, SFCTA, SFMTA)
- Mission Bay Ferry Landing (Port of San Francisco)
- Next Generation Transit Investments* (BART, Caltrain, SFCTA, SFMTA)

**To be discussed at the November 4, 2021 EPAC meeting*



Transit Enhancements



Transit enhancements are also eligible in other programs in the Preliminary Draft Expenditure Plan:

- Neighborhood Transportation Program
- Equity Priority Transportation Program
- Development-Oriented Transportation Program



Transit Enhancements



Sales tax funds leverage multiple funding sources to help fund transit enhancements. Some project types compete better than others for funds.

- **One Bay Area Grant Program (OBAG):** Federal funding distributed by MTC /SFCTA. Last 5-year cycle included \$900 million across the Bay Area region.
- **SFCTA Prop AA Vehicle Registration Fee (2010):** About \$1.25 million annually, is for Transit Reliability & Mobility Improvements.
- **SFMTA General Obligation (GO) Bond (2014):** Includes \$30 million for improved safety and accessibility at transit stops.
- **BART Measure RR Bond (2016):** Includes \$135 million for access improvements, and \$210 million to renew stations which can include enhancements.
- **Regional Measure 3 (2018):** Bridge toll funds approved by Bay Area voters, includes transit enhancement programs such as Ferry Enhancements and Safe Routes to Transit.



San Francisco Transportation Sales Tax Reauthorization

Enhancing and Expanding the Transit System: Transit Enhancements and Station Access

Expenditure Plan Advisory Committee
October 28, 2021

Transportation 2050



Transit Enhancement Project Success: **Minor MuniForward Improvements**



- In addition to major corridor improvements, the SFMTA implements numerous spot improvements that enhance transit service reliability and capacity such as:
 - **29 Sunset Queue Jump** – A small section of transit priority lane that allows the bus to go one left instead of 3 right turns and saves up to two minutes.
 - **4th St Bridge Bottleneck** – banning left turns and creating a temporary transit lane to enable faster transit movement.
 - Programmatic stop enhancements and consolidation, transit priority lane additions or enhancements, etc.

29 Sunset Queue Jump



4th St Bridge Bottleneck



Transit Enhancement Project Success: **Historic Streetcars Rehabilitation and Expansion**



SFMTA operates a fleet of historic street cars that provide service to the E and F lines.

We leverage Prop K to rehabilitate and restore these vehicles and preserve their role in San Francisco's rich transit landscape.

Transit Enhancement Project Success: Station Access and Stop Enhancement



Muni Elevators and Key Stop Expansion

- SFMTA is building new elevators at Castro, Powell and Civic Center.
- SFMTA upgrades light rail stations to key stops during corridor upgrades as well as in standalone projects such as the Inner Sunset Streetscape Project. A single key stop with a transit island can cost more than \$250,000 in hard costs alone.



BART/Muni Shared Station Improvements

- SFMTA collaborates with BART to improve access, wayfinding and customer information in our shared stations along the Market Street Subway.



Transit Enhancement Project Success: Stop Enhancement and Wayfinding



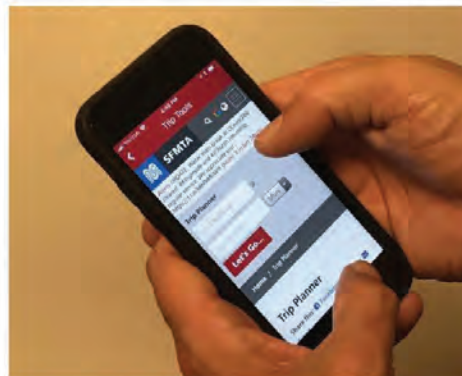
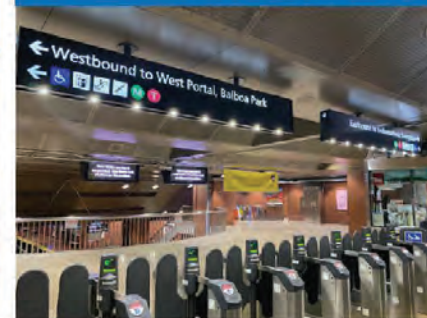
Bus Stop Sign Program



Customer Information System Improvements



Enhanced Wayfinding



What is needed to move the needle?

Financial Need:

- \$600M for Transit Enhancements needed through 2050.

Available Funding:

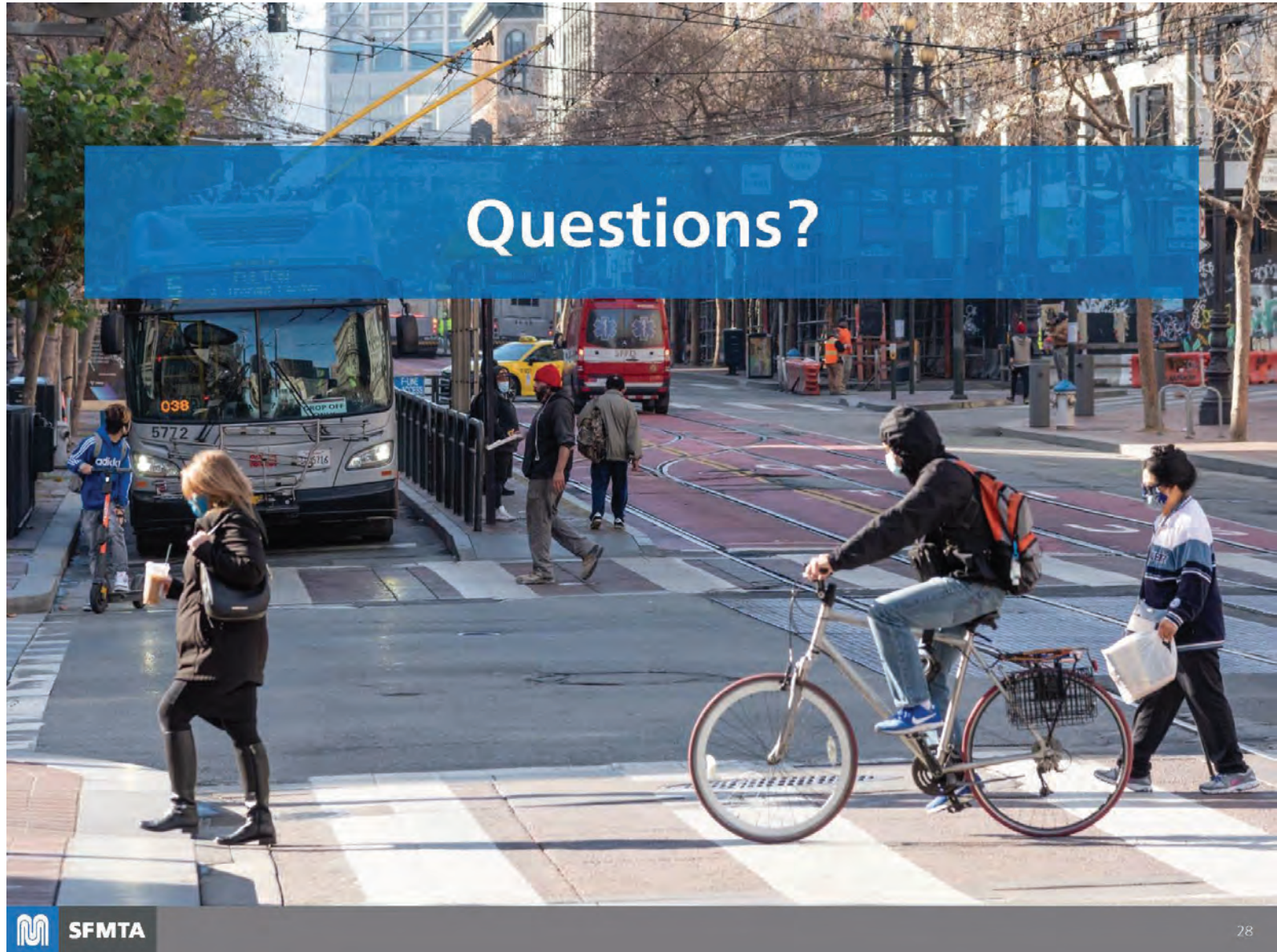
- Funded through a wide variety of sources, depending on the exact project element.
- Some elements, like elevators, have few other sources.
- Other elements, like bus stop improvements, are frequent competitors for state and federal competitive funds, when included in a larger project.
- Sales Tax can be used as required local contribution or as the primary fund source to complete a project.



