

Agenda Item 4.

Draft Expenditure Plan Discussion



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Authority

February 10, 2022



For Discussion Today:

- Program refinement recommendations
 - With no net funding level changes; sponsor requested
- Funding level recommendations
 - Reducing total funding to match revised revenue forecast: need to reduce \$32 M (million) in Priority 1 \$
 - Funding revisions based on EPAC and other input (looking at Priority 1 and Priority 2 funding)

Program Refinement Recommendations: No Net Funding Changes (slide 1 of 3)



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- **Muni Maintenance: Vehicles, Facilities and Guideways**
 - Combine 3 programs into 1: Muni Maintenance
 - SFMTA's request; parallels BART & Caltrain maintenance programs
- **BART Maintenance and BART Station Access, Safety and Capacity**
 - Combine 2 programs into 1: BART Maintenance
 - BART's request

Program Refinement Recommendations: No Funding Changes (slide 2 of 3)



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- **Safer and Complete Streets**
 - Split out **Traffic Signs & Signals Maintenance**-\$90 M (leaves \$136.9 M in Safer and Complete Streets)
 - SFMTA's request, this amount/request was noted in initial program description
 - Have heard some EPAC support for this change, recognizing signal safety benefits

Program Refinement Recommendations: No Funding Changes (slide 3 of 3)



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- If EPAC supports these changes, staff will update program descriptions and Expenditure Plan (EP) summary table to match
- Any major concerns from EPAC members?



Informal EPAC Zoom Poll, January 27, 2022

- Informal poll of the group; not a binding vote
- Results used to help staff craft Expenditure Plan scenarios for the group to consider



How we used the poll results:

- *Majority of votes were for “Stay the Same”*
- *Looked at programs that got the most votes for MORE or DECREASED funding to focus discussion of potential changes*

Draft EP: January 27 EPAC Zoom Poll



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(Based on the [Draft Expenditure Plan Summary Table](#) Revised 10/4/2021), we asked:

For each program, would you like to see:

- A. MORE funding than proposed in the initial draft expenditure plan.
- B. The SAME level of funding as proposed.
- C. Funding DECREASED if necessary to fund other priorities.
- D. Unsure

Draft EP: January 27 EPAC Zoom Poll



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- Between 20 and 22 EPAC members voted on each question (out of a total of 27 members)
- 10 Programs received 12 or more (a majority) of votes to Stay the Same as in the Preliminary Draft Expenditure Plan
- There were relatively few Unsure votes
 - Tree Planting: 4 Unsure votes
 - Ferry Maintenance: 3 Unsure votes
 - 16 programs received 1 or 2 Unsure votes



10 Programs received 12 or more (a majority) of votes to **Keep the Same Level of Funding** as in the Preliminary Draft Expenditure Plan.

- Muni Reliability and Efficiency Improvements (15)
- Caltrain Maintenance (15)
- Ferry Maintenance (15)
- BART Station Access, Safety and Capacity (14)
- Vision Zero Ramps (14)
- Paratransit (13)
- Street Resurfacing, Rehabilitation and Maintenance (13)
- Transformative Freeway & Major Street Projects (13)
- Bayview Caltrain Station (12)
- Transit Enhancements (12)



8 Programs received 7 or more votes for **More Funding** than in the Preliminary Draft Expenditure Plan.

- Safer and Complete Streets (10)
- Equity Priority Transportation Program (9)
- BART Core Capacity (8)
- Curb Ramps (8)
- BART Maintenance (7)
- Paratransit (7)*
- Pedestrian and Bicycle Facilities Maintenance (7)
- Neighborhood Transportation Program (7)

**also received a majority of votes to keep the same level of funding*

11 Programs received 7 or more votes to **Decrease Funding if Needed for Other Priorities** compared to the Preliminary Draft Expenditure Plan

- Caltrain Downtown Rail Extension and Pennsylvania Alignment (14)
- Caltrain Service Vision: Capital System Capacity Investments (11)
- Tree Planting (11)
- Mission Bay Ferry Landing (10)
- Next Generation Transit Investments (9)
- Development Oriented Transportation Program (9)
- Bayview Caltrain Station (8)*
- Transportation Demand Management (8)
- Muni Rail Core Capacity (7)
- Street Resurfacing, Rehabilitation and Maintenance (7)*
- Managed Lanes and Express Bus (7)

**also received a majority of votes to keep the same level of funding*



- **Reduce total Priority 1 funding by \$32.1 M to match revised revenue forecast of \$2.4 B**
- Staff recommendation on next slide is based on:
 - EPAC member feedback from Zoom poll & ongoing
 - Community Engagement
 - Agency consultation

Funding Level Recommendations



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Staff proposal to reduce total Priority 1 funding by \$32.1 M:

- **-\$13.5 million** from Pennsylvania Alignment
 - *Eligible for Next Generation Transit Investments; Downtown Caltrain Extension (DTX) program description would be revised to focus on DTX*
- **-\$10 million** from Caltrain Service Vision: Capital
 - *Eligible for Next Generation Transit Investments; eliminates Caltrain Service Vision program*
- **-\$7 million** from Muni Core Capacity
 - *\$50 million remains for the program; no SFMTA major objection*
- **-\$1.6 million** from Development Oriented Transportation
 - *\$39 million remains for the program; multi-sponsor program*

EPAC can consider Priority 2 funding for above programs



EPAC discussion on proposed reduction of \$32 M to match the Priority 1 revenue forecast?

- Are there other proposals?
- Any major objections?
- Do we have consensus on a proposal?



Staff will present at the meeting 1 to 2 revised scenarios for Priority 1 and 2 funding taking into consideration:

- *EPAC member poll*
- *Other EPAC feedback*
- *Community engagement*
- *Staff and agency input*

Questions?



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Public Comment

Please raise your hand:

Computer: press REACTIONS, and
choose Raise Hand

Phone: dial *9

Once called on, unmute yourself:

Computer: choose UNMUTE

Phone: dial *6



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