

**Attachment 5 - DRAFT Expenditure Plan
New Scenarios For Discussion**

February 21, 2022

Amounts in millions of 2020 \$s		NEW EP SCENARIO 2				NEW EP SCENARIO 4				NEW EP SCENARIO 5			
DRAFT Expenditure Plan Programs	Preliminary Draft EP*	Priority 1	Priority 2	Total	% of EP	Priority 1	Priority 2	Total	% of EP	Priority 1	Priority 2	Total	% of EP
MAJOR TRANSIT PROJECTS													
Muni Reliability and Efficiency Improvements	\$110.0	\$110.0		\$110.0	4.2%	\$110.0		\$110.0	4.2%	\$110.0		\$110.0	4.2%
Muni Rail Core Capacity, e.g. Train Control	\$57.0	\$50.0	\$7.0	\$57.0	2.2%	\$50.0	\$7.0	\$57.0	2.2%	\$50.0	\$7.0	\$57.0	2.2%
BART Core Capacity	\$50.0	\$80.0		\$80.0	3.1%	\$100.0		\$100.0	3.8%	\$100.0		\$100.0	3.8%
Caltrain Service Vision: Capital System Capacity Investments	\$10.0	\$0.0	\$10.0	\$10.0	0.4%	\$0.0	\$10.0	\$10.0	0.4%	\$0.0	\$10.0	\$10.0	0.4%
Caltrain Downtown Rail Extension (DTX) and Pennsylvania Alignment ¹	\$329.5	\$316.0	\$10.0	\$326.0	12.5%	\$306.0	\$10.0	\$316.0	12.2%	\$300.0	\$10.0	\$310.0	11.9%
TRANSIT MAINTENANCE & ENHANCEMENTS													
Muni Maintenance (Vehicles, Facilities and Guideways)	\$809.3	\$784.0	\$41.0	\$825.0	31.8%	\$784.0	\$41.0	\$825.0	31.8%	\$784.0	\$41.0	\$825.0	31.8%
BART Maintenance (Includes BART Station Access)	\$21.2	\$35.0	\$10.0	\$45.0	1.7%	\$35.0	\$10.0	\$45.0	1.7%	\$35.0	\$10.0	\$45.0	1.7%
Caltrain Maintenance	\$100.0	\$100.0		\$100.0	3.8%	\$100.0		\$100.0	3.8%	\$100.0		\$100.0	3.8%
Ferry Maintenance	\$4.5	\$5.0		\$5.0	0.2%	\$5.0		\$5.0	0.2%	\$5.0		\$5.0	0.2%
Transit Enhancements	\$38.1	\$30.0	\$4.0	\$34.0	1.3%	\$25.0	\$4.0	\$29.0	1.1%	\$28.0	\$6.0	\$34.0	1.3%
Bayview Caltrain Station	\$27.7	\$27.0		\$27.0	1.0%	\$27.0		\$27.0	1.0%	\$27.0		\$27.0	1.0%
Mission Bay Ferry Landing	\$7.0	\$5.0		\$5.0	0.2%	\$5.0		\$5.0	0.2%	\$5.0		\$5.0	0.2%
Next Generation Transit Investments	\$30.0	\$25.0	\$5.0	\$30.0	1.2%	\$22.0	\$5.0	\$27.0	1.0%	\$25.0	\$5.0	\$30.0	1.2%
PARATRANSIT													
Paratransit	\$204.9	\$220.0	\$70.0	\$290.0	11.2%	\$225.0	\$70.0	\$295.0	11.4%	\$225.0	\$70.0	\$295.0	11.4%
STREETS & FREEWAYS													
Street Resurfacing, Rehabilitation and Maintenance	\$105.0	\$105.0		\$105.0	4.0%	\$105.0		\$105.0	4.0%	\$105.0		\$105.0	4.0%
Pedestrian and Bicycle Facilities Maintenance	\$17.6	\$19.0		\$19.0	0.7%	\$19.0		\$19.0	0.7%	\$19.0		\$19.0	0.7%
Traffic Signs & Signals Maintenance (pulled out of Safer & Complete Streets)	n/a	\$90.0		\$90.0	3.5%	\$90.0		\$90.0	3.5%	\$90.0		\$90.0	3.5%
Safer and Complete Streets	\$226.4	\$145.0	\$35.0	\$180.0	6.9%	\$150.0	\$35.0	\$185.0	7.1%	\$150.0	\$35.0	\$185.0	7.1%
Curb Ramps	\$23.8	\$29.0		\$29.0	1.1%	\$29.0		\$29.0	1.1%	\$29.0		\$29.0	1.1%
Tree Planting	\$23.8	\$20.0	\$4.0	\$24.0	0.9%	\$20.0	\$4.0	\$24.0	0.9%	\$22.0	\$2.0	\$24.0	0.9%
Vision Zero Ramps	\$8.0	\$8.0		\$8.0	0.3%	\$8.0		\$8.0	0.3%	\$8.0		\$8.0	0.3%

