

Attachment 5 - DRAFT Expenditure Plan Context Table
As of January 7, 2022

Dollar amounts in millions of 2020 \$ - Columns B-F looks at 30-year totals for costs and funding.												
Column A *see notes on each column at bottom	B	C	D	E	F	G	H	I	J	K	L	
#	New Expenditure Plan Program	Draft Expenditure Plan Priority 1 Funding	Draft Potential Future Funds	Total Funding Need	Remaining Funding Gap (Assuming Sales Tax + Potential Future Funds)	% Funded (Assuming Sales Tax+Potential Future Funds)	Leveraging Ability	Funding Notes	Program Benefits	Equity Analysis Nexus Equity Assessment Report Equity Assessment Presentation	Maintain/ Enhance/Expand/ Operate	Reference Links
Major Transit Projects												
1	Muni Reliability and Efficiency Improvements	\$110.00	\$978.30	\$1,088.30	\$0	100%	High - State Transit and Intercity Rail Capital Program, Regional transit performance funds, Federal Small Starts	Sales tax funds would provide local match to competitive programs and/or early planning funds to make projects more competitive.	Transit Reliability, travel time savings and traffic safety. E.g., Muni Forward program improvements have demonstrated time savings of 10% or more, and increased ridership by 14% on Rapid lines from 2016-2018. As congestion increases in areas where transit does not have priority measures in place, transit service becomes slower and more expensive to operate while maintaining service levels.	Invest in transit reliability and accessibility	Enhance, Expand	Major Transit Projects Presentation
2	Muni Rail Core Capacity	\$57.00	\$663.00	\$720.00	\$0	100%	High - Federal Core Capacity; State Transit and Intercity Rail Capital Program; Regional programs	Program is still in project-definition phase beyond new train control system. Sales tax would serve as seed funding for project development and as local match for competitive grants like the FTA Capital Investment Grant Program, or state Transit and Intercity Rail Program.	Upgrades such as a new train control system will improve safety and reliability and allow four-car trains, addressing crowding and congestion.	Invest in transit reliability and accessibility	Expand	Major Transit Projects Presentation
3	BART Core Capacity	\$50.00	\$3,436.40	\$3,536.40	\$50	99%	High - Federal Core Capacity; State Transit and Intercity Rail Capital Program; BART funds and other counties' contributions	Project has received significant funding already (> \$1B from federal/state competitive funds). BART is asking SF, Alameda, & Contra Costa counties for \$100 million each to purchase additional BART cars to reduce crowding and provide more capacity for passengers. VTA has programmed \$120 million for additional BART cars as part of the BART to San Jose extension agreement.	Would allow BART to increase the number of trains from 23 trains/hour to 29 10-car trains/hour moving through the transbay tube at rush hour, reducing crowding and increasing rider capacity, and improving transit connections in San Francisco. Forecast total GHG reductions over the lifetime of the Program are 6,767,159 MTCO2e with the following equivalencies: •Over 700 million gallons of gasoline •Over 7 billion pounds of coal •Nearly 800 thousand homes' energy use for 1 year •Over 15 million barrels of oil Forecast 35% increase in ridership (151,172 riders) year one following implementation.	Invest in transit reliability and accessibility	Expand	Major Transit Projects Presentation BART Factsheets (4)
4	Caltrain Enhanced Service: Capital Capacity Improvements	\$10.00	\$0.00	\$1,211.00	\$1,201	1%	High - Federal Core Capacity; State Transit and Intercity Rail Capital Program; other counties' contributions	Funding plan TBD. Sales tax funds would serve as seed money and local match to discretionary grants, and investments from other Caltrain counties.	Supports increase in post-electrification train service from 6 trains per hour during peak periods to 8 trains per hour, consistent with Caltrain Business Plan.	Invest in transit reliability and accessibility	Expand	Major Transit Projects Presentation
5	Caltrain Downtown Rail Extension (DTX) and Pennsylvania Alignment (PAX)	\$329.50	\$4,700.50	\$5,030.00	\$0	100%	DTX: High - Federal New Starts; State gas tax; local development district and land sales PAX: Low - other local funds and limited planning discretionary funding	Of Total Funding Need shown, DTX is \$5B total cost. EP only includes modest seed money for PAX. Leveraging/Time Sensitivity: DTX is seeking a \$1.5-2.5 billion federal New Starts grant, which cannot exceed 60% of the funding plan. Project just accepted into New Starts pipeline by FTA and will need to show increasing levels of funding commitments by certain deadlines to stay in the New Start pipeline. \$30 million is shown for PAX planning/environmental only. Total project cost is estimated to be \$1.8-3.0 billion, with cost range reflecting options for PAX extent and station construction.	Creates an essential link in the region and state's rail network, providing a one-seat ride from the Peninsula into downtown San Francisco, providing access to the Salesforce Transit Center, the planned northern terminus of California High Speed Rail. Improves transit reliability and helps relieve congestion in 101/280 corridor.	Invest in transit reliability and accessibility	Expand	Major Transit Projects Presentation