Fast and Convenient
Transit



Investing Equitably





SF Sales Tax Reauthorization

Expenditure Plan Advisory Committee Mtg. # 4

October 28, 2021

BART Station Access, Safety and Capacity/Transit Enhancements

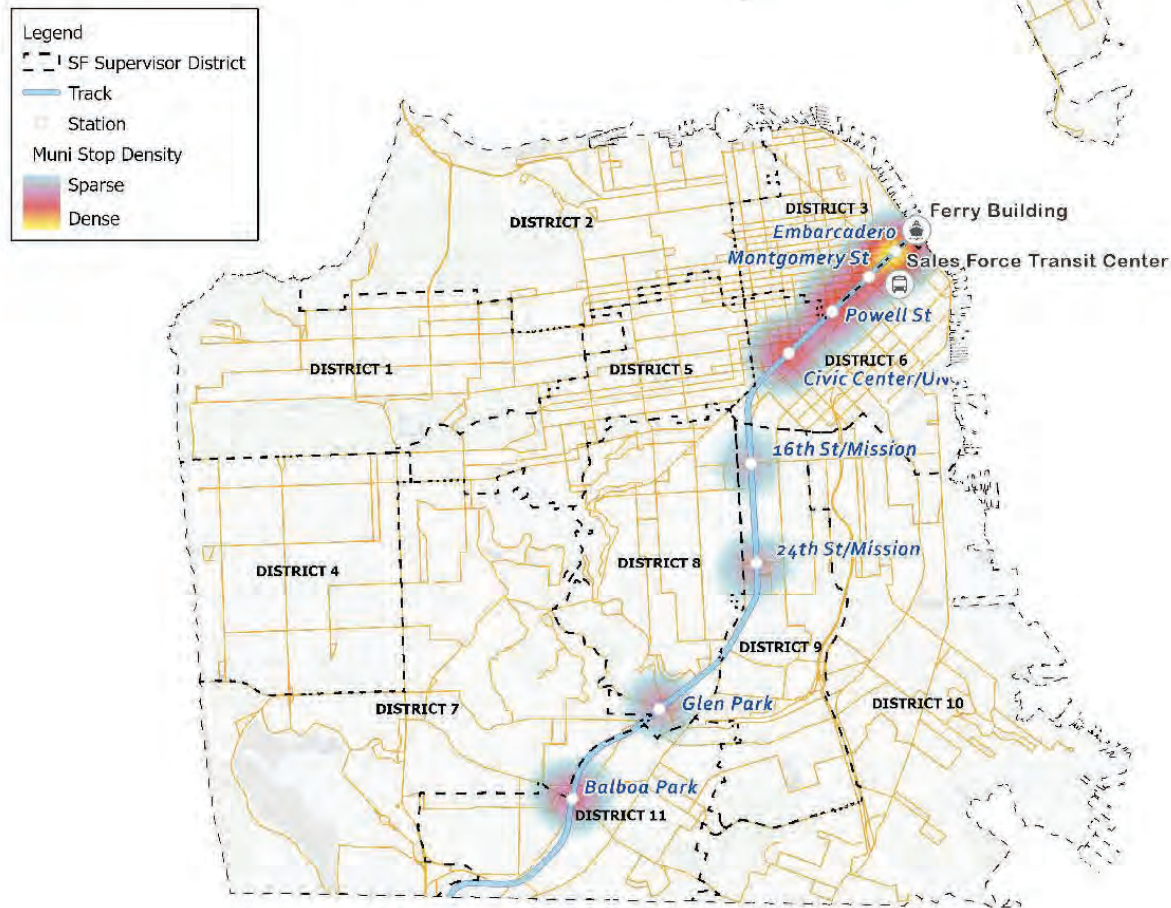


BART is Backbone of Bay Area

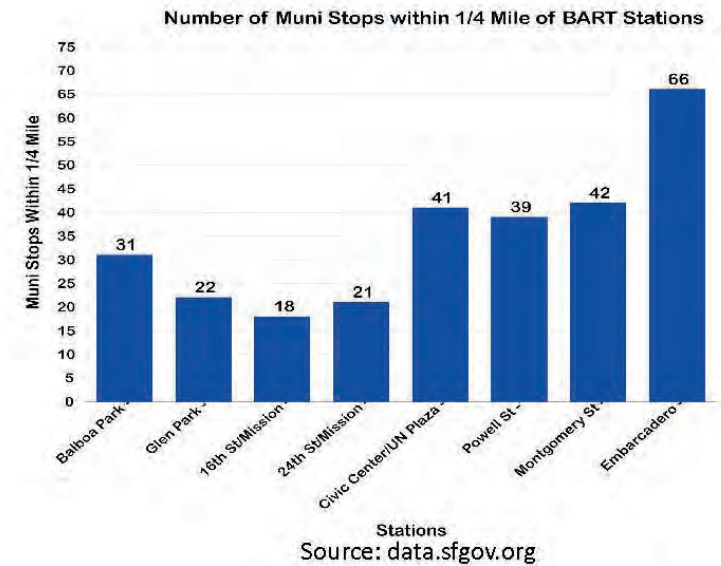
- BART stations serve as **transit hubs**, **connecting to 18 transit operators**, including Caltrain, SFMTA, AC Transit and VTA
- San Francisco needs **robust BART service to revitalize downtown**, facilitate small business rejuvenation and support workers
- Partnering with San Francisco Office of Economic and Workforce Development on Economic Development Agency Proposal – **Driving Regional Economic Equity through San Francisco's Downtown Recovery**
 - Spur job creation by providing space to a more **diverse set of early-stage businesses**
 - Develop employment pipelines to connect the regional labor force to downtown jobs and industries, driving a **more equitable economic recovery**



BART and Muni Connections for Complete Transit Trips



Together, BART and Muni enable residents to access employment, education, health care, retail, and entertainment opportunities and services



BART Station Access, Safety, and Capacity/ Transit Enhancements

- **\$475M** of active BART Station Access, Safety, and Capacity/Transit Enhancement capital investments are **in or benefiting San Francisco**
- BART's FY21 Capital Budget includes **\$51M** for these capital investments (5% of total FY21 BART Capital Budget)
 - In FY21, **Prop K contributed ~\$1M** to these projects (~0.1% of total)
- BART requesting **\$20M SF Sales Tax funds** for this category

Capital Projects with Prop K Contribution in FY21

Project	Total Cost (\$M)	Cost (\$M)	FY21 Capital Expenditures			
			Prop K	Prop 1B	BART	MUNI
Balboa Park Station Area Improvements	5.1	0.49	99%	0%	1%	0%
Powell Station Modernization	20.8	7.60	5%	42%	20%	33%
BART Station Bicycle Parking and Access Improvements	3.3	0.19	32%	0%	68%	0%

Source: BART. Numbers not verified by the SFCTA.

BART Station Access, Safety, and Capacity/ Transit Enhancements



BART Station Access, Safety, and Capacity/ Transit Enhancements

Current Active Projects

- Powell St. Station Modernization *
- Powell St. Station Ceiling and Lighting Improvements
- Market Street Canopies
- Wayfinding and Bicycle Parking Improvements *
- Embarcadero Station Platform Elevator *
- Embarcadero/Civic Center Bike Access Improvements*
- Bicycle Stair Channels Phase I *
- Balboa Park Upper Yard Plaza Improvements *
 - in collaboration with Supervisor Safai and Mayor's Office of Housing and Community Development

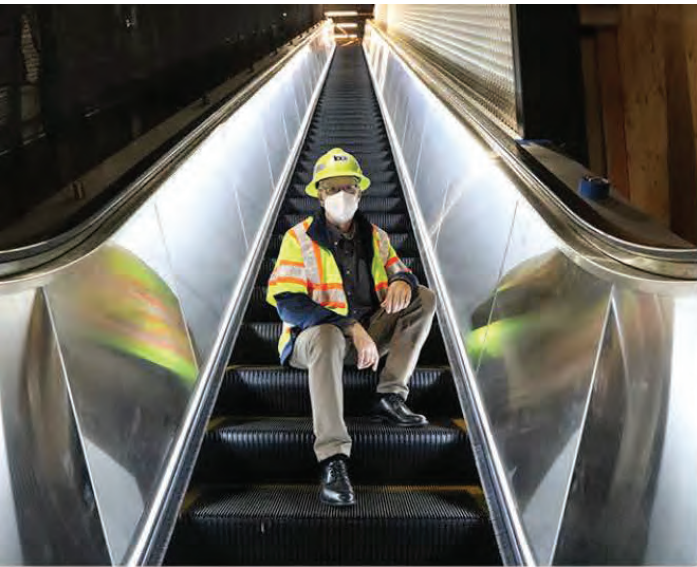
* Partially funded by Prop K

Planned Projects

- Hearing Loop Installation at Downtown Stations*
- Public Address System Improvements*
- Wayfinding Improvement Program Phase IV
- Next Generation Faregates
- Bicycle Stair Channels future phases
- Civic Center Station Access Improvements

Summary BART SF Sales Tax Request Across Programs

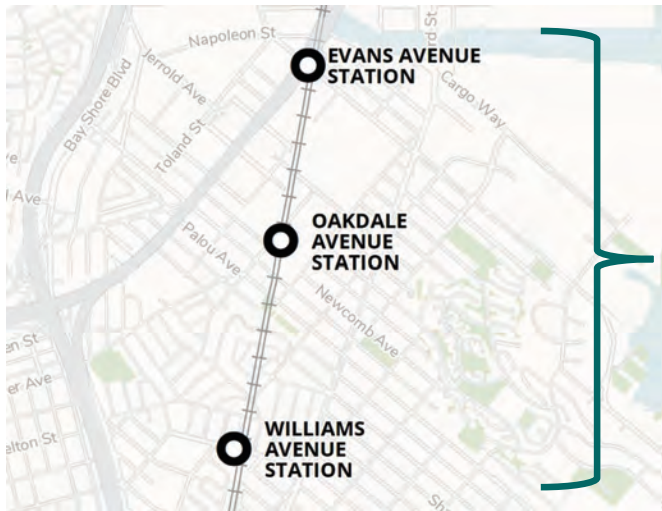
PROJECT/PROGRAM	DESCRIPTION	2022 SF SALES TAX REQUEST
BART Corridor Core Capacity Program	New communications-based train control system, additional rail cars and other improvements to significantly increase peak rail service and reduce train headways. Prop K leverages \$1.3B federal, \$485M state, \$1B regional and \$640M BART funds.	\$100M
BART Other Core System Capacity Investments	BART Metro investments, Fleet of the Future Maintenance Facility or other capital investments to support the increased service delivered by the Core Capacity Program.	\$80M
Next Generation Fare Gates	Retrofit all San Francisco fare gates to improve reliability, maintenance and revenue collection, and reducing passenger queuing.	\$15M
Elevator Modernization and Expansion Program	Renovate or add elevators at San Francisco stations to increase accessibility for people with mobility limitations, reduce elevator service interruptions and improve elevator maintainability	\$65M
BART Access, Safety and Capacity Enhancement Projects	Project such as new Fleet of the Future Maintenance Facility to maintain/overhaul new rail car fleet; new Operations Control Center; additional rail cars; accessibility improvements; BART station bike/ped access improvements; wayfinding signage; multi-modal connectivity; and lighting improvements.	\$20M
BART Maintenance, Rehabilitation and Replacement Projects	Projects which maintain BART infrastructure in a state of good repair, including rail car renovation, rail replacement and train control, communications and power rehabilitation.	\$120M
Total BART Projects & Programs		\$400M



Questions?



Bayview Caltrain Station



Bayview
Station
Options

The Planning Department is currently leading the **Southeast Rail Station Study**. This study will recommend that a new station Caltrain station be constructed in the Bayview (location TBD).



Quint-
Jerrold
Connector
Road

The **Quint-Jerrold Connector Road** will restore access following the closure of Quint St. in 2013 due to a Caltrain berm.

Bayview Caltrain Station



Program	Project Sponsors	Total Cost (2020 Million\$)	Draft EP Funding (2020 Million\$)
Bayview Caltrain Station	SFCTA; SFMTA; Caltrain; Public Works	\$100.0 (order of magnitude)	\$23
Quint-Jerrold Connector Road	SFCTA; SFMTA; Caltrain; Public Works	\$19.5	\$4.73

The **Bayview Caltrain Station** could be funded through a variety of sources:

- State Transit and Intercity Rail Capital Program
- State Local Partnership Program
- Regional One Bay Area Grant Program

The **Quint-Jerrold Connector Road** funding plan includes:

- Local Prop K Sales Tax Funding (including the legacy funding above)
- Local SF Public Utilities Commission funding
- Federal Earmark funding

Mission Bay Ferry Landing



- Will provide regional ferry service to/from Mission Bay, as well as Dogpatch, Potrero Hill, Pier 70 and Central Waterfront neighborhoods
- Essential to alleviate regional transportation overcrowding and provide transportation resiliency
 - Capacity for 6,000 passengers per day
 - Designed to accommodate expected sea level rise



Mission Bay Ferry Landing rendering

Mission Bay Ferry Landing



San Francisco
County Transportation
Authority

Program	Project Sponsors	Total Cost (2020 Million\$)	Draft EP Funding (2020 Million\$)
Mission Bay Ferry Landing	Port of San Francisco	\$58.8	\$7.0

Source: Port of San Francisco, August 2021.

Secured funding:

- Port of SF Capital Funds: \$4.7 million
- SF General Fund: \$4.7 million
- 2021 GO Bond: \$8.4 million

Planned funding:

- Private contributions: \$4.0 million
- Regional Measure 3 bridge tolls: \$25.0 million

Total funding secured/planned: \$46.8 million

Questions?



**San Francisco
County Transportation
Authority**

Email: ExpenditurePlan@sfcta.org

DRAFT New Expenditure Plan Program Description

Transit: Transit Enhancements

This document provides draft Expenditure Plan program descriptions for four of the five programs included under the Transit Enhancements Sub-category, namely:

- Transit Enhancements
- BART Station, Access, Safety and Capacity
- New Bayview Caltrain Station
- Mission Bay Ferry Landing
- Next Generation Transit Investments (subject of November 4 meeting)

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Please Note that Prop K Expenditure Plan descriptions reference dollar amounts in 2003 \$s while the proposed New Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

1. Transit Enhancements

Preliminary Draft New Expenditure Plan

Customer-facing programmatic improvements that promote system connectivity, accessibility, and reliability and improve transit service experience for riders. Generally, these are meant to be smaller to mid-sized projects that produce benefits directly experienced by transit riders. Eligible projects may include, but are not limited to bus stop improvements in disadvantaged communities; wayfinding; new (additional) elevators or escalators; multimodal station access improvements; bicycle storage; other station enhancements; purchase and rehab of historic streetcars. Includes planning, project development and capital costs. Sponsoring Agencies: BART, PCJPB, SFMTA, TIMMA. Total Funding: TBD; New EP: \$38M.

