



Attachment 3 DRAFT 2022 Expenditure Plan Program Descriptions

The text that follows will be inserted into the Draft 2022 Expenditure Plan, Section 4, Description of Programs, after reflecting any changes made at the February 24 EPAC meeting.

Please note the proposed 2022 Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

A. MAJOR TRANSIT PROJECTS

1i. Muni Reliability and Efficiency Improvements

Programmatic improvements that improve the reliability and speed of Muni bus and rail service. Eligible project types include: transit-only lanes; curb bulb-outs at Muni stops; traffic signal modifications; deployment of transit signal priority devices; relocation and upgrade of Muni stops; and other street design changes (e.g. highly visible crosswalks, median island refuges) to reduce delay for transit and enhance pedestrian safety. Includes \$10M in legacy funding for Geary Rapid Improvements Phase 2. Includes project development and capital costs. Sponsor Agency: SFMTA. Total Funding: ~~FBD~~[\\$1,088.3M](#); EP: \$110M.

2ii. Muni Rail Core Capacity

Programmatic improvements that increase the reliability and capacity of Muni's rail system by supporting longer and more frequent trains. High priority shall be given to installation of a next generation communications-based train control system for the Muni surface and subway rail network. Engineering improvements may include lengthening existing platforms to accommodate 3 and 4-car light rail trains in the Muni Metro Tunnel between West Portal and Embarcadero stations, and 3-car trains on the N Judah line. Upgrades to switches, crossovers, and other components to increase subway reliability and throughput, and modifications to subway portals to minimize conflicts. Purchase of additional light rail vehicles to increase the fleet's overall capacity and new/upgraded maintenance and/or storage facilities to house additional vehicles. Includes project development and capital costs. Sponsor Agency: SFMTA. [The first \\$50M is Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~[\\$720M](#); EP: \$57M.

3iii. BART Core Capacity

Improvements that will allow BART to operate up to 30 ten-car trains per hour in each direction through the existing Transbay Tube (an increase from the current capacity of 23 trains per hour). Eligible project types include: new (additional) rail cars; a new communications-based train control system; a new rail car storage yard at the Hayward Maintenance Complex; and additional traction power substations to provide the power needed for more frequent service. Includes project development and capital costs. As a prerequisite to allocation of funds, the Transportation Authority Board shall consider whether Alameda and Contra Costa Counties have contributed a commensurate amount to the BART Core Capacity Program. Sponsor Agency: BART. Total Funding: ~~FBD~~[\\$3,516.4M](#); EP: ~~\$50M~~[\\$80M](#).

4iv. Caltrain Service Vision: Capital System Capacity Investments

[Programmatic c](#)Capital improvements that will allow Caltrain service up to operate eight trains per direction per hour consistent with the Caltrain Business Plan Service Vision. Eligible project types include but are not limited to additional fleet, level boarding at station platforms, additional train



storage, track work and station improvements. Includes planning, project development, and capital costs. Includes \$10M in Priority 2 funding. Sponsor Agency: PCJPB. Total Funding: ~~FBD~~\$10M; EP: \$10M.

5v. Caltrain Downtown Rail Extension and Pennsylvania Alignment

Caltrain Downtown Rail Extension: The underground extension of the Caltrain commuter rail system from the current Caltrain San Francisco terminus into the Salesforce Transit Center. Project designed to accommodate blended service with future California High-Speed Rail. Includes a new station at 4th and Townsend streets. Includes \$316M in Priority 1 funds. Project includes \$1~~69.5~~5M in legacy funding.

Pennsylvania Alignment: Below-grade rail alignment extending south from the planned Downtown Rail Extension. Project will serve the Caltrain commuter rail system and future California High-Speed Rail service. Pennsylvania Alignment will separate rail from surface-level conflicts with street users at 16th Street and Mission Bay Drive. ~~A minimum of~~Includes \$10M in Priority 2 funds, will be available for the Pennsylvania Alignment.

Includes project development and capital costs. Sponsor Agencies: TJPA, SFCTA. Total Funding: ~~FBD~~\$5,000M; EP: \$3~~29.5~~26M.