Transit Maintenance & Enhancements												
6	Muni Vehicles Maintenance, Rehabilitation and Replacement	\$452.80	\$4,388.10	\$7,062.60	\$2,222	69%	High - primarily federal transit formula funds	Not eligible for GO Bond. Federal funding distributed through the regional Transit Capital Priorities program requires at least 30% local funds match. The is one of most financed programs in Prop K sales tax and has supported replacement of Muni's entire rubber tire fleet and the in progress replacement of the Breda light rail vehicles.	Properly maintaining and replacing vehicles before the end of their useful life is essential to provide reliable transit service. Older vehicles typically breakdown more often and can lead to increased operating and matinenance costs.	Invest in transit reliability and accessibility	Maintain	Maintenance: Muni, BART, and Caltrain Presentation
7	Muni Facilities Maintenance, Rehabilitation and Replacement	\$118.20	\$684.30	\$4,660.80	\$3,858	17%	Low to Moderate - primarily other local funds; potential for development agreements	Difficult to fund; few discretionary funding options. Transit maintenance needs are so high in Bay Area, particularly in SF-Oakland urbanized area, that federal transit formula monies primarily fund only vehicles and guideways (e.g tracks, overhead wire) and don't get to facilities or other needs. For this reason, SFMTA is including facilities in their 2022 GO Bond proposal.	Includes both stations and maintenance facilities, where vehicle maintenance takes place. Maintaining and replacing facilities maintains safe working conditions, ensures sufficient resources for vehicle maintenance, and prepares the City to transition to electric buses.	Invest in transit reliability and accessibility	Maintain	Maintenance: Muni, BART, and Caltrain Presentation
8	Muni Guideways Maintenance, Rehabilitation and Replacement	\$238.30	\$2,037.40	\$2,546.80	\$271	89%	High - Federal transit formula funds, state funds	Sales tax is a key source of local match. Guideways are funded through a mix of federal and state funds which require at least 20% non-federal match.	Well maintained guideways (e.g. overhead wires and tracks), are essential for providing safe and reliable transit service. Guideway repair and maintenance keeps the buses and trains moving.	Invest in transit reliability and accessibility	Maintain	Maintenance: Muni, BART, and Caltrain Presentation

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9	BART Maintenance, Rehabilitation and Replacement	\$21.20	\$354.30	\$957.54	\$582	39%	High - Federal formula funds; BART Measure RR Bond funds; and other funds	BART is requesting additional funding from the sales tax to help fund various projects (see program benefits column). The \$3.5B Measure RR BART Bond passed in 2016 was primarily focused on maintenance, rehabilitation and replacement, but there remains a significant funding gap systemwide.	A well maintained system, is necessary to support safe and reliable transit service. Currently, BART is modernizing their train control system; retrofitting existing fare gates; and modernizing elevators across the system. Elevator Modernization will improve the cleanliness, reliability and availability of elevators at San Francisco BART stations. These elevators are especially crucial to provide access to the stations for disabled riders, cyclists, families with strollers and travelers with luggage.	Invest in transit reliability and accessibility	Maintain	Maintenance: Muni, BART, and Caltrain Presentation
10	Caltrain Maintenance, Rehabilitation and Replacement	\$100.00	\$450.30	\$956.87	\$407	58%	High - Federal formula funds; other county contributions; Caltrain sales tax	Local match contributions to Caltrain's capital maintenance program from San Francisco, San Mateo and Santa Clara counties help leverage state and federal funding. All three members share equally in these costs, estimated by Caltrain to be \$5-\$7.5M per year per county. The sales tax would fund up to 20 years of member contributions for San Francisco, relieving SFMTA (a member of the Caltrain Joint Powers Board) from making this contribution. Note Caltrain Measure RR 1/8-cent sales tax is primarily needed to cover Caltrain operations.	A well maintained system, is necessary to support safe and reliable transit service.	Invest in transit reliability and accessibility	Maintain	Maintenance: Muni, BART, and Caltrain Presentation
11	Ferry Maintenance, Rehabilitation and Replacement	\$4.50	\$9.30	\$36.50	\$23	38%	High - Federal funds; Regional bridge tolls (Regional Measure 3)	Sales tax provides some local match to more directly weigh in on priority projects. Regional Measure 3 (RM3) bridge toll will be a key source if it clears legal hurdles.	A well maintained system, is necessary to support safe and reliable transit service.	Invest in transit reliability and accessibility	Maintain	
