

# Agenda Item 4.

# Draft Expenditure Plan Discussion



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# Agenda Item 4a.

## Draft Expenditure Plan: 3 Scenarios



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# Preliminary Draft / Prop K Comparison



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Investment Type	Prop K Priority 1	Draft New EP Priority 1	Change
Transit Maintenance	40.0%	40.5%	=
Major Transit Improvements & Enhancements	26.0%	27.4%	↑
Safe & Complete Streets	10.5%	11.5%	↑
Streets Maintenance (includes signals and signs)	10.6%	8.9%	↓
Paratransit	8.6%	8.6%	=
Transportation Demand Management, Citywide & Neighborhood Planning	1.2%	2.4%	↑
Freeway Safety, Operations, Redesign (planning)	3.4%	1.8%	↓

*Prop K percentages may not sum to 100% due to rounding errors. Preliminary Draft EP does not sum to 100%.*

# Draft Expenditure Plan: Updated Revenues



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Priority Funding Level	Total Revenues
Priority 1	\$2,378 million
Priority 2	+\$220 million
Priority 3 - tentative	TBD

Due to our shift from targeting the June 2022 election to November 2022, our **revenue forecast has been revised** slightly given the new 30-year sales tax collection period (3 months later, now April 1, 2023 – March 31, 2053)

- Staff has drafted three revised Scenarios for the Draft Expenditure Plan using the REVISED revenue forecasts
- The EPAC can modify them—these are meant to be a starting point
- The following slides describe how the Scenarios are changed from the Preliminary Draft Expenditure Plan

# Draft Expenditure Plan Scenarios: Priority 1 Funding



## Scenario A

- **More** for Paratransit (18 years), Curb Ramps, and Safer Streets
- **Less** for Muni Maintenance, Muni Core Capacity, Transportation Demand Management and Development Oriented Transportation

## Scenario B

- **Most** for Paratransit (20 years) and Safer Streets
- **More** for Curb Ramps and BART Core Capacity
- **Less** for Muni Maintenance, BART Maintenance\*, Transportation Demand Management, Muni Core Capacity, Development Oriented Transportation, Next Generation Transit and Transit Enhancements

## Scenario C

- **Most** for BART Core Capacity
- **More** for Paratransit (18 years), Curb Ramps, and Safer Streets
- **Less** for Muni Maintenance, BART Maintenance\*, Transportation Demand Management, Muni Core Capacity, Development Oriented Transportation, Next Generation Transit, and Transit Enhancements

*ordered from most funding to least*

*\*Scenarios B & C zero out BART Maintenance*

# Draft Expenditure Plan Scenarios: Priority 2 Funding

## Scenario A

- Paratransit
- Muni Maintenance
- Safer Streets
- BART Core Capacity
- Street Resurfacing
- Curb Ramps
- Street Trees

## Scenario B

- Muni Maintenance
- Paratransit
- Safer Streets
- BART Core Capacity
- Curb Ramps
- Street Resurfacing
- Transit Enhancements
- Ferry Maintenance
- Street Trees
- Transportation Demand Management

## Scenario C

- Muni Maintenance
- Paratransit
- Safer Streets
- Street Resurfacing
- Development Oriented Transportation
- Transportation Demand Management
- Next Generation Transit

*ordered from most funding to least*

# Draft Expenditure Plan: Scenario A



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## Increase Priority 1 funding for:

- Paratransit (~18 years, \$12 million/year, \$220 million total)
- Safer Streets (additional \$10 million)
- Curb Ramps (return to Prop K annual funding levels, additional \$6 million)

## Decrease Priority 1 funding for:

- Muni Maintenance (\$20 million)
- Muni Core Capacity (\$7 million)
- Transportation Demand Management (\$2 million)
- Development Oriented Transportation (\$2 million)

## Use Priority 2 to fund:

- Paratransit (~7 years, \$80 million)
- Muni Maintenance (\$45 million)
- Safer Streets (\$40 million)
- BART Core Capacity (\$20 million)
- Street Resurfacing (\$20 million)
- Curb Ramps (\$10 million)
- Street Trees (\$5 million)

# Draft Expenditure Plan: Scenario B



## Increase Priority 1 funding for:

- Paratransit (~20 years, \$12 million/year, \$240 million total)
- BART Core Capacity (additional \$31.16 million, incl. \$21.6 million from BART Maintenance)
- Safer Streets (additional \$20 million)
- Curb Ramps (return to Prop K annual funding levels, additional \$6 million)

