

DRAFT New Expenditure Plan Program Description
Transportation System Development and Management Category
Transportation, Land Use, and Community Coordination Sub-Category

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.

Note: Amounts shown for the New Expenditure Plan are in 2020\$. Amounts shown for the Prop K Expenditure Plan are in 2003\$.

1. Neighborhood Transportation Program

Preliminary Draft New Expenditure Plan

The Neighborhood Transportation Program (NTP) funds community-based neighborhood-scale transportation projects. The NTP has two components: a planning component to fund community-based planning efforts in each Supervisorial district, and a capital component intended to be local match to help advance and implement recommendations stemming from NTP plans and other community-based planning efforts. Eligible project types are those that are eligible for other Expenditure Plan programs and result in public-facing benefits. Includes planning, project development and capital costs. Sponsoring agencies: SFCTA, SFMTA, SFPW, Planning. Total Funding: TBD; New EP: \$40M.

Note: In Prop K, the NTP is funded through placeholders in multiple programs throughout the Expenditure Plan. Most NTP efforts have focused on pedestrian and bicycle safety and accessibility improvements, traffic calming, and improving street safety for all users. We are proposing to consolidate the placeholders in one place in the new EP to add flexibility and for administrative streamlining.

2. Equity Priority Transportation Program

Preliminary Draft New Expenditure Plan

The Equity Priority Transportation Program (EPTP) funds equity priority community-based planning in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities) as well as funding for equity evaluations and planning efforts throughout the city. The EPTP has two components: a planning component to fund community-

based planning efforts, and a capital component to provide local matching funds for projects recommended by community-based planning and equity assessments and that are otherwise eligible for sales tax funds in other Expenditure Plan programs. Includes planning, project development and capital costs. Sponsoring agencies: SFMTA, SFCTA, Planning, SFPW. Total Funding: TBD; New EP: \$40M.

Prop K Expenditure Plan Description

N/A. There is no comparable equivalent to this proposed program in the Prop K Expenditure Plan. We anticipate this program would be somewhat similar to the Neighborhood Transportation Program. See #1 above for more information.

3. Development-Oriented Transportation

Preliminary Draft New Expenditure Plan

The Development-Oriented Transportation Program funds community-based planning to identify transportation improvements that support increased housing density in existing, primarily low-density neighborhoods of the city, as well as project development and implementation. Projects supporting development in adopted Priority-Development Areas PDAs will be prioritized. Includes \$2M in legacy funding for the Bayshore Caltrain Pedestrian Connection. Includes project development and capital costs. Sponsoring agencies: SFMTA, SFCTA, BART, PCJPB, Planning, SFPW. Total Funding: TBD; New EP: \$42M.

Bayshore Caltrain Pedestrian Connection: New pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Boulevard through the Schlage Lock site. The project was identified in the 2013 Bi-County Study as an interim solution to support planned growth in the area and as a neighborhood priority. Sponsoring Agency: SFMTA. Total Funding: TBD; New EP: \$2M.

Prop K Expenditure Plan Description

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.*

4. Citywide/Modal Planning

Preliminary Draft New Expenditure Plan

Citywide and network-wide transportation studies and planning. Project types may include updates to the Countywide Transportation Plan or long-range modal studies such as the Transit Corridors Study. Plans and studies that focus on countywide and/or network wide needs will be prioritized, but corridor-scale studies may be considered. Includes planning and project development costs. Sponsoring agencies: Planning; SFCTA; SFMTA. Total Funding: TBD; New EP: \$10M.

Prop K Expenditure Plan Description

Transportation/Land Use Coordination: *See #3 above for Prop K description.*

Acronyms

BART - San Francisco Bay Area Rapid Transit District; DPT - Department of Parking and Traffic (now part of SFMTA); DPW - Department of Public Works, 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.