Prop K Expenditure Plan Description

Programmatic improvements that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. For Transit Enhancements, the first \$43.0M is Priority 1, the second \$4.5M is Priority 2 and the remaining \$5.0M is Priority 3. Projects include:

- *Extension of existing trolleybus lines and electrification of motor coach routes. Includes purchase of additional trolley buses for new service. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$47.7M; Prop K: \$9.5M.*
- *Extension of historic streetcar service from Fisherman's Wharf to Fort Mason. Total Funding reflects Prop K funds only; the remaining project costs will be covered by the National Park Service/Presidio Trust using Park funds. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$5 M; Prop K: \$5 M. **[Note: This project is proposed to be eligible under New Generation Transit Enhancements, to be addressed at the November 4 EPAC meeting.]***
- *Purchase and rehabilitation of historic light rail vehicles for new or expanded service. Includes project development, capital, and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$7.2 M; Prop K: \$1.4 M.*
- *Balboa Park BART/MUNI station access improvements to enhance BART, bus and MUNI light rail transit connections. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, DPT, DPW. Total Funding: \$34.5M; Prop K: \$9.72M. **[Note: These types of improvements are proposed to be eligible in the BART Station Access, Safety and Capacity program as well as in Transit Enhancements in the Preliminary Draft Expenditure Plan]***
- *Relocation of the Caltrain Paul Avenue station to Oakdale Avenue. Includes project development and capital costs. Sponsoring Agencies: PCJPB, DPT, DPW. Total Funding: \$26.43M; Prop K: \$7.93M. **[Note: A new Bayview Caltrain Station is a proposed project in the Preliminary Draft New Expenditure Plan separate from Transit Enhancements, listed as item #3 in this document]***
- *Purchase of additional light rail vehicles to expand service and reduce overcrowding on existing MUNI Light Rail lines. Includes project development, capital, and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$28.9M; Prop K: \$5.8M. **[NOTE: Additional light rail vehicles are proposed to be eligible in the Muni Core Capacity program in the Preliminary Draft New Expenditure Plan, the subject of a separate agenda item at the October 28 EPAC meeting.]***
- *Other transit enhancements to be prioritized by the Authority. Includes planning, project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. Total Funding: \$50.96 M; Prop K: \$14.0 M.*

2. BART Station Access, Safety and Capacity

Preliminary Draft New Expenditure Plan

Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional elevators, staircases), improved signage and security, real time traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), and street level plaza improvements. Includes project development and capital costs. Sponsoring Agencies: BART, SFMTA, SFPW. Total Funding: TBD; New EP: \$9M.

Prop K Expenditure Plan Description

Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional staircases), improved signage and security, realtime traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), and street level plaza improvements. Improvements to station or system capacity, including additional staircases, elevators, and escalators, shall be eligible for funding in this category if the Authority finds that the costs of the station and system capacity improvements are shared equitably among the counties BART serves. Includes project development and capital costs. Sponsoring Agency: BART, MUNI, DPT, DPW. The first \$9.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$100M; Prop K: \$10.5M.

3. Bayview Caltrain Station**Preliminary Draft New Expenditure Plan**

Construction of a new or relocated Caltrain station in the Bayview. Includes \$4.73M in legacy funding for the Quint-Jerrold Connector Road, which will restore access eliminated by the construction of a Caltrain berm. Includes project development and capital costs. Sponsoring Agencies: PCJPB, SFCTA, SFMTA. Total Funding: TBD; New EP: \$27.73M.

See [Prop K Legacy Project Descriptions](#) from the October 14 EPAC meeting, agenda item 4.

Prop K Expenditure Plan Description

Relocation of the Caltrain Paul Avenue station to Oakdale Avenue. Includes project development and capital costs. Sponsoring Agencies: PCJPB, DPT, DPW. Total Funding: \$26.43M; Prop K: \$7.93M.

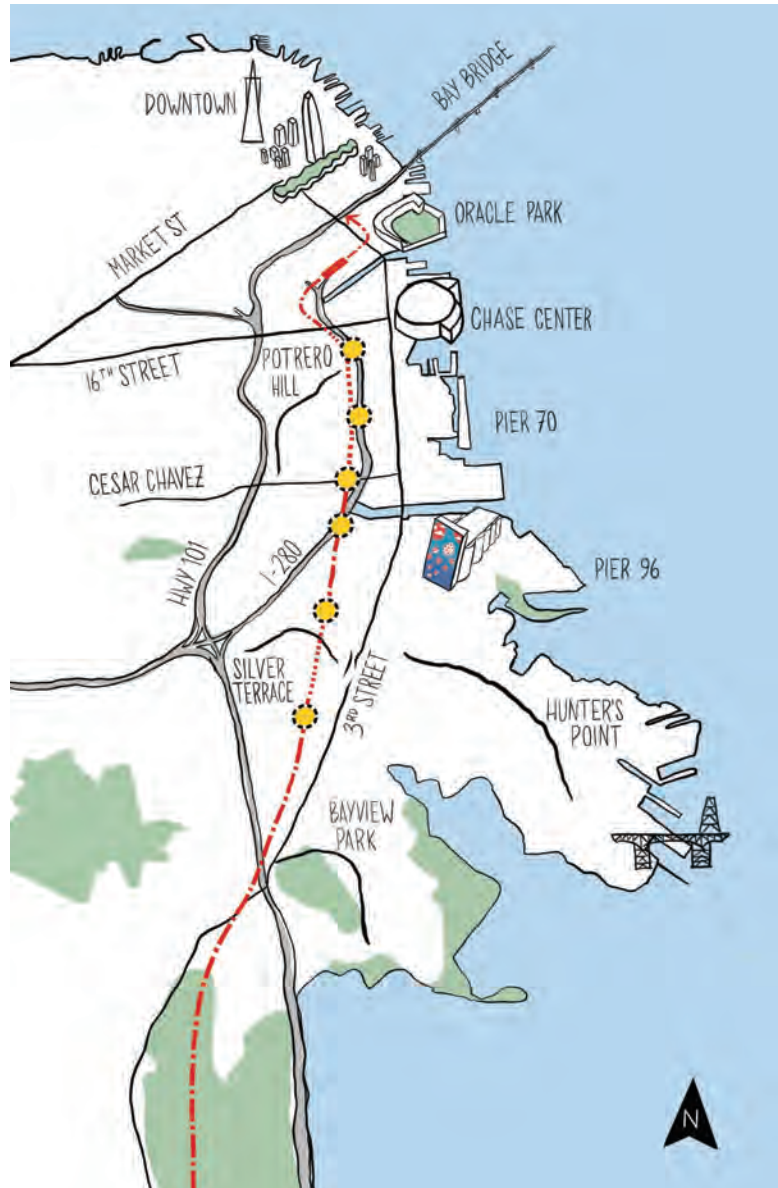
4. Mission Bay Ferry Landing**Preliminary Draft New Expenditure Plan**

A new ferry landing serving the Mission Bay neighborhood to enable regional ferry service. Sponsoring Agencies: Port of SF. Total Funding: TBD; New EP: \$7M.

Prop K Expenditure Plan Description - N/A *Project would have been eligible under Other Transit Enhancements (see item #1 above), but insufficient funds remain.*

Acronyms

BART – Bay Area Rapid Transit District; GGHBTB – Golden Gate Bridge, Highway & Transportation District; N/A – Not Applicable; New EP – New Expenditure Plan; PCJPB – Peninsula Corridor Joint Powers Board or Caltrain; Port of SF – Port of San Francisco; SFMTA – San Francisco Municipal Transportation Agency; and TBD – To Be Determined



Southeast Rail Station Study (SERSS) Update

- Study Overview
- Station Options
- Public Outreach

Study Overview

- The City is planning for the future of rail in the southeastern part of San Francisco.
- We want to restore regional rail access to the Bayview-Hunters Point communities.
- The Pennsylvania Avenue Extension (PAX) tunnel could require the redesign or relocation of 22nd Street Station.
- Starting in 2020, the Planning Department and partner agencies conducted a planning study to determine what station locations could address these needs.
- We recommend that the City plan for two Caltrain stations in this area in the future:
 - A station at or near the existing 22nd Street Station
 - A new station in the Bayview

