Agenda Item 4.

Recommend Adoption of the 2022 Expenditure Plan
Draft Expenditure Plan Discussion

For Discussion Today:

• Equity in project selection process & reporting out

• Funding level revisions
  • Start with Scenario 2 from last meeting
  • Refinements to address EPAC comments

• Any other aspects of draft Expenditure Plan
How do we determine which projects to fund when for each of the programs in the Expenditure Plan?

- Every 5 years, we develop a 5-Year Prioritization Program (5YPP) to identify projects to be funded in each program over the next 5-year period.
Proposed Prioritization Process

Required 5YPP Criteria (minimum):

- Relative level of need or urgency
- Cost-effectiveness
- Fair geographic distribution that takes into account various needs of SF neighborhoods
- Level and diversity of community support (UPDATED)
- Benefit to disadvantaged populations (NEW)
Proposed Prioritization Process

Open and public process for 5YPP development

• Public outreach during the development of the 5YPPs

• Board and Community Advisory Committee process
Proposed Reporting Requirement

New requirement to inform project selection process:

- At least every 5 years report on both citywide geographic distribution and the distribution of projects benefitting Equity Priority Communities and disadvantaged populations
The Transportation Authority Community Advisory Committee and Board approve the 5YPPs and allocation requests, providing opportunities for public engagement and oversight.
Questions & Discussion

Is this proposal in line with what is important to you?
Expenditure Plan Funding Levels

From February 10 EPAC meeting:
• Start with Scenario 2
For today, focus on potential increases to:
• BART Core Capacity
• Safer and Complete Streets
• Paratransit
• Tree Planting
## Scenario 2 / Prop K Comparison

<table>
<thead>
<tr>
<th>Investment Type</th>
<th>Prop K Priority 1 (P1)</th>
<th>Prop K P1+P2</th>
<th>Scenario 2 Priority 1</th>
<th>Scenario 2 P1+P2*</th>
<th>Change from Prop K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Maintenance</td>
<td>39.8%</td>
<td>40.4%</td>
<td>39.6%</td>
<td>38.1%</td>
<td>↓</td>
</tr>
<tr>
<td>Major Transit Improvements &amp; Enhancements</td>
<td>26.0%</td>
<td>25.1%</td>
<td>26.8%</td>
<td>26.2%</td>
<td>↑</td>
</tr>
<tr>
<td>Safe &amp; Complete Streets</td>
<td>10.5%</td>
<td>10.4%</td>
<td>11.7%</td>
<td>12.7%</td>
<td>↑</td>
</tr>
<tr>
<td>Street Maintenance (includes signs and signals)</td>
<td>10.6%</td>
<td>10.7%</td>
<td>9.0%</td>
<td>8.2%</td>
<td>↓</td>
</tr>
<tr>
<td>Paratransit (operating support)</td>
<td>8.6%</td>
<td>8.6%</td>
<td>9.3%</td>
<td>11.2%</td>
<td>↑</td>
</tr>
<tr>
<td>Transportation Demand Management, Citywide &amp; Neighborhood Planning</td>
<td>1.2%</td>
<td>1.3%</td>
<td>1.9%</td>
<td>2.0%</td>
<td>↑</td>
</tr>
<tr>
<td>Freeway Safety, Operations, Redesign (planning)</td>
<td>3.4%</td>
<td>3.4%</td>
<td>1.7%</td>
<td>1.7%</td>
<td>↓</td>
</tr>
</tbody>
</table>

Percentages may not sum to 100% due to rounding errors. EP stands for Expenditure Plan. P1 and P2 stand for Priority 1 and Priority 2 revenues.
Scenario 2: New starting point; no change from February 10 meeting.

Scenarios 4 & 5 both increase Priority 1 funding over Scenario 2 for:

- BART Core Capacity ($20 M)(reaches $100 M in Priority 1)
- Paratransit ($5 M)
- Safer and Complete Streets ($5 M)

Scenarios 4 & 5 differ:

- Tree Planting (Scenario 4 no change, Scenario 5 shifts $2M Priority 2 to 1)
- Decreases to support proposed increases are different. Only programs EPAC indicated were okay to reduce in prior Zoom poll, along with Transit Enhancements (to protect smaller programs), are reduced.
Draft 2022 Expenditure Plan Scenarios

Programs Decreased in Both Scenarios 4 and 5 except as noted:

• Caltrain Downtown Rail Extensions (DTX) & Pennsylvania Alignment (see below)
• Transit Enhancements (decreased in Scenario 4; net increase in Scenario 5)
• Next Generation Transit Investments (decreased only in Scenario 4)
• Managed Lanes & Express Bus
• Transportation Demand Management
• Development Oriented Transportation

Proposed Decrease to DTX only affects legacy funds ($16M total); not proposed new $300M

• Transportation Authority would work with TJPA to allocate remaining $16M programmed to DTX in the Prop K sales tax measure so funds are not lost.
Questions & Discussion

Are you comfortable with the funding levels we are landing on?
Questions & Discussion

Are there any urgent questions or concerns about the rest of the Expenditure Plan language?
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
2022 Expenditure Plan

- **ACTION** – Recommend adoption of the 2022 Expenditure Plan
- Approval requires a majority of the EPAC (14 ayes)
- Minority views can be reported to the Board