12	Transit Enhancements	\$38.10	\$741.40	\$1,545.40	\$766	50%	Moderate to High - State and federal competitive grants; regional funding	A wide variety of improvement types are eligible for funding in this category. Some will be more competitive than others for matching dollars.	Connectivity, accessibility, and reliability improvements focused on customer experience. Examples include bus stop improvements, wayfinding, station access improvements, among others.	Invest in transit reliability and accessibility	Enhance	Transit Enhancements Presentation
13	BART Station Access, Safety and Capacity	\$9.30	\$158.40	\$249.89	\$82	67%	Moderate to High - State and federal competitive grants; regional funding; BART capital funds	These project types are also eligible under other programs such as BART maintenance and Transit Enhancements.	Improve BART stations/facilities within San Francisco to enhance passenger safety, accessibility and capacity, improve signage and security, real time traveler information, and provide intermodal access improvements.	Invest in transit reliability and accessibility; improve traffic safety	Enhance, Expand	Transit Enhancements Presentation
14	Bayview Caltrain Station	\$27.70	\$72.30	\$100.00	\$0	100%	Moderate to High - State and federal competitive grants; regional fund programs	Project is still in early planning stages. Sales tax is proposed as key seed money to advance this equity project and position it to compete well for discretionary funds.	Would support a new or relocated Caltrain station in the Bayview, as well as fund the legacy Quint-Jerrold Connector Road project to restore access that was eliminated by construction of a Caltrain berm.	Invest in transit reliability and accessibility; restore access in an Equity Priority Community	Expand	Transit Enhancements Presentation Southeast Rail Station Study (New Bayview Caltrain Station) Presentation
15	Mission Bay Ferry Landing	\$7.00	\$46.80	\$58.80	\$5	91%	Moderate to High - other local funds; developer agreements; regional bridge toll funds; potentially federal funding	Project is in final design and will be ready to enter the construction phase in summer 2022 if fully funded. Port is seeking to close \$12M funding gap to fully fund project. Port is requesting increasing sales tax funding from \$7M to \$12M to avoid having to seek federal funds. That requires NEPA clearance and other federal requirements that increase costs and timeline to deliver the project.	Would provide regional ferry service to/from Mission Bay and surrounding neighborhoods, providing congestion relief, helping to alleviate regional transit overcrowding, and improving transportation resiliency. Project development documents project 366,000 annual weekday riders (2020) and an additional 124,900 annual riders for events at the Chase Center. Estimated total GHG emission reduction (MTCO _{2e}): 73,596. Estimated passenger VMT reduction (miles): 13,351,500.	Invest in transit accessibility	Expand	Transit Enhancements Presentation Mission Bay Ferry Landing Factsheet
16	Next Generation Transit Investments	\$30.00	\$60.00	\$90.00	\$0	100%	Low to Moderate - state and regional planning grants; potential to serve as seed funding for major transit capital projects down the line; ultimate projects will have high leveraging	Sales tax funds are proposed as seed funding for planning, early project development and environmental studies to position these projects to compete well for discretionary funding. Program need is sized to match assumed available revenues. Leveraging is expected to be low to moderate for these difficult to fund early phases, but high for design and construction.	Plans for major transit projects that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. Some major transit projects may include: Geary/19th Ave Subway (preliminary capital cost estimate: \$20 billion +/- 25%); Central Subway Extension to North Beach/Fisherman's Wharf (preliminary capital cost estimate: \$1.6 billion +/- 25%) or Link21 including a new transbay tube (preliminary capital cost estimate: \$28.8 billion)	Invest in transit reliability and accessibility	Expand	Next Generation Transit Investments Presentation Link21 Factsheet

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	Paratransit											
17	Paratransit	\$204.90	\$1,065.10	\$1,270.00	\$0	100%	Moderate - SFMTA operating budget and sales tax are major funding source; discretionary options very limited	Paratransit is the only operating program in the Expenditure Plan. Primary funding sources for paratransit are the SFMTA Operating Budget, the sales tax, with smaller amounts from BART, federal and state funding. Key funding challenges: costs grow faster than revenues and growth in demand is anticipated. Total cost is updated to reflect SFMTA's limited projected increase in service demand and small cost increases that exceed inflation. Note paratransit vehicles and facilities are eligible under Muni Vehicles and Muni Maintenance above.	Provides accessible transportation options for seniors and people with disabilities.	Invest in transit accessibility for seniors and people with disabilities	Operate	Paratransit Presentation Prop K Paratransit Factsheet Paratransit User Demographics Factsheet Paratransit Questions & Answers Paratransit Questions & Answers Part 2