Potential Station Locations

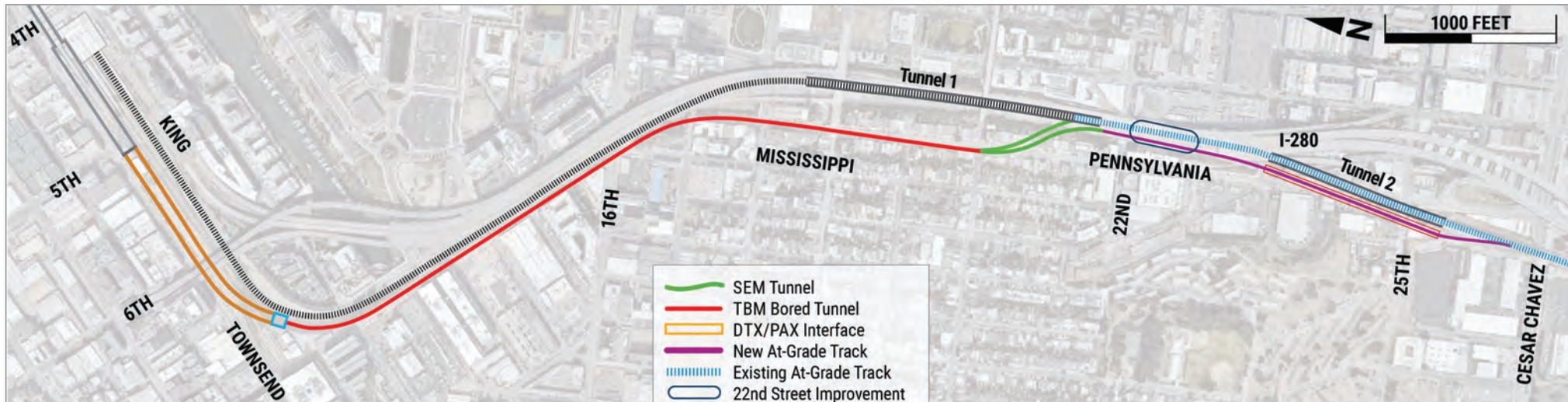
22nd Street Zone – Station Options

Bayview – Station Options

MAP LEGEND

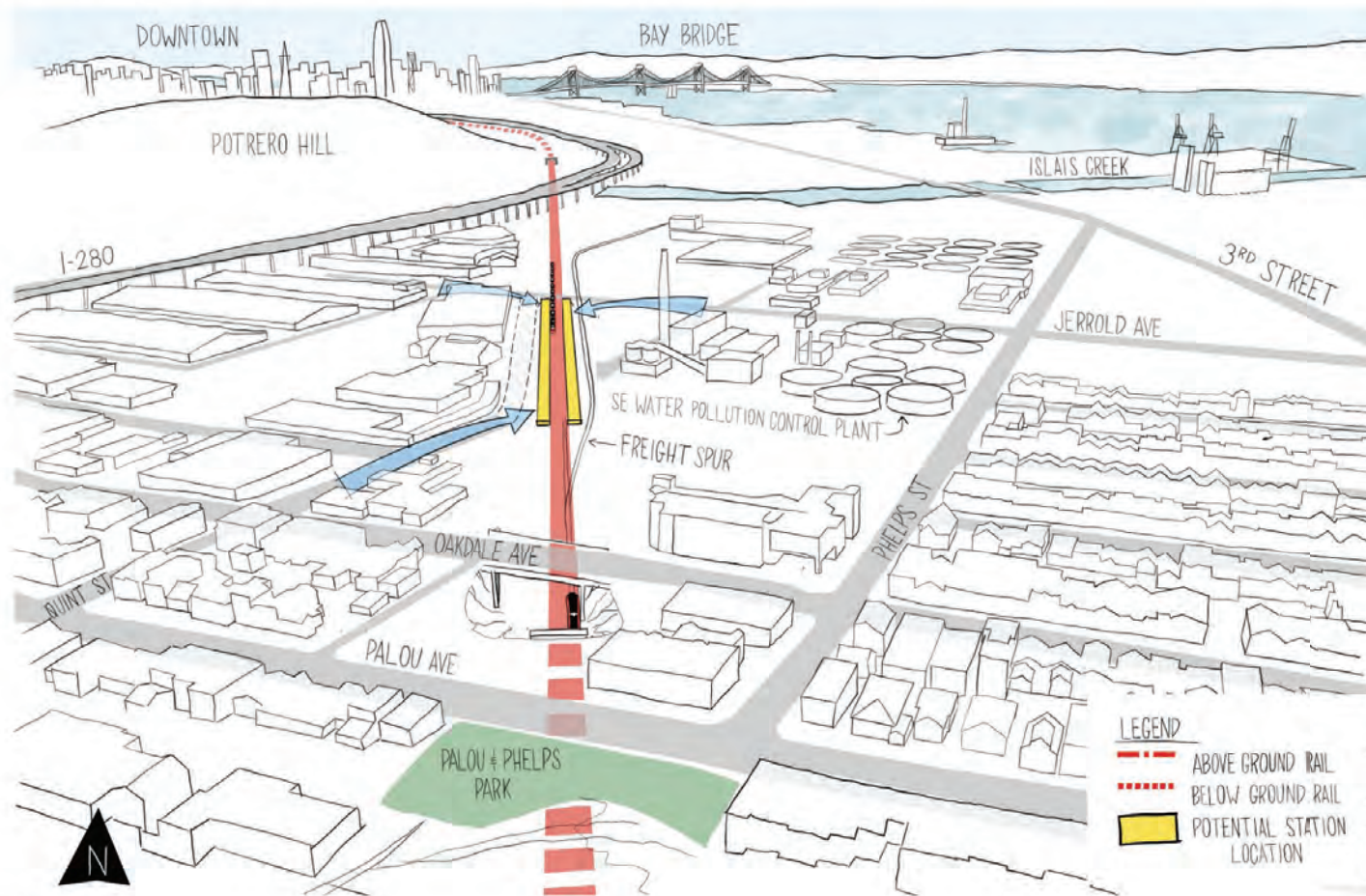
○ Station Options

Pennsylvania Avenue Tunnel (PAX)



- Multiple alternatives for PAX being studied, with range of implications for 22nd Street Station
- Alternative Shown: Medium-Length Alignment

Oakdale - Context



Draft 08 September 2021 VIA

Public Outreach

Round 1 Public Workshops:

- Thursday, 10/7 at 6pm
- Saturday, 10/9 at 12pm

Outreach consisted of poster, door hangers, CBO engagement, and social media.

Website, email, and phone number launched; introduction video for Study website prepared.

Interpretation in Cantonese and Spanish was offered and utilized during the both virtual workshops.

Three presenters – Planning Department, Caltrain, and SFCTA.

Workshop recordings made and posted, including in translation.

Planning New Southeast Caltrain Stations

We want to hear from you!

San Francisco, in partnership with Caltrain, is looking at options for building a tunnel under Pennsylvania Avenue, rebuilding the 22nd Street Station, and building a new station in the Bayview.

The City is conducting a series of community meetings for you to explore the station options under consideration, provide feedback, voice concerns, and ask questions directly to the project team.

It is highly encouraged that participants attend one event from each round to understand the full project scope. Cantonese and Spanish interpretation will be available. Slides will be available in Chinese and Spanish.

Round 1: Project Basics

Thursday October 7 at 6 PM
Saturday October 9 at 12 PM
Both dates will cover the same info

Learn about the study's goals and background with a comprehensive look at the areas under review - including the 22nd Street Station area and the Bayview District.

Round 2: Conversations About Locations

Thursday November 4 at 6 PM
Saturday November 6 at 12 PM
Both dates will cover the same info

Discuss the advantages and disadvantages of each site and engineering limitations. From connectivity to job access, we want to hear about your priorities for the new stations!

To learn more, visit sfplanning.org/serss or email CPC.SERSS@sfgov.org

If you have limited computer access, please call us to request a packet of the project visuals to follow along



Key Dates

October

- 10/7 – ConnectSF at Planning Commission
- 10/20 – Caltrain CAC
- 10/21 – Planning Commission
- 10/26 – SFCTA Board
- 10/27 – SFCTA CAC

November – Virtual Public Workshops Round 2

- Thursday 11/4 – 6:00 p.m.
- Saturday 11/6 – 12:00 noon

More information at www.sfplanning.org/SERSS

Questions or comments?

www.sfplanning.org/SERSS

CPC.SERSS@sfgov.org





Port of San Francisco

Mission Bay Ferry Landing

OVERVIEW

The Mission Bay Ferry Landing will provide critical regional ferry service to and from the Mission Bay neighborhood, one of the fastest-growing neighborhoods in San Francisco, as well as the Dogpatch, Potrero Hill, and Pier 70. The Ferry Landing will further activate existing maritime activity along our working waterfront.

The ferry landing would sit within a half-mile of approximately 11,000 new housing units, 7 million square feet of new office and commercial space, over 1 million square feet of new retail space and 70 acres of public open space. Additionally, the ferry landing is planned within one block from the T-Third line and Central Subway which is underway for an extension to San Francisco's Chinatown neighborhood. The ferry landing will be an easy walk to the UCSF Mission Bay hospital and campus, the new Golden State Warriors Chase Center, the proposed Mission Rock and recently approved Pier 70 projects as well as the Mission Bay life sciences community.

Mission Bay Ferry Landing will provide the capability to berth two ferry boats simultaneously and it is estimated that the ferry landing will have the capacity to handle up to 6,000 passengers per day. The ferry landing is essential to alleviate current regional transportation overcrowding, and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events. Ferry service will reduce our community's carbon footprint and the landing will be designed to accommodate the expected sea-level rise.

Mission Bay Ferry Landing Fact Sheet – Page 2

PROJECT GOALS

- Provide a new ferry facility to enable regional water-based public transportation and emergency response in the fastest-growing Mission Bay and Central Waterfront areas of the City of San Francisco.
- Help support current and future transit demand and reduce vehicular trips in the Mission Bay and Central Waterfront areas.
- Alleviate local and regional trans-bay commute traffic.
- Provide transportation resiliency in the event of an earthquake, BART, or Bay Bridge failure or another unplanned event.
- Engage the San Francisco community in the planning process for a working Central Waterfront.

SCHEDULE AND BUDGET

The Port of San Francisco and Water Emergency Transit Authority (WETA) are leading the project with the support of other City and regional agencies. The project, authorized under a CEQA Mitigated Negative Declaration, has obtained all regulatory agency permits. Phase 1 was completed in November 2020 and consisted of marine debris removal, dredging and preparation of the underwater site. Phase 2 will complete the project and construction is anticipated to take place in summer and fall of 2023. The estimated total project design and construction cost are \$58.4 million. The project is seeking commitments of funding to support the completion of construction.

In the meantime, the Port collaborated with the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and Golden Gate Bridge and Highway and Transportation District to design and install an Interim Ferry Landing at Pier 48.5 until the Mission Bay Ferry Landing can be completed. The interim landing went into service in October 2019.

FOR MORE INFORMATION

WEBSITE: <https://sfport.com/mission-bay-ferry-landing>

CONTACT: Shannon Cairns at Shannon.cairns@sfport.com or 415-269-1999

Breakout Discussions



San Francisco
County Transportation
Authority

Preliminary Draft New Expenditure Plan



How can the EPAC help shape the Expenditure Plan?



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Discussion Questions



1. Do you understand **the need** for the programs, and why they need sales tax funds?
2. Do you have questions about or feedback on the **program descriptions**?
3. **How important** are each of these programs to you?

Report Out



**San Francisco
County Transportation
Authority**

Agenda Item 6.

Expenditure Plan Policies: Prioritization Process



San Francisco
County Transportation
Authority

October 28, 2021

Expenditure Plan Policies



San Francisco
County Transportation
Authority

The Prop K Expenditure Plan is organized:

1. Introduction
- 2. General Provisions**
3. Plan Summary
4. Description of Projects and Programs
- 5. Implementation Provisions (e.g. Project Prioritization)**
6. Allocation and Re-Allocation of Funds
7. Update Process



General Provisions



Restriction of Funds: No Substitution

- a. Sales tax revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.
- b. Proceeds from the sale or liquidation of capital assets funded with sales tax revenues shall be returned to the Transportation Authority (in proportion to the contribution of sales tax revenues to the total original cost of the asset), for re-allocation to eligible expenses within the categories from which funds were expended for the original investment.

General Provisions



Restriction of Funds: No Expenditures Outside San Francisco

No sales tax funds shall be spent outside the limits of the City and County of San Francisco, except for cases that satisfy all of the following conditions, and subject to a possible need for amendment of state legislation:

- a. Quantifiable Benefit
- b. Expenses Matched by Other Counties

Implementation Provisions



How to access Priority 2 revenues

Priority 1 and Priority 2 Revenues

If, after funding all Priority 1 projects in a sub-category, the latest Prop K Strategic Plan cash flow analysis forecasts available revenue in excess of Priority 1 levels, the Transportation Authority Board may allow programming of Priority 2 revenues within the subcategory, subject to the category percentage caps and program or project dollar amount caps for Priority 2 established in the New Expenditure Plan.

Project Prioritization Process



How do we determine which projects to fund when for each of the programs in the Expenditure Plan?

- Every 5 years, we develop a **5-Year Prioritization Plan (5YPP)** to identify projects to be funded in each program over the next 5-year period.



Project Prioritization Process



The 5-Year Prioritization Plan:

- Provides transparency for how projects are prioritized
- Provides opportunities for public and Board input
- Encourages coordination between categories and sponsors
- Establishes a pipeline of projects, helping to position projects for discretionary funding opportunities



Project Prioritization Process



The **5-Year Prioritization Plan** includes:

- Prioritization criteria
- 5-year plan (or list) of projects with funding and cash flow by fiscal year
- Project information forms with scope, schedule, cost, and funding
- Performance measures
- Project delivery status (for previously-funded projects)



Project Prioritization Process



Required Criteria

- Established in the Expenditure Plan
- Need to be flexible to apply across all programs

Current Expenditure Plan Required Criteria:

- Project readiness
- Community support
- Time-sensitive/urgency
- Cost-Effectiveness
- Transportation/land use coordination
- Fair geographic distribution
- ***Equity consideration?***

← Proposed Addition

Project Prioritization Process



Program-Specific Criteria

- Established as part of the 5-Year Prioritization Plan process
- Criteria vary by program, tailored to specific investment type

Current Examples:

Muni Facilities Maintenance:

- Safety (passenger, operator or employee)
- Improves efficiency of transit operations
- Leveraging

Traffic Calming:

- Safety (reduces vehicle speeds, reduces conflicts, etc.)
- Provides benefits to multiple users (pedestrian, bike, or transit user)
- On high-injury corridor
- Leveraging

Project Prioritization Process



How can we add an equity consideration to the required criteria?

Sample language for equity consideration criteria:

Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.