B. TRANSIT MAINTENANCE & ENHANCEMENTS

i. Maintenance, Rehabilitation and Replacement Sub-Category

1. ~~Muni - Vehicles~~**Muni.** Programmatic improvements for upgrade, rehabilitation, and replacement of Muni's capital assets, including transit and paratransit vehicles, spare parts, and on-board equipment; transit facilities and facilities-related equipment; and transit guideways and associated equipment. Eligible project types ~~include~~include but are not limited to the following: ~~R~~ail car, trolley coach and motor coach renovation and replacement of buses with zero emission vehicles. ~~With respect to the latter, which may include~~ additional vehicles ~~may be~~ added to the fleet to maintain current fleet passenger capacity (e.g., if electric buses have lower passenger capacity). Rehabilitation, upgrades and/or replacement of: existing facilities for maintenance and operations, including equipment and upgrades to support the electrification of the Muni motor coach fleet and to improve resilience to climate change; Rehabilitation, upgrades and renovation for rail stations including, but not limited to platform edge tiles, elevators, escalators, and faregates; existing rail, overhead trolley wires, signals, traction power stations, and automatic train control systems, as well as upgrades to improve resilience to climate change. The intent is to implement transit priority and reliability improvements whenever guideways rehabilitation, upgrade or replacement projects are undertaken. Includes project development and capital costs. Sponsor Agency: SFMTA. The first \$784M is Priority 1 and the remainder is Priority 2. Total Funding: ~~FBD~~\$7,934.8M; EP: \$452.8825M.

2. ~~Muni - Facilities.~~ Programmatic improvements for upgrade, rehabilitation and replacement of ~~transit facilities and facilities-related equipment.~~ Eligible project types ~~include:~~ rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment and upgrades to support the electrification of the Muni motor coach fleet and to improve resilience to climate change. ~~Rehabilitation, upgrades and renovation for rail stations including, but not limited to platform edge tiles, elevators, escalators, and faregates.~~ Includes



~~project development and capital costs. Sponsor Agency: SFMTA. Total Funding: TBD; EP: \$118.2M.~~

~~**3. Muni – Guideways.** Programmatic improvements for upgrade, rehabilitation and replacement of transit guideways and associated equipment. The intent is to implement transit priority and reliability improvements whenever rehabilitation, upgrade or replacement projects are undertaken. Eligible project types include, but are not limited to rehabilitation, upgrades and/or replacement of existing rail, overhead trolley wires, signals, traction power stations, and automatic train control systems, as well as upgrades to improve resilience to climate change. Includes project development and capital costs. Sponsor Agency: SFMTA. Total Funding: TBD; EP: \$238.3M.~~

4.2. BART. Programmatic improvements for the upgrade, rehabilitation, and replacement of BART’s capital assets. Eligible project types include, but are not limited to the upgrade, rehabilitation and replacement of: transit vehicles and on-board equipment; transit stations including platform edge tiles, elevators, escalators, and faregates; transit facilities and facilities related equipment; and guideways such as rail, train control, traction power, and related equipment. Facilities and guideways improvements may include upgrades to improve resilience to climate change. [Additional elevators, escalators, and faregates are also eligible. In jointshared BART/Muni stations, elevator and escalator projects shall ensure patrons of both BART and Muni benefit must include shared Muni access and/or redundancy whenre cost effective.](#) Includes project development and capital costs. [The first \\$35M is Priority 1 and the remainder is Priority 2.](#) Sponsor Agency: BART. Total Funding: ~~TBD~~[\\$547.7M](#); EP: ~~\$21.245M~~.

5.3. Caltrain. Provides San Francisco’s local match contribution for the Caltrain capital program, on behalf of the City and County of San Francisco until sales tax funds run out. Programmatic improvements such as the upgrade, rehabilitation, and replacement of transit vehicles, spare parts, and on-board equipment; transit facilities (including stations) and facilities related equipment; and guideways such as rail, signals, communications, traction power equipment, and the overhead contact system. Facilities and guideways improvements may include upgrades to improve resilience to climate change. Service planning and capital planning efforts are also eligible. Includes project development and capital costs. Sponsor Agency: PCJPB. Total Funding: ~~TBD~~[\\$550.3M](#); EP: \$100M.

