Agenda Item 6.

Enhancing and Expanding our System:
Next Generation Transit Investments & Transformative Freeway Projects

San Francisco County Transportation Authority

November 4, 2021
Next Generation & Transformative Investments

• These programs are intended to help fund early planning and project development of large capital projects such as those being recommended by ConnectSF and the San Francisco Transportation Plan.

• The Preliminary Draft Expenditure Plan includes:
  • 1.26% for Next Generation Transit Investments
  • 0.84% for Transformative Freeway Projects
ConnectSF

A multi-agency process to build an effective, equitable and sustainable transportation system for San Francisco's future.

Equity  Economic Vitality  Environmental Sustainability  Safety and Livability  Accountability and Engagement

https://connectsf.org/
ConnectSF Modal Studies

Phase 1 Vision
ConnectSF Vision

Phase 2 Needs
Statement of Needs
Transit Corridors Study
Streets and Freeways Study

Phase 3 Policies & Priorities
San Francisco Transportation Plan
Transportation Element of SF General Plan

San Francisco County Transportation Authority
SFMTA
San Francisco Planning
## Next Generation & Transformative Investments

<table>
<thead>
<tr>
<th>Program</th>
<th>Project Sponsors</th>
<th>Draft EP Funding (2020 Million$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Next Generation Transit Investments</td>
<td>BART; PCJPB; SFCTA; SFMTA</td>
<td>$30.0</td>
</tr>
<tr>
<td>Transformative Freeway Projects</td>
<td>Planning; SFCTA; SFMTA; SFPW</td>
<td>$20.0</td>
</tr>
</tbody>
</table>

- Sales tax helps fund early planning efforts for these larger projects, making them competitive for discretionary grants for later phases.
- Sales tax also helps provide required local match, and attracts other funds many times over the dollars invested.
Larger projects require a variety of fund sources, for example:

## Central Subway Funding Plan

<table>
<thead>
<tr>
<th>Funding Type</th>
<th>Funding Source</th>
<th>Amount (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>New Starts</td>
<td>$942.2</td>
</tr>
<tr>
<td></td>
<td>Congestion Mitigation and Air Quality Program</td>
<td>$41.0</td>
</tr>
<tr>
<td>State</td>
<td>Prop 1A - High Speed Rail Bond Measure</td>
<td>$61.3</td>
</tr>
<tr>
<td></td>
<td>Prop 1B - Transportation Bond Measure</td>
<td>$307.8</td>
</tr>
<tr>
<td></td>
<td>Regional Improvement Program</td>
<td>$88.0</td>
</tr>
<tr>
<td></td>
<td>Traffic Congestion Relief Program</td>
<td>$14.0</td>
</tr>
<tr>
<td>Local</td>
<td>San Francisco Half-Cent Transportation Sales Tax</td>
<td>$124.0</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td></td>
<td><strong>$1,578.3</strong></td>
</tr>
</tbody>
</table>
San Francisco Transportation Sales Tax Reauthorization

Enhancing and Expanding the Transit System: Next Generation Transit

Expenditure Plan Advisory Committee
October 28, 2021

Transportation 2050
# Transportation 2050 – Needs and Gaps

<table>
<thead>
<tr>
<th>Strategic Plan</th>
<th>ConnectSF</th>
<th>20-Year Capital Plan</th>
<th>5-Year Capital Improvement Program (CIP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Lays out strategic goals for the agency.</td>
<td>- Vision for the Transportation System</td>
<td>- 20 Years of fiscally unconstrained infrastructure needs to meet agency goals</td>
<td>- 5-year financially constrained program of projects</td>
</tr>
<tr>
<td>- Biennial.</td>
<td>- Supported by Federal / State / Local resources</td>
<td>- identified in long range planning as well as additional needs identified by</td>
<td>- Covers the entire SFMTA – both Muni and Streets, and everything needed to</td>
</tr>
<tr>
<td></td>
<td>- Includes investments in Service and Infrastructure</td>
<td>stakeholders.</td>
<td>support them</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Includes capital needs to maintain the system and expand it along policy</td>
<td>- Programs funds by phase to project planning, design and implementation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>priorities.</td>
<td></td>
</tr>
</tbody>
</table>

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**.
ConnectSF Background

*ConnectSF* is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future.

Reference: https://connectsf.org/
Transit Investment Strategy Goals

- Build upon pandemic recovery efforts
- Prioritize communities and individuals that are most dependent on transit
- Adapt to changing travel needs between neighborhoods, not just to downtown
- Address state of good repair backlog
- Continue to reduce crowding and delay
- Improve connections to the region
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
Key Recommendations

1. Make the system work better with maintenance and restoration

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4. Build more rail where bus service won’t be able to meet demand
Build a five-minute network for reliable transit service citywide

Increase speed, reliability, and capacity for a modern rail system
Build Rail to SF’s Busiest Places
Sales Tax is Key “Seed” Funding to Enable Project Development and State/Federal Funding

**Financial Need:**
- $8.5 billion identified as Local Share.
- $90 - 120 million needed to develop projects for State/Federal Programs.

**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.

Reference: Transportation 2050
Questions?
Streets and Freeway Strategies

1. Maintain and reinvest in the current transportation system
2. Prioritize transit and carpooling on our streets and freeways
3. Build a complete network for walking and biking
4. Prioritize safety in all investments and through targeted programs
5. Repair harm and reconnect communities
Transformative Freeway Projects

- Redesigning major interchanges
- Restoring connections within communities divided by infrastructure, e.g.
  - New bike/ped connections
  - Filling the Geary underpasses
  - Upgrade major roads for multi-modal circulation
  - Putting freeway segments underground
Example Project Concepts

Hairball Redesign

Geary Fill

Source: SFCTA Streets and Freeways Study, 2021

Source: SFMTA photo, 2018
Questions?

Email: ExpenditurePlan@sfcta.org
Breakout Discussions

San Francisco County Transportation Authority

November 4, 2021
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?