	Streets & Freeways											
18	Street Resurfacing, Rehabilitation and Maintenance	\$105.00	\$1,879.00	\$6,818.00	\$4,834	29%	High - State Gas Tax	The Street Resurfacing Program funding need is to achieve a state of good repair Pavement Condition Index (PCI) 83 in 2035, and maintain PCI 83 through the end of the plan period. The current draft Expenditure Plan proposes to maintain the PCI at 75, which is consistent with the planned level of investment in the City's Capital Plan.	Smooth streets are important for all modes: taking transit, biking, walking, and driving	Improve traffic safety	Maintain	Maintenance: Streets, Bicycle and Pedestrian Facilities Presentation
19	Pedestrian and Bicycle Facilities Maintenance	\$17.60	\$65.60	\$253.50	\$170	33%	Low - few discretionary funding options; not much dedicated funding	As SFMTA expands and enhances the active transportation network, the need for maintenance funds will grow. Sales tax provides some initial bridge funding for this need (particularly replacement of quick-build painted bike lanes and flexible hit posts) while SFMTA develops a long-term asset management approach for these improvements. SFPW relies on State Transportation Development Act and sales tax for sidewalk repair.	Well maintained pedestrian and bicycle networks are critical to ensure safety and to encourage mode shift.	Improve traffic safety	Maintain	Maintenance: Streets, Bicycle and Pedestrian Facilities Presentation
20	Safe and Complete Streets	\$226.40	\$767.90	\$8,481.99	\$7,488	12%	Low to High -varies investment type. Transit signal maintenance has few dedicated funding sources while projects like bike lanes and pedestrian improvements are eligible for many competitive grants like the state and regional Active Transportation Programs.	Staff and SFMTA are proposing to earmark \$90 million of this program for Transit Signal Maintenance, given the limited other sources dedicated to that program and its importance for traffic safety. Sales tax provides key local match for this program overall, often acts as seed money to set projects up for competitive grants or to meet readiness requirements of GO Bonds. As a source of local funds, sales tax allows expedited delivery of smaller projects vs. the slower and more costly project delivery associated with projects that receive federal funds.	Improves traffic safety for all modes (e.g. signals, traffic calming), with a particular focus on pedestrian and bicycle safety. Encourages mode shift by improving and expanding active network. Supports safety education and Safe Routes to School efforts.	Improve traffic safety; address public health; support mode shift; solutions for first/last mile connections to transit; invest in active transportation network to help people get around affordably	Enhance, Maintain	Safe & Complete Streets Presentation
21	Curb Ramps	\$23.80	\$114.00	\$458.00	\$320	30%	Low - few dedicated (State Transportation Development Act) or discretionary funding sources	Additional ~\$6-7 million needed to bring the program up to recent Prop K funding levels. Note this program is for repairing and installing new curb ramps that are stand alone rather than incorporated into a larger project like a street resurfacing or Muni Forward project.	Critical to providing access for persons with disabilities such as vision impairment and wheelchair users, seniors, families with strollers, etc. Connecting the path of travel improves accessibility and encourages the use of alternate modes of transportation.	Invest in accessibility improvements (particularly helpful for seniors and persons with disabilities)	Enhance	Safe & Complete Streets Presentation
22	Tree Planting	\$23.80	\$29.00	\$231.00	\$178	23%	Low - few dedicated funding sources	An additional \$10-15 million needed to bring the program back to recent Prop K annual funding levels. Until the recent passage of Prop E to fund street tree maintenance, Prop K sales tax was used half for tree maintenance and half for planting new trees. Since Prop E passage, SFPW has used it only for planting new trees, which is the proposal for the new EP.	Trees contribute to a more walkable, livable and sustainable city. Trees provide traffic calming, shade for pedestrians, and support clean air and climate change resilience.	Address public health	Enhance	Safe & Complete Streets Presentation Street Tree Planting Strategy
23	Vision Zero Ramps	\$8.00	\$19.50	\$27.50	\$0	100%	Moderate - Active Transportation, Prop AA, other competitive programs	Sales tax provides early planning and project development funds and local match to implement. Program includes remaining freeway ramp locations in SoMa, as well as additional locations across the city.	Freeway ramps often create safety concerns for people walking, biking, and driving and can be difficult to fix because they require coordination with Caltrans.	Improve traffic safety	Enhance	Freeway Safety & Operational Improvements Presentation