6.4. Ferry. Programmatic improvements for the upgrade, rehabilitation and replacement of landside ferry facilities, passenger-serving facilities, and facilities-related equipment. May also include improvements to San Francisco ferry terminals to accommodate increases in ferry ridership, electrification and to improve resilience to climate change. Includes project development and capital costs. Sponsor Agencies: Port of SF, GGBHTD. Total Funding: ~~TBD~~[\\$14.3M](#); EP: \$4.5M.

ii. Transit Enhancements Sub-Category

1. Transit Enhancements. Customer-facing programmatic improvements that promote system connectivity, accessibility, and reliability and improve transit service experience for riders. These are meant to be smaller to mid-sized projects that produce benefits directly experienced by transit riders. Eligible projects may include but are not limited to bus stop improvements (with priority for those serving disadvantaged communities); wayfinding; real-time information; new (additional) elevators or escalators; multimodal station access and safety improvements; bicycle parking/storage; purchase and rehab of historic streetcars; purchase



of motor coaches and paratransit expansion vehicles. Includes project development and capital costs. Sponsor Agencies: SFMTA, BART, PCJPB, TIMMA. [The first \\$30M is Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$775.4M; EP: ~~\$38.134M~~.

~~2. **BART Station Access, Safety and Capacity.** Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional elevators, staircases), improved signage and security, real time traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), replacement and upgrade of existing escalators, elevators and faregates, and street level plaza improvements. Includes project development and capital costs. Sponsor Agencies: BART, SFMTA. Total Funding: ~~FBD~~; EP: ~~\$9.3M~~.~~

32. Bayview Caltrain Station. Construction of a new or relocated Caltrain station in the Bayview. Includes \$4.73M in legacy funding for the Quint-Jerrold Connector Road, which will restore access eliminated by the construction of a Caltrain berm. Includes project development and capital costs. Sponsor Agencies: SFCTA, PCJPB, SFMTA, SFPW. Total Funding: ~~FBD~~\$100M; EP: \$27.7M.

43. Mission Bay Ferry Landing. A new ferry landing serving the Mission Bay neighborhood to enable regional ferry service. Includes capital costs. Sponsor Agency: Port of SF. Total Funding: ~~FBD~~\$53.8M; EP: ~~\$7M5M~~.

54. Next Generation Transit Investments. Planning and project development for major transit capital projects that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. By funding planning, outreach and early project development, the intent is to set these projects up to be competitive for discretionary funds to complete project development and implementation. Eligible projects may include but are not limited to a 19th Avenue/Geary subway, extending the Central Subway, Link21 (including a potential second transbay tube), local and regional express bus network development ~~and transit technology systems~~. Sponsor Agencies: SFCTA; SFMTA; BART; PCJPB. [The first \\$30.250M is Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$90M; EP: \$30M.

C. PARATRANSIT

~~1. **Paratransit.** Continued support for paratransit door-to-door van, taxi and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service. Includes operations support, replacement of accessible vans, and replacement and upgrades of supporting equipment such as debit card systems. Sponsor Agency: SFMTA. [The first \\$220M is Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$1,270M; EP: ~~\$204.990M~~.~~

D. STREETS AND FREEWAYS

i. Maintenance, Rehabilitation and Replacement Sub-Category

1. Street Resurfacing, Rehabilitation and Maintenance.

Repaving and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. May include sidewalk rehabilitation and curb ramps and elements to improve resilience to climate change Includes project development and capital costs. Sponsor Agency: SFPW. Total Funding: ~~FBD~~\$1,952M; EP: \$88M.



Replacement of street repair and cleaning equipment according to industry standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders. Includes capital costs only. Sponsor Agency: ~~SFPW~~SAS. Total Funding: ~~FBD\$32M~~; EP: \$17M.

2. Pedestrian and Bicycle Facilities Maintenance. Public sidewalk repair and reconstruction citywide. Maintenance of additional pedestrian facility improvements including stairways, retaining walls, guardrails and rockfall barriers. Maintenance of pedestrian and bicycle safety improvements including but not limited to safe hit posts, painted safety zones, green bike lanes, and crosswalks. Rehabilitation of other bicycle facilities such as paths. Includes project development and capital costs. Sponsor Agencies: SFMTA, ~~SFPW~~SAS. Total Funding: ~~FBD\$84.6M~~; EP: \$~~1947.6M~~.