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Managed Lanes and Express Bus	\$15.0	\$12.0	\$3.0	\$15.0	0.6%	\$10.0	\$3.0	\$13.0	0.5%	\$10.0	\$3.0	\$13.0	0.5%
Transformative Freeway and Major Street Projects	\$20.0	\$20.0		\$20.0	0.8%	\$20.0		\$20.0	0.8%	\$20.0		\$20.0	0.8%
TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT													
Transportation Demand Management	\$30.0	\$20.0	\$5.0	\$25.0	1.0%	\$18.0	\$5.0	\$23.0	0.9%	\$18.0	\$5.0	\$23.0	0.9%
Neighborhood Transportation Program	\$40.0	\$41.0	\$5.0	\$46.0	1.8%	\$41.0	\$5.0	\$46.0	1.8%	\$41.0	\$5.0	\$46.0	1.8%
Equity Priority Transportation Program	\$40.0	\$42.0	\$5.0	\$47.0	1.8%	\$42.0	\$5.0	\$47.0	1.8%	\$42.0	\$5.0	\$47.0	1.8%
Development Oriented Transportation	\$42.0	\$30.0	\$6.0	\$36.0	1.4%	\$22.0	\$6.0	\$28.0	1.1%	\$20.0	\$6.0	\$26.0	1.0%
Citywide / Modal Planning	\$10.0	\$10.0		\$10.0	0.4%	\$10.0		\$10.0	0.4%	\$10.0		\$10.0	0.4%
TOTALS	\$2,410.10	\$2,378.00	\$220.00	\$2,598.00	100%	\$2,378.00	\$220.00	\$2,598.00	100%	\$2,378.00	\$220.00	\$2,598.00	100%

The above scenarios are informed by input from the EPAC (e.g. zoom poll, meetings) as well as public and agency input. The scenarios are intended to support EPAC tradeoff discussions regarding the distribution of sales tax funds to programs in the New Expenditure Plan. The EPAC may choose one of these scenarios or create its own.

Red highlight shows programs that have less Priority 1 funding in a given scenario compared to the Preliminary
Green highlight shows programs that have more Priority 1 funding in a given scenario compared to the Preliminary

¹Caltrain Downtown Rail Extension decreases in Scenarios 4 and 5 only impact the \$16 million in legacy funds from the current Prop K sales tax. If a decrease were approved, the Transportation Authority would work with the Transbay Joint Powers Authority to allocate the funds under the Prop K measure so the funds are not lost.

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		NEW EP SCENARIO 2				EPAC Working Draft				NEW EP SCENARIO 4			
Category Sub-totals:		Priority 1	Priority 2	Total	% of EP	Priority 1	Priority 2	Total	% of EP	Priority 1	Priority 2	Total	% of EP
Major Transit Projects		\$556.0	\$27.0	\$583.0	22.4%	\$566.0	\$27.0	\$593.0	22.8%	\$560.0	\$27.0	\$587.0	22.6%
Transit Maintenance & Enhancements		\$1,011.0	\$60.0	\$1,071.0	41.2%	\$1,003.0	\$60.0	\$1,063.0	40.9%	\$1,009.0	\$62.0	\$1,071.0	41.2%
Paratransit		\$220.0	\$70.0	\$290.0	11.2%	\$225.0	\$70.0	\$295.0	11.4%	\$225.0	\$70.0	\$295.0	11.4%
Safe and Complete Streets		\$448.0	\$42.0	\$490.0	18.9%	\$451.0	\$42.0	\$493.0	19.0%	\$453.0	\$40.0	\$493.0	19.0%
Transportation System Development & Management		\$143.0	\$21.0	\$164.0	6.3%	\$133.0	\$21.0	\$154.0	5.9%	\$131.0	\$21.0	\$152.0	5.9%
Totals		\$2,378.0	\$220.0	\$2,598.0	100.0%	\$2,378.0	\$220.0	\$2,598.0	100.0%	\$2,378.0	\$220.0	\$2,598.0	100.0%