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24	Managed Lanes and Express Bus	\$15.00	\$196.00	\$300.00	\$89	70%	Moderate to High - Solutions for Congested Corridors, federal competitive programs, RM3 (bridge tolls)	Concepts for carpool lanes and express buses on SF's freeway system would be competitive for state Solutions for Congested Corridors funding. They are in the early stages and would require local dollars as seed funding to advance project readiness and enhance competitiveness.	Support mode shift to sustainable modes like transit to increase person throughput on crowded freeways. Provide faster and more reliable travel times for transit and carpoolers.	Support mode shift; invest in transit reliability and accessibility; manage congestion on our streets and freeways	Enhance	Freeway Safety & Operational Improvements Presentation
25	Transformative Freeway & Major Street Projects	\$20.00	\$204.10	\$224.10	\$0	100%	Low to Moderate - state & federal planning grants; potential to serve as seed funding for major capital projects down the line; ultimate projects will have high leveraging	Program need is sized to match assumed available revenues. Sales tax funds are proposed as seed funding for planning, early project development and environmental studies to position these projects to compete well for discretionary funding. Leveraging is expected to be low for these difficult to fund early phases, but moderate to high for later project phases depending on the specific projects that emerge.	Reconnect communities and repair harms created by past freeway and street projects. Projects would improve traffic safety, and support mode shift (e.g. by enabling safer, more convenient pedestrian and bike travel). This early funding will help set up projects to be competitive for discretionary funding for implementation.	Repair past harms/reconnect communities; improve traffic safety; support mode shift	Enhance	Transformative Freeway Projects Presentation
Transportation System Development & Management												
26	Transportation Demand Management	\$30.00	\$1,523.10	\$1,665.46	\$112	93%	Moderate - federal funding, state and regional air quality improvement grants; certain projects generate revenue such as pricing programs	re majority of revenue from revenues from pricing programs like the Treasure Island Mobility Management Program or a potential Downtown Congestion Pricing Program. Both would require early start-up funding before they could be implemented. Other TDM projects are also eligible for certain air quality improvement grants. It is getting easier to seek funds to test a new program, particularly featuring new technology, that appears to be cost effective. It remains difficult to fund ongoing programs. Proposed program includes funding for evaluation and pilots to test the effectiveness of new ideas and inform future investments.	Typically low or lower cost improvements that encourage mode shift to sustainable modes and/or to different times of day when there is less traffic congestion and/or transit overcrowding, and in doing so, can help manage congestion.	Support mode shift; solutions for first/last mile connections to transit; lead with equity in planning for demand management; manage congestion on our streets/freeways/transit (crowding)	Enhance	Transportation Demand Management Presentation Bicycle Education Program Evaluation Safe Routes to School Evaluation
27	Neighborhood Transportation Program	\$40.00	\$145.20	\$185.23	\$0	100%	Planning element: Moderate - limited competitive planning grants; Capital projects - low to high depending on project type	Program need sized to available revenues. Types of funds to be leveraged will vary based on specific project types.	Supports community-based planning efforts and capital funding in each Supervisorial district to help advance priorities identified during the community planning process. Also includes capital funding to help advance priorities identified during the community planning process.	Support community-based planning	Enhance, Expand	Transportation, Land Use and Community Coordination Presentation Prop K Neighborhood Transportation Program (NTP) Guidelines NTP Projects Completed and Underway
28	Equity Priority Transportation Program	\$40.00	\$145.20	\$185.23	\$0	100%	Planning element: Moderate - limited competitive planning grants; Capital projects - low to high depending on project type	Program need sized to available revenues. Types of funds to be leveraged will vary based on specific project types.	Supports community-based planning in underserved neighborhoods and areas with vulnerable populations as well as equity evaluations/planning throughout the city. Also includes capital funding to help advance priorities identified during the community planning process.	Support community-based planning specifically in Equity Priority Communities; funding for equity studies	Enhance, Expand	Transportation, Land Use and Community Coordination Presentation