~~2.3. Traffic Signs and Signals Maintenance. Maintenance and upgrade of traffic signs and signals, (including for pedestrians and bicyclists). Sponsor Agency: SFMTA. Total Funding: \$126.1M; EP: \$90M.~~

ii. Safe and Complete Streets Sub-Category

1. Safer and Complete Streets. Programmatic improvements to the transportation system to make it safer for all users and help achieve the City’s Vision Zero goals. Projects may include:

- Traffic calming to reduce vehicular speeds and improve safety; new or improved pedestrian safety measures such as ladder crosswalks, corner bulb-outs and pedestrian islands in the medians of major thoroughfares; new and upgraded bike lanes and paths; traffic striping and channelization; bicycle and personal mobility device parking facilities such as bike/scooter racks and lockers. Quick builds (e.g. paint and safe-hit posts), pilots, permanent improvements, intersection redesigns and larger corridor projects are eligible. Landscaping may be included as a minor element of a larger safety project.
- Installation (new), ~~and~~ maintenance, and upgrade of ~~traffic signs and signals~~ (including for pedestrians and bicyclists); red light enforcement cameras; and closed-circuit TV and communications systems (e.g. Variable Message Signs) for incident and special event traffic management.
- Multi-modal street improvements to improve pedestrian, bicycle, transit and vehicle circulation and connectivity. ~~Includes traffic signal improvements, signage and striping.~~
- Bicycle, pedestrian and Vision Zero outreach and education programs such as Safe Routes to School; development of neighborhood and school area safety plans.

Includes project development and capital costs. Sponsor Agencies: SFMTA, SFPW, SFCTA. ~~A minimum of \$90M will be available to the SFMTA for the maintenance and upgrade of traffic signals. Includes \$145M in Priority 1, of which~~ Aa minimum of \$7M will be available for Safe Routes to School non-infrastructure programs, e.g., education, outreach, and planning to support safe transportation to schools. The remainder is Priority 2. -Total Funding: ~~FBD\$911.8M~~; EP: \$~~226.4~~180M.

2. Curb Ramps. Construction of new Americans with Disabilities Act (ADA)-compliant curb ramps and related roadway work to permit ease of movement. Reconstruction of existing ramps. Includes project development and capital costs. Sponsor Agency: SFPW. Total Funding: ~~FBD\$143M~~; EP: \$~~23.8~~29M.



- 3. Tree Planting.** Planting and establishment of ~~new~~ street trees in public rights-of-way throughout the city. Priority will be given to neighborhoods and/or areas with lower tree canopy coverage. Sponsor Agency: SFPW/SAS. Includes \$20M in Priority 1 and the remainder is Priority 2. Total Funding: ~~FBD~~\$53M; EP: ~~\$23.84M~~.

iii. Freeway Safety and Operational Improvements Sub-Category

- 1. Vision Zero Ramps.** Programmatic improvements to benefit all users of intersections where freeway on- and off-ramps intersect with city streets to support the City's Vision Zero policy to eliminate traffic deaths. Eligible project types include: new or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals, corner bulb-outs, and new traffic signs and signals. Includes planning, project development and capital costs. Sponsor Agencies: SFMTA, SFCTA. Total Funding: ~~FBD~~\$27.5M; EP: \$8M.
- 2. Managed Lanes and Express Bus.** Programmatic improvements to San Francisco's freeways to improve transit speeds (e.g. express bus) and reliability, and promote carpooling. Improvements may include high occupancy vehicle lanes, ramp re-striping or re-designs, signs and signalization, purchase of buses to support increased Muni bus operations on improved facilities, and if express lanes are proposed, tolling system and funding of an affordability program. Includes project development and capital costs. Sponsor Agencies: SFCTA, SFMTA. Includes \$12M in Priority 1 and the remainder is Priority 2. Total Funding: ~~FBD~~\$211M; EP: \$15M.
- 3. Transformative Freeway & Major Street Projects.** Planning and project development for transformative multi-modal improvements that are designed to improve safety, enhance multi-modal connectivity, and/or reconnect communities and repair the harm created by past freeway and street projects. By funding planning, outreach and early project development, the intent is to set these projects up to be competitive for discretionary funds to complete project development and implementation. Eligible project types may include, but are not limited to new grade-separated crossings for people walking and biking; restoring connections within communities divided by infrastructure (e.g. Geary underpass, pedestrian/bike freeway overcrossings); and simplifying freeway interchanges (e.g. Alemany Maze and US 101/Cesar Chavez "Hairball"). May include projects to improve resilience to climate change. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. Total Funding: ~~FBD~~\$224.1M; EP: \$20M.

E. TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

i. Transportation Demand Management Sub-Category

- ~~1.~~ Transportation Demand Management.** Transportation Demand Management (TDM) improvements intended to shift trips to sustainable modes like transit, biking and walking and shift travel to less congested times. Develop and support continued TDM and parking requirements for large employers, special event sites, and schools and universities. Eligible project types also include TDM education, marketing, incentives, pricing, technology, policy development, pilots, and evaluation. Hardware, software, and equipment needed to implement pricing, incentives and affordability projects are eligible. Examples of eligible projects include new solutions or technologies for first-last mile connections or special trip markets; intermodal integration of customer-facing technology (e.g. travel information and payment systems); and new fare payment concepts for mode shift or congestion management. Includes planning, project development and



capital costs. Sponsor Agencies: SFCTA, SFE, SFMTA, BART, PCJPB, TIMMA. [Includes \\$20M in Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$1,548.1M; EP: \$2530M.

ii. Transportation, Land Use and Community Coordination Sub-Category

- 1. Neighborhood Transportation Program.** The Neighborhood Transportation Program (NTP) funds community-based neighborhood-scale transportation improvements. The NTP has a planning component to fund community-based planning efforts in each Supervisorial district, and a capital component intended to provide local match to help advance and implement capital investment and pilot recommendations stemming from NTP and other community-based planning efforts. Eligible project types are those that are eligible for other Expenditure Plan programs and result in public-facing benefits. Additional project types include: transportation policy studies, pilots and projects to address climate change ([e.g. electric vehicle charging infrastructure](#)) and (~~access~~) gaps ([in equitable access](#)). Includes planning, project development and capital costs. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. [Includes \\$41M in Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$191.2M; EP: ~~\$40M~~46M.
- 2. Equity Priority Transportation Program.** The Equity Priority Transportation Program (EPTP) funds equity priority community-based projects in underserved neighborhoods and areas with vulnerable populations (e.g. low income communities, seniors, children, and/or people with disabilities) as well as citywide equity evaluations and planning efforts. The EPTP has a planning component to fund community-based planning efforts, and a capital component to provide local match funds to help advance and implement capital investment and pilot recommendations stemming from community-based planning and equity assessments. Eligible project types are those that are eligible for other Expenditure Plan programs, as well as projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services. Includes planning, project development and capital costs. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. [Includes \\$42M in Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$192.2M; EP: ~~\$40M~~47M.
- 3. Development-Oriented Transportation.** The Development-Oriented Transportation Program funds community-based planning to identify transportation improvements that support increased housing density in existing, primarily low-density neighborhoods of the city, as well as project development and implementation. Projects supporting development in adopted Priority Development Areas will be prioritized. Includes \$2M in legacy funding for the Bayshore Caltrain Pedestrian Connection. Includes planning, project development and capital costs. Sponsor Agencies: SFMTA, SFCTA, BART, PCJPB, Planning, SFPW. [Includes \\$30M in Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~FBD~~\$273.7M; EP: ~~\$42M~~36M.
- 4. Citywide/Modal Planning.** Citywide and network-wide transportation studies and planning such as updates to the Countywide Transportation Plan or long-range modal studies. Plans and studies that focus on countywide and/or network wide needs will be prioritized, but corridor-scale studies may be considered. Includes planning. Sponsor Agencies: SFCTA, SFMTA, Planning. Total Funding: ~~FBD~~\$31.2M; EP: \$10M.

Acronyms [The following abbreviations are used in Section 4. Description of Programs](#)



BART - San Francisco Bay Area Rapid Transit District; EP - Expenditure Plan; GGHBTD - Golden Gate Bridge, Highway & Transportation District; **M - Million**; N/A - Not Applicable; PCJPB - Peninsula Corridor Joint Powers Board or Caltrain; Planning - San Francisco Planning Department; Port of SF - Port of San Francisco; **SAS - Sanitation and Streets Department***; SFCTA - San Francisco County Transportation Authority; SFE - San Francisco Department of Environment; SFMTA - San Francisco Municipal Transportation Agency; SFPW - San Francisco Public Works; TBD - To Be Determined; TIMMA - Treasure Island Mobility Management Agency; TJPA - Transbay Joint Powers Authority

[*On November 3, 2020, San Francisco voters approved Proposition B, which amended the San Francisco Charter to create a Department of Sanitation and Streets to succeed to specific duties currently performance by San Francisco Public Works. Per Board of Supervisors Motion 21-181, approved December 14, 2021, the effective date for this transition is October 1, 2022.](#)