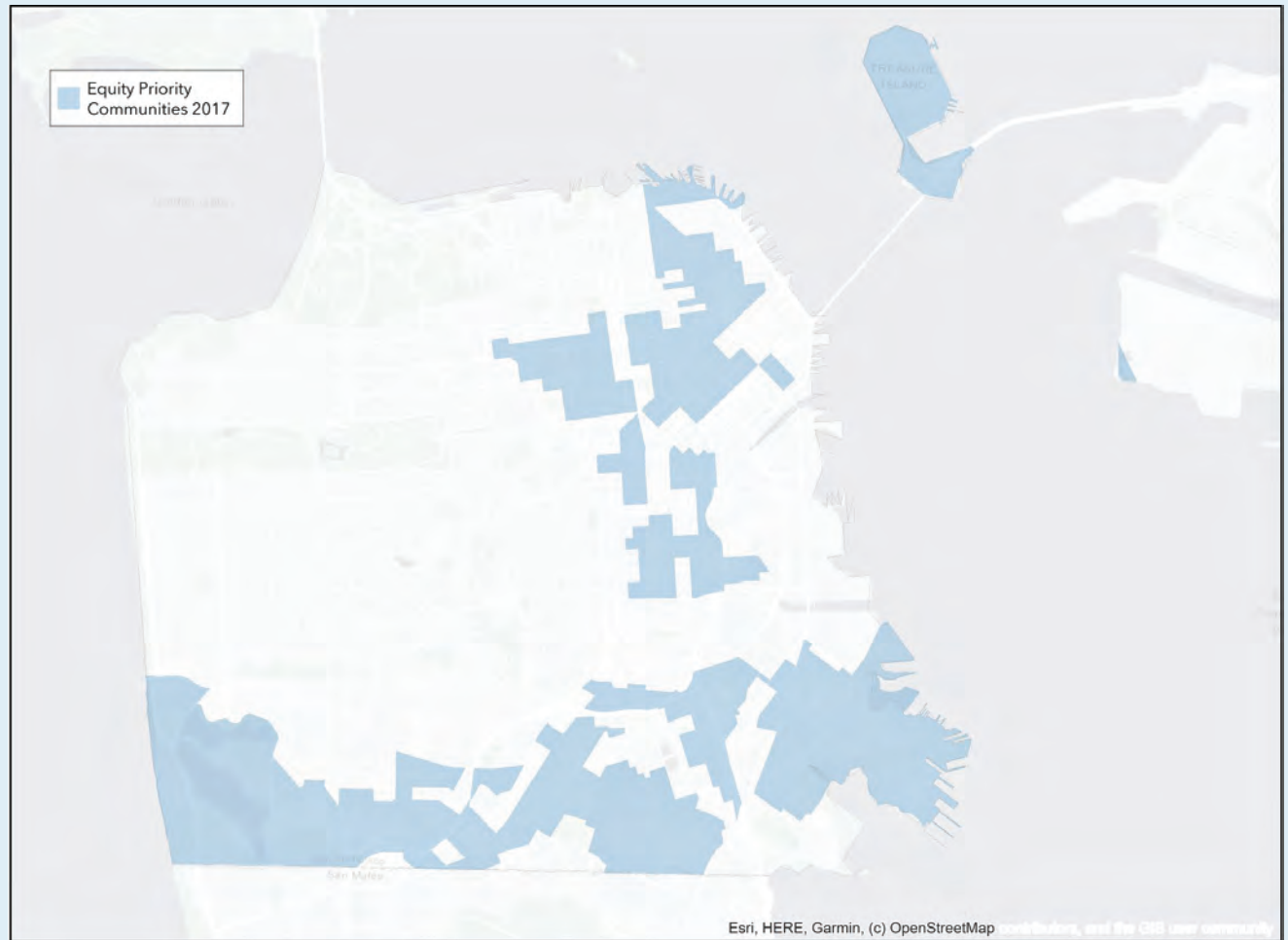
Equity Priority Communities (EPCs)

~51% of low-income
San Franciscans live
within EPCs

~65% of residents of
color live within EPCs



**San Francisco
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Source: Metropolitan Transportation Commission data, 2017.

Equity Priority Communities Criteria, 2017



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Defined by the Metropolitan Transportation Commission:

1. Census tract exceeds thresholds for both low-income and people of color; OR
2. Census tract exceeds threshold for low-income and three or more other variables

- People of Color (70% threshold)
- Limited English Proficiency (20%)
- Zero-Vehicle Households (10%)
- People with a Disability (25%)
- Low Income (<200% Federal Poverty Level) (30%)
- Seniors 75 Years and Over (10%)
- Single Parent Families (20%)
- Rent-Burdened Households (15%)

Group Discussion



We are proposing to to maintain this 5-Year Prioritization Plan process.

How do you feel about the proposed new equity criteria?

Are there any other changes you'd like to see?

Questions?



**San Francisco
County Transportation
Authority**

NEW TRANSPORTATION EXPENDITURE PLAN FOR SAN FRANCISCO

Recommended July 22, 2003

San Francisco County Transportation Authority

1. INTRODUCTION

A. SUMMARY

The New Expenditure Plan identifies transportation improvements to be funded from the extension of the existing half-cent transportation sales tax. The projects and programs included in the Expenditure Plan are designed to be implemented over the next 30 years. Provisions are also made for future updates to the New Expenditure Plan beyond the initial 30-year period. The New Expenditure Plan includes investments in four major categories: Transit, Streets and Roads (including street resurfacing, and bicycle and pedestrian improvements), Paratransit services for seniors and disabled people, and Transportation System Management/Strategic Initiatives, to fund neighborhood parking management, land use coordination, and beautification efforts.

The major capital projects to be funded by the New Expenditure Plan are:

- Development of the Bus Rapid Transit/ MUNI Metro Network;
- Construction of the MUNI Central Subway (3rd St. LRT Phase 2);
- Construction of the Caltrain Downtown Extension to a Rebuilt Transbay Terminal;
- Replacement of the South Access to the Golden Gate Bridge (Doyle Drive).

B. CONTEXT

The New Expenditure Plan for the use of Prop K funds was developed by the Expenditure Plan Advisory Committee (EPAC), appointed by the San Francisco County Transportation Authority (Authority) Board, with technical assistance provided by the Authority and other transportation agencies. The roster of EPAC members is provided in Attachment 1. The Expenditure Plan was recommended by the Authority Board on July 22, 2003.

By providing the required local match, Prop K is intended to leverage about \$9.6 billion in federal, state, and other local funding for transportation projects in San Francisco.

The New Expenditure Plan is a list of transportation projects and programs that will be given priority for Prop K funding. As such the New Expenditure Plan shall be amended into the Capital Improvement Program of the Congestion Management Program, developed pursuant to section 65089 of the California Government Code. These projects and programs are intended to help implement the long-range vision for the development and improvement of San Francisco's transportation system, as articulated in the San Francisco Long Range Countywide Transportation Plan.

The Countywide Transportation Plan is the City's blueprint to guide the development of transportation funding priorities and policy. The major objectives of the Countywide Transportation Plan are to enhance mobility and accessibility throughout

the city, improve safety for all transportation system users, support the city's economic development and the vitality of our neighborhoods, sustain environmental quality, and promote equity and efficiency in transportation investments. The Countywide Transportation Plan is a living document, updated on a regular basis to identify and address changing needs and regional trends, and align them with available funding.

C. GOALS

The purpose of the New Expenditure Plan is to implement the priorities of the Countywide Transportation Plan through investment in a set of projects and programs that include planning, maintenance and rehabilitation of, and improvements to the city's multi-modal transportation system. Goals of the plan include:

- Maintain the city's transportation infrastructure in a state of good repair.
- Support an efficient, accessible, and fully integrated public transportation system that connects San Francisco's neighborhoods and links San Francisco to the region.
- Improve the speed, reliability, and ridership of transit in San Francisco and the region.
- Maintain a safe, attractive, well designed street network that provides mobility and public open space for residents and visitors.
- Enhance mobility for all San Franciscans, including seniors and people with disabilities.
- Maintain and enhance the city's roadway network to facilitate the safe movement of people and goods, including transit.
- Improve safety and amenities for pedestrians and bicyclists.
- Coordinate transportation investments with existing and planned land uses, to enhance livability and mobility, reduce traffic, and increase housing opportunities.
- Promote economic vitality citywide.
- Protect and enhance the environment.
- Improve coordination between transportation agencies and departments.
- Develop clear, equitable, and cost-effective methods for prioritizing transportation investments.
- Wisely use local funding to secure state, federal, and regional matching funds for transportation projects.

D. STRUCTURE

The New Expenditure Plan is organized into five sections. Section 1: Introduction provides background on the Plan's goals and development. Section 2: General Provisions provides further context on the Plan's policies and administration. Section 3: Plan Summary provides the Plan's investment detail by category. Section 4: Description of Projects and Programs contains detailed descriptions of the projects and programs (by category and subcategory), and the types of items that are eligible for

funding under each of them. Section 5: Implementation Provisions describes the process for prioritizing and allocating funds following adoption of the Plan. Section 6: Allocation and Reallocation of Funds, deals with the procedures to be followed in allocating and reallocating funds to the different levels of priority. Section 7: Update Process, deals with the mechanisms for developing updates beyond the initial 30-year period.

The Authority recommends that the following elements be included in the New Transportation Expenditure Plan for San Francisco.

2. GENERAL PROVISIONS

A. SALES TAX REVENUES

The New Expenditure Plan shall supersede the Proposition B Expenditure Plan, adopted in 1989, as of the operative date of the New Expenditure Plan, pursuant to Section 131105 of the California Public Utilities Code. The existing one-half percent local sales tax dedicated to transportation improvements (approved in November 1989 as Proposition B) shall be continued for the duration of the New Expenditure Plan.

Revenues are estimated under three scenarios over the 30-year period of the New Expenditure Plan. The conservative projection puts the total revenue level at \$2.35 billion (2003 dollars). The medium growth projection forecasts \$2.62 billion; and the optimistic projection is \$2.82 billion. These scenarios reflect average growth rates that vary from 1.4% per year to 1.65% to 2.15%. All three rates are based on historical trends in sales tax receipts in San Francisco, and are consistent with the projections used by the City and County of San Francisco and by the Metropolitan Transportation Commission.

B. RESTRICTION OF FUNDS

Sales tax revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise explicitly specified in the Plan Description. In accordance with enabling legislation and adopted principles, sales tax revenues generated pursuant to this plan shall be subject to the following restrictions:

i. No SUBSTITUTION

- a. Sales tax revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.
- b. Proceeds from the sale or liquidation of capital assets funded with sales tax revenues shall be returned to the Authority (in proportion to the contribution of sales tax revenues to the total original cost of the asset), for re-allocation to eligible expenses within the categories from which funds were expended for the original investment.

ii. INCREMENTAL OPERATING AND MAINTENANCE COSTS

Funds for operations and maintenance shall be limited exclusively to incremental costs associated with the operation of new transportation services and/or facilities, as specified in this plan. Regional operators and other non-San Francisco sponsors shall not be eligible for incremental operations and maintenance funding. Incremental costs shall be defined as solely those

operating and maintenance costs that would clearly not have otherwise been incurred absent the new service or facility. The intent shall under no circumstance be to provide an ongoing subsidy, but rather to allow for a limited level of transitional funding, to help the department responsible for the operation and maintenance of the new facility or service built or purchased with sales tax funds, to identify alternative funding sources for these purposes and gradually and fully absorb the facility's incremental operating and/or maintenance costs into its own operating budget. Incremental operating and maintenance costs shall be reimbursable from the sales tax according to the following schedule.

a. Linear Decrease

The funding eligibility level for incremental operating and maintenance costs shall decrease linearly from 100% on the first year of operation to 0% on year 10.

b. Grandfathered Projects

Projects currently receiving Prop B reimbursement for incremental operating and maintenance costs shall be eligible for reimbursement under the sales tax according to the same schedule as detailed in section 2.B.ii.a., above, starting with the amount shown in the 2003 Strategic Plan Update for Prop B for fiscal year 2003/04.

iii. NO EXPENDITURES OUTSIDE SAN FRANCISCO

No sales tax funds shall be spent outside the limits of the City and County of San Francisco, except for cases that satisfy all of the following conditions, and subject to a possible need for amendment of state legislation:

a. Quantifiable Benefit

The project, service, or programmatic category is included in the Expenditure Plan, and planning or other studies, developed in order to enable its implementation, demonstrate that there will be a quantifiable benefit to the City and County's transportation program from the expenditure of funds beyond the City and County line. A quantifiable benefit is defined as a measurable increase in the cost effectiveness of a project or group of transportation projects and or services at least partially funded with sales tax funds, located along the corridor or in the immediate geographic area of the City and County where the project in question is proposed to occur.

b. Expenses Matched By Other Counties

The proposed expense is matched by funding from the county where the expenditure of sales tax funds is proposed to be made.