## Decrease Priority 1 funding for:

- Muni Maintenance (\$40 million)
- BART Maintenance (\$21.6 million)
- Transportation Demand Management (\$10 million)
- Muni Core Capacity (\$7 million)
- Development Oriented Transportation (\$7 million)
- Next Generation Transit (\$5 million)
- Transit Enhancements (\$2 million)

## Use Priority 2 to fund:

- Muni Maintenance (\$75 million)
- Paratransit (~3 years, \$40 million)
- Safer Streets (\$40 million)
- BART Core Capacity (\$20 million)
- Curb Ramps (\$10 million)
- Street Resurfacing (\$10 million)
- Transit Enhancements (\$10 million)
- Ferry Maintenance (\$5 million)
- Street Trees (\$5 million)
- Transportation Demand Management (\$5 million)

# Draft Expenditure Plan: Scenario C



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## Increase Priority 1 funding for:

- Paratransit (~18 years, \$12 million/year, \$220 million total)
- BART Core Capacity (additional \$50 million, incl. \$21.6 million from BART Maintenance)
- Safer Streets (additional \$10 million)
- Curb Ramps (return to Prop K annual funding levels, additional \$6 million)

## Decrease Priority 1 funding for:

- Muni Maintenance (\$25 million)
- BART Maintenance (\$21.16 million)
- Development Oriented Transportation (\$12 million)
- Transportation Demand Management (\$8.84 million)
- Muni Core Capacity (\$7 million)
- Next Generation Transit (\$5 million)
- Transit Enhancements (\$2 million)

## Use Priority 2 to fund:

- Muni Maintenance (\$90 million)
- Paratransit (~6 additional years, \$70 million)
- Safer Streets (\$30 million)
- Street Resurfacing (\$10 million)
- Development Oriented Transportation (\$10 million)
- Transportation Demand Management (\$5 million)
- Next Generation Transit (\$5 million)

# Draft Expenditure Plan Scenarios



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			DRAFT Scenario A		DRAFT Scenario B		DRAFT Scenario C	
DRAFT Expenditure Plan Programs	Eligible Agencies	Preliminary Draft EP*	Priority 1	Priority 2	Priority 1	Priority 2	Priority 1	Priority 2
			<b>MAJOR TRANSIT PROJECTS</b>					
Muni Bus Reliability and Efficiency Improvements	SFMTA	\$110.0	\$110.00		\$110.00		\$110.00	
Muni Rail Core Capacity, e.g. Train Control	SFMTA	\$57.0	\$50.00		\$50.00		\$50.00	
BART Core Capacity	BART	\$50.0	\$50.00	\$20.00	\$81.16	\$20.00	\$100.00	
Caltrain Service Vision: Capital System Capacity Investments	PCJPB	\$10.0	\$10.00		\$10.00		\$10.00	
Caltrain Downtown Rail Extension and Pennsylvania Alignment	TJPA SFCTA	\$329.5	\$326.00		\$326.00		\$326.00	
<b>TRANSIT MAINTENANCE &amp; ENHANCEMENTS</b>								
Muni - Vehicles Maintenance	SFMTA	\$452.8	\$441.82	\$15.00	\$441.82	\$15.00	\$441.82	\$40.00
Muni - Facilities Maintenance	SFMTA	\$118.2	\$117.95		\$117.95	\$5.00	\$117.95	\$30.00
Muni - Guideways Maintenance	SFMTA	\$238.3	\$201.60	\$30.00	\$181.60	\$55.00	\$196.60	\$20.00
BART Maintenance	BART	\$21.2	\$21.16		\$0.00		\$0.00	
Caltrain Maintenance	PCJPB	\$100.0	\$100.00		\$100.00		\$100.00	
Ferry Maintenance	Port of SF GGBHTD	\$4.5	\$4.52		\$4.52	\$5.00	\$4.52	
Transit Enhancements	BART PCJPB SFMTA TIMMA	\$38.1	\$38.05		\$36.05	\$10.00	\$36.05	

# Discussion Questions

What programs do you think are most important to **increase** funding for?

Which programs do you think are ok to **decrease** funding for?

What is most important for Priority 2 funding?



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