29	Development Oriented Transportation	\$42.00	\$237.70	\$279.73	\$0	100%	Planning element: Moderate - limited competitive planning grants; Capital projects - low to high depending on project type	Program need sized to available revenues. Types of funds to be leveraged will vary based on specific project types.	Supports new housing through community-based planning to identify transportation investments that support increased housing in existing low-density areas of the city. Also includes capital funding to help advance priorities identified during the community planning process.	Support community-based planning; manage congestion on our streets and freeways; solutions for first/last mile connections to transit; invest in transit	Enhance, Expand	Transportation, Land Use and Community Coordination Presentation
30	Citywide and Modal Planning	\$10.00	\$21.20	\$31.20	\$0	100%	Low to Moderate - limited competitive planning grants, other local funding sources	Program need sized to available revenues.	Supports multimodal transportation planning, including citywide and network-wide studies.	Addresses all Equity Analysis Recommendations	Maintain, Enhance, Expand	Transportation, Land Use and Community Coordination Presentation
Total Funding		\$2,410.10	\$25,193.40	\$50,261.84	\$22,658.34							

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Based on the Preliminary Draft New Expenditure Plan, revised 10.4.2021.	Based on the Preliminary Draft New Expenditure Plan, revised 10.4.2021.	Draft Potential Future Funds is based on the Transportation Authority's estimate of federal, state, regional and other local funds beyond the half-cent transportation sales tax, that may be available to fund this program over the 30-year life of the New Expenditure Plan. This forecast is based on the Metropolitan Transportation Commission's Plan Bay Area 2050 revenue projections. The amount is indicative of the potential leveraging for each program based on our current understanding of	Total Funding Need represents unconstrained (i.e., not limited by funding availability or ability to deliver) for the program over the 30-year Expenditure Plan period based on sponsor input. There are a few programs such as the Neighborhood Transportation Program where Total Funding Need has been set to match anticipated revenues (sales tax plus Draft Potential Future Funds). These programs are called out in Funding Notes.	Funding Gap is what remains after subtracting Draft Priority 1 Sales Tax Funding and Draft Potential Future Funds from Total Funding Need.	Percent funded is the sum of Draft Priority 1 Sales Tax Funding and Draft Potential Future Funds divided by Total Funding Need. The % Funded is based on assumptions of revenues that may be available to the program over the 30-year Expenditure Plan period and does not signify that all funds have been secured. See Note for Column C about Potential Future Funds.	High, Moderate, Low are used to indicate the overall leveraging potential of the program based on eligibility of known funding sources. Even within a program certain project types and project development phases such as planning and environmental clearance may not leverage funds as well as others. This column provides an example of some of the funding sources leveraged by each program. It is not meant to be an exhaustive list.	Funding Notes provides information on the role the sales tax plays for each program and other information as relevant such as notes about total project cost, other funds secured, and additional information to explain leveraging assumptions.	This column highlights the primary types of benefits of each program. Per the EPAC's request, where information is readily available and relevant to the program, we will seek to quantify benefits focusing on Greenhouse Gas Reduction (GHG) and ridership as requested by the EPAC. The benefits description is usually qualitative since the Expenditure Plan is primarily composed of programs describing eligible types of projects that may be funded over the 30-year plan period rather than specific projects.	This column links the program benefits to the needs identified in the Equity Assessment for a New Sales Tax Expenditure Plan presented to the EPAC on 9.9.2021. This equity "tag" is indicative of the potential equity benefits of projects funded by the various programs.	This column indicates the main type of improvement funded by the program where maintain refers to maintenance, repair and rehabilitation of transportation infrastructure; enhance indicates improvements that enhance the customer experience without significant capacity expansion; expand are improvements with the primary focus on increasing the capacity of the transportation system such as buying additional buses or building new rail lines. The only operations program is paratransit, which supports SFMTA paratransit (e.g. door-to-door van and taxi	Links include presentations and materials from prior EPAC meetings as well as other materials that support this Context Table.