Should transportation projects or services contemplated in the plan require the participation of multiple counties for any phase of project planning or implementation, the Authority shall work cooperatively with the affected county or counties to ensure successful project implementation.

IV. FUNDING CAPS FOR GRANDFATHERED PROJECTS

Projects grandfathered from the Prop B Expenditure Plan, shall be eligible to receive Prop K Priority 1 funds from the appropriate equivalent subcategories,

not to exceed the unallocated amounts programmed in the 2003 Prop B Strategic Plan Update. This section does not apply to incremental operating and maintenance costs, which are addressed separately in section ii.b., above.

C. SUCCESSOR PROGRAM

Upon approval of the Ordinance by the voters, the New Expenditure Plan shall supersede and become the successor program to the Expenditure Plan enacted in 1989 by the passage of the Proposition B local sales tax for transportation. As such it will bear responsibility for any outstanding debt incurred by the Proposition B program, and all assets of the Proposition B program shall become Prop K program assets.

D. BONDING AUTHORITY

The Authority shall be authorized to issue, from time to time, limited tax bonds in a total outstanding aggregate amount not to exceed \$1.88 billion, payable from the sales tax revenues generated pursuant to this plan. The Authority's bonding capacity shall be separate and distinct from that of the City and County of San Francisco.

E. ADMINISTRATION BY THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

The San Francisco County Transportation Authority, which currently allocates, administers and oversees the expenditure of the existing Prop B sales tax for transportation, shall allocate, administer and oversee the expenditure of the Prop K sales tax funds.

F. SUPPORT OF ADJACENT COUNTIES

It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because:

- San Mateo, Alameda and Contra Costa Counties have already adopted Transportation Expenditure Plans; and
- Marin County is currently evaluating Transportation Expenditure Plans

G. ENVIRONMENTAL REVIEW

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act (NEPA), and/or the California Environmental Quality Act (CEQA), and other applicable laws shall be carried out as a prerequisite to the implementation of any project to be funded partially or entirely with sales tax funds.

3. PLAN SUMMARY

Table 1 summarizes the half-cent sales tax revenue allocations by project category and subcategory in constant 2003 dollars. The New Expenditure Plan is fiscally constrained to the total funding expected to be available for each category. The financial constraint is further detailed within each category through the specification of funding priority levels (Priorities 1, 2 and 3). There are four categories, identified with capital letters (A through D). The first subdivision level under each category is known as a subcategory. Subcategories are indicated with lower case Roman numerals. The level below a subcategory is known as a program or a project.

Adoption of an ordinance to continue the existing half-cent sales tax is necessary in order to fund the projects and programs listed in Table 1. The tax shall be continued for the period of implementation of the New Expenditure Plan and its updates.

Table 1: San Francisco Expenditure Plan Summary
2003 \$Millions

	Total Expected Funding ¹	Total Prop K ⁵	% of Prop K Funding ²
A. TRANSIT	9,944.3	1,781.1	65.5%
I. Major Capital Projects	3,748.7	689.6	
a. MUNI	1,402.0	361.0	
Bus Rapid Transit/MUNI Metro Network	600.0	110.0	
3rd Street Light Rail (Phase 1)	100.0	70.0	
Central Subway (3rd St. LRT Phase 2)	647.0	126.0	
Geary LRT	55.0	55.0	
b. Caltrain	2,141.0	313.1	
Downtown Extension to a Rebuilt Transbay Terminal	1,885.0	270.0	
Electrification	182.5	20.5	
Capital Improvement Program	73.5	22.6	
c. BART Station Access, Safety and Capacity	100.0	10.5	
d. Ferry	105.7	5.0	
ii. Transit Enhancements	200.7	52.5	
iii. System Maintenance and Renovation	5,994.9	1,039.0	
a. Vehicles	3,486.0	575.0	
b. Facilities	945.7	115.7	
c. Guideways	1,563.2	348.3	
B. PARATRANSIT³	396.3	291.0	8.6%
C. STREETS AND TRAFFIC SAFETY	2,033.0	714.7	24.6%
I Major Capital Projects	539.7	117.5	
a. Golden Gate Bridge South Access (Doyle Drive)	420.0	90.0	
b. New and Upgraded Streets	119.7	27.5	
ii. System Operations, Efficiency and Safety	155.5	60.6	
a. New Signals and Signs	55.5	41.0	
b. Advanced Technology and Information Systems (SFgo)	100.0	19.6	
iii. System Maintenance and Renovation	887.5	281.6	
a. Signals and Signs	170.5	99.8	
b. Street Resurfacing, Rehabilitation, and Maintenance	680.2	162.7	
c. Pedestrian and Bicycle Facility Maintenance	36.8	19.1	
iv. Bicycle and Pedestrian Improvements	450.3	255.0	
a. Traffic Calming	142.0	70.0	
b. Bicycle Circulation/Safety	77.6	56.0	
c. Pedestrian Circulation/Safety	69.7	52.0	
d. Curb Ramps	66.0	36.0	
e. Tree Planting and Maintenance	95.0	41.0	
D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES	62.5	33.2	1.3%
I. Transportation Demand Management/Parking Management	28.9	13.2	
ii. Transportation/Land Use Coordination	33.6	20.0	
Total	12,436	2,820	100%
Total Prop K Priority 1 (conservative forecast)		2,350	
Total Prop K Priority 1 + 2 (medium forecast; most likely to materialize)		2,626	
Total Prop K Priority 1+2+3 (optimistic forecast) ⁴		2,820	

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 and local sources, plus \$2.82 B in reauthorized sales tax revenues, \$230 M from a BART General Obligation Bond, and approximately \$199 M from the proposed 3rd dollar toll on the Bay Area state-owned toll bridges. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

² Percentages are based Prop K Priority 1 and 2 forecasts of \$2.626 billion.

³ With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Of all the funding sources that make up the \$12.4 B in expected funding, paratransit operating support is only eligible for Prop K and up to 10% of MUNI's annual share of Federal Section 5307 funds (currently about \$3.5 M annually). Therefore, total expected funding for Paratransit only reflects Prop K and Section 5307. The remaining paratransit operating costs for the next 30-years will be funded using other sources of operating funds, such as those currently included in MUNI's \$460M annual operating budget.

⁴ Priority 3 projects will only be funded if the revenues materialize under the optimistic scenario for sales tax revenues. They are also included in case Priority 1 or 2 projects realize costs savings, identify other unanticipated sources of funding, experience delays or are canceled.

⁵ The "Total Prop K" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

4. DESCRIPTION OF PROJECTS AND PROGRAMS

This section contains detailed descriptions of the projects, categories and subcategories in the New Expenditure Plan, and the types of items that are eligible for funding under each of them. The Total Funding figures correspond to the Total Expected Funding column in the Plan Summary provided in Section 3, above. Sales tax funding figures are for Priority 1 unless stated otherwise. The percentage allocation of Prop K funds to each of the major categories is as follows: Transit – 65.5%, Paratransit – 8.6%, Streets and Traffic Safety – 24.6% and Transportation System Management/Strategic Initiatives – 1.3%. This reflects Priorities 1 and 2 combined.

A. TRANSIT

i. MAJOR CAPITAL PROJECTS

The Authority shall give priority for funding to major capital projects that are supportive of adopted land use plans, with particular emphasis on improving transit supply to corridors designated for infill housing and other transit-supportive land uses. Transit supportive land uses are defined as those which help to increase the cost-effectiveness of transit service by improving transit ridership and reducing traffic along transit corridors.

a. MUNI

- Bus Rapid Transit Network/MUNI Metro Network including Real Time Transit Information:

Implement Bus Rapid Transit and Transit Preferential Streets programs to create an integrated citywide network of fast, reliable bus and surface light rail transit services connecting to services provided by MUNI rail and historic streetcar lines, BART and Caltrain.

Bus Rapid Transit (BRT): Creation of fast, frequent, and reliable bus rapid transit service, with exclusive transit lanes and dedicated stations, on Geary Boulevard (designed and built to rail-ready standards), Van Ness Avenue and Potrero Avenue.

Transit Preferential Streets (TPS): Includes Improvements to key transit corridors including Mission and Folsom streets, 19th Avenue,

Geneva Avenue, Bayshore Blvd, 16th Street, San Bruno Ave., Stockton, and the MUNI rail lines. Includes additional BRT and TPS improvements subject to availability of funds. TPS improvements are intended to improve speed and reliability at cost lower than BRT. TPS improvements include sidewalk bulb-outs at bus stops, transit-priority lanes, traffic signal modifications, and relocation of bus stops.

BRT and TPS projects may include traffic signal modification to speed up service, and real-time passenger information systems improve transit reliability and reinforce the sense of permanence of the improved service, as well as associated landscaping, lighting and signage improvements. It is the intent that buses that operate along BRT corridors should be able to also operate along TPS corridors. Funds in this section may be used to create dedicated stations and exclusive transit lanes for the MUNI light rail and historic streetcar lines. Includes planning, project development, capital and incremental operating and maintenance costs. Sponsoring Agencies: MUNI, DPT, DPW, Planning, SFCTA. The first \$99.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$600M; Prop K: \$110.0M.

- 3rd Street Light Rail (Phase 1):

This is a grandfathered project. Complete construction of trackway, related facilities, and the Metro East light rail maintenance facility and yard, and purchase of new light rail vehicles (LRVs), including additional LRVs for expanded Mission Bay service. (Priority 1). Includes capital and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$100M; Prop K: \$70M.

- New Central Subway (3rd St. LRT Phase 2):

This is a grandfathered project. Design and construction of the second phase of the 3rd Street Light Rail line as a subway linking the Caltrain Depot at 4th and King Streets and Pac Bell Park to Moscone Center, the BART/MUNI Metro stations on Market Street, Union Square and Chinatown. Includes preliminary and detailed engineering and construction costs. (Priority 1). Includes project development, capital and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$647M; Prop K: \$126M.

- Geary Light Rail:

This funding is for environmental studies, preliminary and detailed engineering for implementing light rail transit on Geary Blvd (Priority 3). Sponsoring Agency: MUNI. Total Funding: \$55M; Prop K: \$55M.

b. Caltrain

- Downtown Extension to a Rebuilt Transbay Terminal:

Construction of a grade-separated extension of Caltrain to a rebuilt Transbay Terminal at the current site (Mission and 1st Streets) near BART and MUNI Metro. The extension and terminal are to be built as a single, integrated project. If the Caltrain Downtown Extension portion of the project is cancelled, this project shall not be eligible for

any funds from the sales tax program. (Priority 1). Includes project development and capital costs. Sponsoring Agency: TJPA. The first \$237.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,885M; Prop K: \$270M.

