

Attachment 3. Summary of EPAC Member Comments
Received between meetings regarding funding levels for Draft Expenditure Plan Programs

February 18, 2022

Comments on funding levels reference the Preliminary Draft Expenditure Plan

DRAFT Expenditure Plan Programs	EPAC Member A Comments	EPAC Member B Comments	EPAC Member C Comments	EPAC Member D Comments	EPAC Member E Comments
OVERALL COMMENTS	I would like to see an allocation towards improving the rider experience with on-transit/in station ambassadors and station elevator/restroom attendants...ambassadors can offer a welcoming presence to those returning to public transit, as well as hospitality and wayfinding services...and would be able to offer/refer individuals in need to supportive services. I am also curious about how funds are allocated for climate resilience (e.g. sea level rise, heavy rains) and emergency preparedness (e.g. big earthquake).			Fund maintenance over expansion; small programs are where equity is, not in Caltrain	I would like to see monies transferred off Caltrain and added to BART.
MAJOR TRANSIT PROJECTS					
Muni Reliability and Efficiency Improvements	Keep as is		Interest in giving P2 funding		
Muni Rail Core Capacity, e.g. Train Control	Keep as is	Okay to decrease (no more than indicated in Draft Scenario A); backfill in P2 if possible			
BART Core Capacity	Keep as is		Interest in increasing funding		
Caltrain Service Vision: Capital System Capacity Investments	Keep as is				
Caltrain Downtown Rail Extension and Pennsylvania Alignment	Would be open to reducing. Doesn't look like other jurisdictions are contributing to this cost, even though commuters coming through/into San Francisco would benefit from PAX and downtown extension. Would like to see outreach to other counties before proceeding with this expenditure level.		Interest in decreasing funding		
TRANSIT MAINTENANCE & ENHANCEMENTS					
Muni - Vehicles Maintenance	Would be open to reducing Is the rubber tire maintenance due to road damage? If so, is there an opportunity for DPW to improve the roads so MUNI vehicles could last longer? Would like to learn about DPW's priorities for road maintenance, esp for roads used heavily by buses.	I am not supportive of cutting these amounts from what was proposed in the preliminary draft EP	Interest in giving P2 funding		
Muni - Facilities Maintenance	Keep as is	I am not supportive of cutting these amounts from what was proposed in the preliminary draft EP			
Muni - Guideways Maintenance	Keep as is	I am not supportive of cutting these amounts from what was proposed in the preliminary draft EP			

**Attachment 3. Summary of EPAC Member Comments
Received between meetings regarding funding levels for Draft Expenditure Plan Programs**

February 18, 2022

BART Maintenance	Consider increasing to maintain and improve elevator infrastructure, access, and experience.	Potential increase in P1 from Caltrain (see note below)			
Caltrain Maintenance	Keep as is	How flexible is the \$100 million for Caltrain maintenance? Just comparing it to the allocation for BART maintenance in the context table, the funding needs seem basically equivalent for both systems, but the Caltrain allocation is much higher. I would support shifting some of the Caltrain maintenance funding over to BART in Priority 1, as long as the Caltrain allocation is still relieving SFMTA in the short-to-medium term from paying SF's member contributions to the PCJPB out of their operating budget.	Interest in decreasing funding		
Ferry Maintenance	Should add funds to support and expand ferry service to diversify transit options				
Transit Enhancements	Would like to see how these funds have been used in the past to illustrate how they might be used in the future. Could these funds be allocated to specific line items now? How was \$38.1 determined?	Okay to decrease (not more than \$30M); backfill in P2 if possible			
BART Station Access, Safety and Capacity	Why is this a separate line item if the same projects are eligible for BART maintenance and Transit enhancements? Could this be labeled to support improvements to the rider experience, such as safety ambassadors, bathroom//elevator attendants, etc?				
Bayview Caltrain Station	Keep as is				
Mission Bay Ferry Landing	Keep as is				
Next Generation Transit Investments	Keep as is	Okay to decrease; backfill in P2 if possible			
PARATRANSIT					

**Attachment 3. Summary of EPAC Member Comments
Received between meetings regarding funding levels for Draft Expenditure Plan Programs**

February 18, 2022

Paratransit	Keep as is	If the consensus of the committee is to support a large portion of Priority 2 funding going to Paratransit (as suggested in all three January 13 scenarios), I will support it. My only wonder is whether this is an appropriate use of the Priority 1/Priority 2 distinction, given that Paratransit funding is mostly covering operating costs, which are less flexible year-over-year. I would support making most of the increases we want to make to Paratransit funding in Priority 1, and focus Priority 2 funding on programs that have less immediate needs but may require much higher levels of funding in the future (for example, Next Gen transit investments, Transformative Freeway projects, etc).	Interest in increasing funding		
STREETS & FREEWAYS					
Street Resurfacing, Rehabilitation and Maintenance	Keep as is	Okay to decrease; backfill in P2 if possible			
Pedestrian and Bicycle Facilities Maintenance	Would like to see this increased, as the disparity between street maintenance for cars vs peds/bicycles seems quite significant. In a post-pandemic world, should we expect more visitors, commuters, residents to walk, bike, and scoot more?				
Safe and Complete Streets	Keep as is		Interest in increasing funding; interest in giving P2 funding; met with Stefani's staff, wondering how much urban + streetscape design is a factor in this		
Curb Ramps	Keep as is				
Tree Planting	Would like to decrease this expense, as DPW should be responsible for street trees. Since this item also addresses public health. Does DPH allocate any budget to support this?	Keep as is, prioritize EPCs and neighborhoods with few street trees			
Vision Zero Ramps	Keep as is	Okay to decrease (this mainly because I am unconvinced by the premise that these projects are a useful Vision Zero strategy, would support moving part or all of this program to Safe and Complete Streets or Pedestrian and Bicycle Facilities Maintenance, but defer to Bike Coalition here)			

Attachment 3. Summary of EPAC Member Comments
Received between meetings regarding funding levels for Draft Expenditure Plan Programs

February 18, 2022

Managed Lanes and Express Bus	Keep as is	Okay reducing P1 by \$5M, making up for it in P2; expand eligibility to include "planning and implementation of transit-only lanes, pending changes to Caltrans restrictions"			
Transformative Freeway & Major Street Projects	Keep as is	Within the timespan of the EP, would it be worth prioritizing this item, which I see as potentially being a key equity priority if implemented justly, for Priority 2 funding? I would be supportive of a pretty high proportion of Priority 2 funding going here, and an increase in Priority 1 funding if possible (if push comes to shove though, I would rather Priority 1 focus on transit capital needs as those directly impact Muni riders on a day-to-day basis).	Interest in decreasing funding		
TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT					
Transportation Demand Management	Keep as is	Okay to decrease; backfill in P2 if possible	Interest in giving P2 funding		
Neighborhood Transportation Program	Keep as is	Okay to decrease; backfill in P2 if possible	Hope that the Neighborhood and Equity Priority Transportation Programs can become integrated into other project planning processes as a framework, rather than as a standalone process		
Equity Priority Transportation Program	Keep as is		Hope that the Neighborhood and Equity Priority Transportation Programs can become integrated into other project planning processes as a framework, rather than as a standalone process		
Development Oriented Transportation	Keep as is				
Citywide / Modal Planning	Keep as is				