- **Electrification:**

Convert Caltrain service, line, and locomotives from diesel-powered to electric-powered. The project includes all stationary systems, substations, and signal system modifications, along with new rolling stock and supporting infrastructure and facilities. Costs reflect San Francisco share only. (Priority 1). Includes project development and capital costs. Sponsoring Agency: PCJPB. Total Funding: \$182.5M; Prop K: \$20.5M.

- **Capital Improvement Program:**

Provides San Francisco's local match contribution for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing sidings, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Maintenance and rehabilitation projects designed to improve service levels. Costs reflect San Francisco share only. Includes project development and capital costs. Sponsoring Agency: PCJPB. The first \$19.9M is Priority 1 and the remainder is Priority 2. Total Funding: \$73.5M; Prop K: \$22.6M.

c. BART Station Access, Safety and Capacity

Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional staircases), improved signage and security, real-time traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), and street level plaza improvements. Improvements to station or system capacity, including additional staircases, elevators, and escalators, shall be eligible for funding in this category if the Authority finds that the costs of the station and system capacity improvements are shared equitably among the counties BART serves. Includes project development and capital costs. Sponsoring Agency: BART, MUNI, DPT, DPW. The first \$9.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$100M; Prop K: \$10.5M.

d. Ferry

Improvements to downtown ferry terminals to accommodate increases in ferry ridership. Included are additional intermodal connections, new ferry berths, improved emergency response systems, and landside improvements to serve increased passenger flows. Also included is rehabilitation of passenger-serving facilities. Includes project development and capital costs. Sponsoring Agencies: Port of San Francisco, GGBHTD. The first \$4.4M is Priority 1 and the remainder is Priority 2. Total Funding: \$105.7M; Prop K: \$5M.

ii. TRANSIT ENHANCEMENTS

Programmatic improvements that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. For Transit Enhancements, the first \$43.0M is Priority 1, the second \$4.5M is Priority 2 and the remaining \$5.0M is Priority 3. Projects include:

- Extension of existing trolleybus lines and electrification of motor coach routes. Includes purchase of additional trolley buses for new service. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$47.7M; Prop K: \$9.5M.
- Extension of historic streetcar service from Fisherman's Wharf to Fort Mason. Total Funding reflects Prop K funds only; the remaining project costs will be covered by the National Park Service/Presidio Trust using Park funds. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$5 M; Prop K: \$5 M.
- Purchase and rehabilitation of historic light rail vehicles for new or expanded service. Includes project development, capital, and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$7.2 M; Prop K: \$1.4 M.
- Balboa Park BART/MUNI station access improvements to enhance BART, bus and MUNI light rail transit connections. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, DPT, DPW. Total Funding: \$34.5M; Prop K: \$9.72M.
- Relocation of the Caltrain Paul Avenue station to Oakdale Avenue. Includes project development and capital costs. Sponsoring Agencies: PCJPB, DPT, DPW. Total Funding: \$26.43M; Prop K: \$7.93M.
- Purchase of additional light rail vehicles to expand service and reduce overcrowding on existing MUNI Light Rail lines. Includes project development, capital, and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$28.9M; Prop K: \$5.8M.
- Other transit enhancements to be prioritized by the Authority. Includes planning, project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. Total Funding: \$50.96 M; Prop K: \$14.0 M.

iii. SYSTEM MAINTENANCE AND RENOVATION

a. Vehicles

Programmatic improvements for upgrade, rehabilitation and replacement of transit vehicles, spare parts and on-board equipment. Includes limited incremental operating funds for F-line historic streetcar operations. The first \$506.3M is Priority 1 and the remainder is Priority 2. Projects include:

- Rail car, trolley coach and motor coach renovation and replacement; retrofit of diesel coaches to reduce emissions. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. Funding for BART rail car renovation and replacement shall be eligible for funding under this subcategory if the Authority finds that the costs of rail car renovation and replacement are shared equitably

among the counties BART serves. The first \$486 M in Prop K is Priority 1, and the remainder is Priority 2. Total Funding: \$3,476.7 M; Prop K: \$566 M. Of the \$565.7 M in Prop K funds, the following minimum amounts will be available for MUNI (\$450.75M), BART (\$11.5M), and PCJPB (\$23M).

- Trolleybus wheelchair-lift incremental operations and maintenance. This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in 2.b.ii.B. The first \$2.62M is Priority 1 and the remainder is Priority 2. Sponsoring Agency: MUNI. Total Funding: \$3.05M, Prop K: \$3.05M.
- F-Line Historic Streetcar Incremental Operations and Maintenance: This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in Section 2.b.ii.B of this Expenditure Plan. The first \$5.3 M in Prop K is Priority 1 and the remainder is Priority 2. Sponsoring Agency: MUNI. Total Funding: \$6.2M; Prop K: \$6.2M

b. Facilities

Programmatic improvements for upgrade, rehabilitation and replacement of transit facilities and facilities-related equipment. Includes limited incremental operating funds for MUNI Metro Extension/MUNI Metro Turnback operations. The first \$101.9M is Priority 1 and the remainder is Priority 2. Projects include:

- Rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment (Priority 1). Rehabilitation, upgrades and renovation for rail stations including platform edge tiles, elevators, escalators, and faregates (Priority 1). Rehabilitation and/or replacement of facilities for administration (Priority 2). The first \$84.7 M in Prop K is Priority 1 and the remainder is Priority 2. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. Total Funding: \$925.7M; Prop K: \$95.7M. Of the \$115.7M in Prop K funds, the following minimum amounts will be available for MUNI (\$92.6M), BART (\$2.3M), and PCJPB (\$9.3M).
- MUNI Metro Extension (MMX) incremental operations and maintenance. This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in 2.b.ii.B. The first \$17.2 M is Priority 1 and the remainder is Priority 2. Sponsoring Agency: MUNI. Total Funding: \$20 M, Prop K: \$20 M.

c. Guideways

Rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. The intent is to implement TPS standards whenever rehabilitation, upgrade or replacement projects of light rail lines are undertaken. Seismic retrofit and improvements to emergency lighting and ventilation. (PRIORITY 1). The first \$306.7 M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop K: \$348.3M. Includes project development and capital costs. Sponsoring

Agencies: MUNI, BART, PCJPB. The following minimum amounts will be available for MUNI (\$278.6M), BART (\$7M), and PCJPB (\$27.9M).

B. PARATRANSIT

Continued support for paratransit door-to-door van and taxi services for seniors and people with disabilities who are unable to use fixed route transit service. Includes operations support, phased replacement of accessible vans, and replacement and upgrades of supporting equipment such as debit card systems. Sponsoring Agency: MUNI. The first \$201.9M is Priority 1. The next \$24.1M is Priority 2, and the remainder is Priority 3. Total Funding: \$396.3M; Prop K: \$291M.

C. STREETS AND TRAFFIC SAFETY

i. MAJOR CAPITAL PROJECTS

a. Golden Gate Bridge South Access (Doyle Drive)

Construction of a replacement project for the existing facility to improve earthquake and traffic safety. Project includes direct vehicular and transit access into the Presidio National Park, improved bicycle and pedestrian connections, a transit transfer center and bus rapid transit treatments, and connections to Marina Boulevard and Richardson Avenue. (Priority 1). Includes project development and capital costs and may include associated environmental restoration. Sponsoring Agencies: SFCTA, Caltrans. The first \$79.2 M is Priority 1 and the remainder is Priority 2. Total Funding: \$420M; Prop K: \$90M.

b. New and Upgraded Streets

Upgrading and extension of streets and other vehicular facilities to bring them up to current standards; addition of Transit Preferential Streets (TPS) treatments to transit corridors and construction of major bicycle and pedestrian facilities. The first \$24.2 M is Priority 1; and the remainder is Priority 2. Total Funding: \$119.7 M; Prop K: \$27.5 M

- Bernal Heights Street System Upgrading (Priority 1). This is a grandfathered project. Construction of streets in Bernal Heights where existing streets are unimproved or below city standards to ensure adequate emergency vehicle response times. Includes project development and capital costs. Sponsoring Agency: DPW. Total Funding: \$1.415M; Prop K: \$1.415M.
- Great Highway Erosion Repair, including bicycle path development. (Priority 1) Includes project development and capital costs. Sponsoring Agency: DPW. Total Funding: \$15.0M; Prop K: \$2.03M.
- Visitacion Valley Watershed: San Francisco share of San Francisco/San Mateo Bi-County Study projects such as the extension of Geneva Avenue across US 101 to improve multi-modal access, including a possible light rail extension to Candlestick Point, or other transportation improvements as identified or refined through a community planning process. (Priority 1). Includes planning, project development and capital costs. Sponsoring Agencies: DPW, MUNI, SFCTA, PCJPB, Caltrans. Total Funding: \$46.3M; Prop K: \$15M.

- A new Illinois Street Bridge including multimodal (vehicle, rail, bicycle, and pedestrian) access across Islais Creek (Priority 1). Includes project development and capital costs. Sponsoring Agency: Port of San Francisco. Total Funding: \$15.0M; Prop K: \$2.0M.
- A study to identify ways to reduce the traffic impacts of State Route 1 on Golden Gate Park (Priority 1). Includes planning and project development costs. Sponsoring Agency: DPT, Caltrans. Total Funding: \$2M; Prop K: \$0.2M
- Other upgrades to major arterials such as 19th Avenue, to complement traffic calming on adjacent neighborhood streets, including pedestrian and bicycle safety improvements, intersection reconfiguration, transit preferential improvements and landscaping. Includes planning, project development and capital costs. Sponsoring agencies: DPW, DPT, MUNI, Caltrans, SFCTA. Total Funding: \$40M; Prop K: \$6.9M.

ii. SYSTEM OPERATIONS, EFFICIENCY AND SAFETY

a. New Signals and Signs

Programmatic improvements including new traffic signs and signals (including pedestrian and bicycle signals) implementation of transit priority systems on select corridors; and new pavement markings such as raised flashing pavement reflectors and transit lane markings (Priority 1). Installation of red light photo enforcement equipment; electronic parking meters including meters that accept credit or pre-paid debit cards; and relocation of traffic maintenance shop to a new location (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT; MUNI. The first \$36.1M is Priority 1 and the remainder is Priority 2. Total Funding: \$55.5M; Prop K: \$41.0M.

b. Advanced Technology and Information Systems (SFgo)

Programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Includes interconnect and traffic signal controller technology and related communications systems to enable transit and emergency vehicle priority; dissemination of real time information to transit passengers; and management of vehicular flows and signalization to enhance bicycle and pedestrian safety (Priority 1). Closed circuit TV and communications systems (e.g. Variable Message Signs) for incident and special event traffic management as well as responsive/adaptive signal control and traveler information (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT, MUNI. The first \$17.3M is Priority 1 and the remainder is Priority 2. Total Funding: \$100.0M; Prop K: \$19.6M.

iii. SYSTEM MAINTENANCE AND RENOVATION

a. Signals and Signs

Programmatic improvements including maintenance and upgrade of traffic signs and signals. Signal maintenance includes new mast arms, LED signals, conduits, wiring, pedestrian signals, left turn signals. Includes transit pre-empt and bicycle route signs and signals. Maintenance and

upgrades of traffic striping and channelization to improve safety. Includes maintenance and replacement of red light enforcement cameras. Includes project development and capital costs. Sponsoring Agency: DPT. The first \$87.9M is Priority 1 and the remainder is Priority 2. Total Funding: \$170.5M; Prop K: \$99.8M.

b. Street Resurfacing, Rehabilitation, and Maintenance

▪ Street Resurfacing and Reconstruction:

Repaving and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. Includes project development and capital costs. May include sidewalk rehabilitation, curb ramps and landscaping, subject to approved prioritization plan. Sponsoring Agency: DPW. The first \$118.3 M in Prop K is Priority 1 and the remainder is Priority 2. Total Funding: \$641.3M; Prop K: \$134.3M.

▪ Street Repair and Cleaning Equipment

Replacement of street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders. Includes capital costs only. Sponsoring Agency: DPW. The first \$22.8M in Prop K is Priority 1 and the remainder is Priority 2. Total Funding: \$36.4M; Prop K: \$25.9M.

▪ Embarcadero Roadway Incremental Operations and Maintenance

This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in 2.b.ii.B. Funding shall only be made available after reimbursement of \$2.5 M from the City and County of San Francisco to the Authority for repayment of a capital loan authorized by Authority resolution No. 97-44. Sponsoring Agency: DPW. The first \$2.2 M is Priority 1 and the remainder is Priority 2. Total Funding: \$2.5 M; Prop K: \$2.5 M.

c. Pedestrian and Bicycle Facility Maintenance

Public sidewalk repair and reconstruction citywide. Additional pedestrian facility improvements including stairways, retaining walls, guardrails and rockfall barriers. Upgrades of substandard bicycle lanes; rehabilitation of bicycle paths, and reconstruction of MUNI passenger boarding islands. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, MUNI. The first \$17.4M is Priority 1 and the remainder is Priority 2. Total Funding: \$36.8M; Prop K: \$19.1M.

iv. BICYCLE AND PEDESTRIAN IMPROVEMENTS

a. Traffic Calming

Programmatic improvements to neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit, and autos. Includes strategies to reduce auto traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including

landscaping), speed humps, corner bulb-outs, chicanes and channelization (Priority 1). New or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals (Priority 1). Development of neighborhood and school area safety plans citywide, including above-mentioned strategies and complementary outreach and education programs (Priority 1). New traffic circles, signals and signage including flashing beacons and vehicle speed radar signs (Priority 2). The first \$60.8M is Priority 1. The next \$7.2M is Priority 2 and the remainder is Priority 3. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW. Total Funding: \$142.0M; Prop K: \$70.0M.

b. Bicycle Circulation/Safety

Programmatic improvements to the transportation system to enhance its usability and safety for bicycles. Infrastructure improvements on the citywide bicycle network, such as new bike lanes and paths. Bicycle parking facilities such as bike racks and lockers. Support for bicycle outreach and education programs. Improvements must be consistent with the city's bicycle plan. The first \$27.6M is Priority 1. The next \$2.4M is Priority 2 and the remainder is Priority 3. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, BART, PCJPB. Total Funding: \$77.6; Prop K: \$56.0M.

c. Pedestrian Circulation/Safety

Programmatic improvements to the safety and usability of city streets for pedestrians, prioritized as identified in the Pedestrian Master Plan. Includes flashing pavement reflectors on crosswalks, pedestrian islands in the medians of major thoroughfares, sidewalk bulb-outs, sidewalk widenings, and improved pedestrian circulation around BART and Caltrain stations. Includes project development and capital costs. Sponsoring Agencies: DPT, MUNI, DPW, BART, PCJPB. The first \$23.8M is Priority 1. The next \$1.2M is Priority 2 and the remainder is Priority 3. Total Funding: \$69.7M; Prop K: \$52.0M.

d. Curb Ramps

Construction of new wheelchair curb ramps and related roadway work to permit ease of movement for the mobility impaired. Reconstruction of existing ramps. Includes project development and capital costs. Sponsoring Agency: DPW, MUNI. The first \$23.6M is Priority 1. The next \$2.4M is Priority 2 and the remainder is Priority 3. Total Funding: \$66.0M; Prop K: \$36.0M.

e. Tree Planting and Maintenance

Planting of new street trees and maintenance of new and existing trees in public rights-of-way throughout the city. Sponsoring Agency: DPW. The first \$32.8M is Priority 1. The next \$4.2M is Priority 2 and the remainder is Priority 3. Total Funding: \$95.0M; Prop K: \$41.0M.

D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES

i. TRANSPORTATION DEMAND MANAGEMENT/PARKING MANAGEMENT

Develop and support continued Transportation Demand Management (TDM) and parking requirements for downtown buildings, special event sites, and

schools and universities. Includes neighborhood parking management studies. Support related projects that can lead to reduction of single-occupant vehicle dependence and encourage alternative modes such as bicycling and walking, including Pedestrian Master Plan development and updates (Priority 1), citywide Bicycle Plan updates, and traffic circulation plans. Conduct transit service planning such as route restructuring studies to optimize connectivity with rapid bus network and major transit facilities (e.g. Transbay Terminal and Balboa Park BART station). Funds for studies and projects to improve access of disadvantaged populations to jobs and key services. Includes planning, project development and capital costs. Sponsoring Agencies: MUNI, DPT, Planning, SFCTA, DOE, DAS. The first \$11.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$28.9M; Prop K: \$13.2M.

ii. TRANSPORTATION/LAND USE COORDINATION

Transportation studies and planning to support transit oriented development and neighborhood transportation planning. Local match for San Francisco and regional Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) grant programs that support transit oriented development and fund related improvements for transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW, MUNI, Planning, SFCTA, BART, PCJPB. The first \$17.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$33.6M; Prop K: \$20.0M.

5. IMPLEMENTATION PROVISIONS

A. PROGRAMMATIC CATEGORIES - DEFINITION

This Expenditure Plan identifies eligible expenditures for specific transportation projects as well as for programmatic categories. Programmatic categories are set up to address allocation of funds to multi-year programs for a given purpose, such as the maintenance of traffic signals, for which not all specific project locations can be anticipated or identified at the time of adoption of the Expenditure Plan.

B. PRIORITIZATION PROCESS

For programmatic categories and for projects involving multiple agencies, subsequent to approval of the Expenditure Plan, the Authority Board shall designate a lead agency responsible for prioritizing the program of projects for the category, and for implementing the project(s).

Prior to allocation of any sales tax funds, the lead agency shall prepare, in close consultation with all other affected planning and implementation agencies and the Authority, a 5-year prioritized program of projects (for programmatic categories) including budget, scope and schedule; or a 5-year project delivery timetable, budget and scope (for individual projects) consistent with the Strategic Plan for use of the Prop K funds, for review and adoption by the Authority Board. Program goals shall be consistent with the Countywide Transportation Plan and with the City's General Plan.

The program of projects shall at a minimum address, the following factors:

- i. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates, and documented community support as appropriate;
- ii. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment and services.
- iii. A prioritization mechanism to rank projects within the program, addressing, for each proposed project:
 - a. Relative level of need or urgency
 - b. Cost Effectiveness
 - c. A fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
- iv. Funding plan, including sources other than Prop K

The lead agency shall conduct appropriate public outreach to ensure an inclusive planning process for the development of the program of projects, as well as general plan referral or referral to any City Department or Commission as required.

The lead agency shall also identify appropriate performance measures, such as increased system connectivity, increased transit ridership (net new riders), reductions in travel time for existing riders, and increased use of alternatives to the single-occupant automobile; as well as milestone targets and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the program.

These performance measures shall be developed in collaboration with the Authority, shall be consistent with Congestion Management Program requirements and guidelines issued by the Authority, and shall be submitted for review and approval by the Authority.

The lead agency shall be eligible for planning funds from this category for the purpose of completing the development of the program of projects. Lead agencies will also be encouraged to explore alternative and non-traditional methods for project and service delivery where they offer opportunities for increased cost-effectiveness and/or shortened project delivery timelines.

As part of the Strategic Plan development process, the Authority shall adopt, issue and update detailed guidelines for the development of programs of projects, including further detail on the definition and application of the concept of land use/housing-supportive transportation projects as referenced in 4.A.i. Transit-Major Capital Projects, as well as for the development of project scopes, schedules and budgets.

6.ALLOCATION AND RE-ALLOCATION OF FUNDS

Each New Expenditure Plan program or project (see definition in Section 3 above) shall be funded using sales tax revenue up to the total amount for that program or project in Priority 1. If, after funding all Priority 1 projects in a subcategory, the latest Prop K Strategic Plan Update cash flow analysis forecasts available revenues in excess of Priority 1 levels, the Authority Board may allow programming of Priority 2 revenues within the subcategory, subject to the category percentage caps and program or project dollar amount caps for Priority 2 established in the New Expenditure Plan. After

funding at least 80% of Priority 2 project dollar amounts, the Authority Board may program Priority 3 requests, if the latest Prop K Strategic Plan forecasts revenues beyond the total Priority 2 level.

In the case of Major Capital Projects, the lead agency shall submit to the Authority Board for approval a schedule of project delivery milestones required to ensure that Prop K funds allocated to the project are obligated in a timely manner. The project delivery milestones shall include the completion of environmental clearances, securing of necessary project funding, and the start of construction or implementation. The Authority staff shall prepare a report at least annually, to the Authority Board, to communicate the status of these projects. If a project has not achieved any given project milestone within a period of 5 years, the funds earmarked for the project shall be subject to re-programming by the Transportation Authority Board, by a 2/3 vote.

7.UPDATE PROCESS

Pursuant to the provisions of Division 12.5 of the California Public Utilities Code, the Authority Board may adopt an updated Expenditure Plan anytime after twenty years from the effective date of adoption of the New Expenditure Plan, but no later than the last general election in which the New Expenditure Plan is in effect. In order to develop and adopt an updated Expenditure Plan, the Authority Board shall appoint an Expenditure Plan Update Advisory Committee, to develop the updated Expenditure Plan. A recommendation for adoption of the updated Expenditure Plan shall require a 2/3 vote of the Authority Board.

The following abbreviations are used for Sponsoring Agencies:

BART	Bay Area Rapid Transit District
Caltrans	California Department of Transportation
DAS	Department of Administrative Services
DOE	Department of the Environment
DPT	Department of Parking and Traffic
DPW	Department of Public Works
GGBHTD	Golden Gate Bridge, Highway and Transit District
MUNI	San Francisco Municipal Railway
PCJPB	Peninsula Corridor Joint Powers Board (Caltrain)
Planning	Planning Department
SFCTA	San Francisco County Transportation Authority
TJPA	Transbay Joint Powers Authority

Attachment 1: Expenditure Plan Advisory Committee Roster

Tom Radulovich, Chair	At-Large Member
Gwyneth Borden, Vice Chair	Business Advisory Group
Jim Bourgart	Business Advisory Group
Gabriel Metcalf	Business Advisory Group
Duane Papierniak	Business Advisory Group
Patricia Tolar	Business Advisory Group
Val Menotti	CAC Member
Jackie Sachs	CAC Member
Roger Peters	CAC Member
Wil Din	CAC Member
Art Michel	CAC Member
James Haas	At-Large Member
Jessie Lorenz	At-Large Member
Fran Martin	At-Large Member
Bruce M. Oka	At-Large Member
Luis Pardo	At-Large Member
Pi Ra	At-Large Member
Norman Rolfe	At-Large Member
Michael Smith	At-Large Member
Dave Snyder	At-Large Member
Andrew Sullivan	At-Large Member
Elizabeth Dunlap	CAC Alternate
Terry Micheau	CAC Alternate
Ben Tom	CAC Alternate
Michael Kiesling	At-Large Alternate
Dennis J. Oliver	At-Large Alternate
David Pilpel	At-Large Alternate
Brett Orlanski	At-Large Alternate

Agenda Item 7.

Public Comment



San Francisco
County Transportation
Authority

October 28, 2021

Public Comment

Please raise your hand:

Computer: press REACTIONS, and
choose Raise Hand

Phone: dial *9

Once called on, unmute yourself:

Computer: choose UNMUTE

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San Francisco
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