



AGENDA

Expenditure Plan Advisory Committee Meeting Notice

Date: Thursday, February 24, 2022; 6:00 – 8:00 p.m.

Location: Join Zoom Meeting <https://us02web.zoom.us/j/83443855348>
Meeting ID: 834 4385 5348
One tap mobile:
+19292056099,,83443855348# US (New York)
+13017158592,,83443855348# US (Washington DC)
Dial by your location
+1 669 900 6833 US (San Jose)
+1 929 205 6099 US (New York)
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+1 312 626 6799 US (Chicago)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
877 853 5247 US Toll-free
888 788 0099 US Toll-free
833 548 0276 US Toll-free
833 548 0282 US Toll-free
Meeting ID: 834 4385 5348
Find your local number: <https://us02web.zoom.us/u/kctN8lcpDM>

Remote Access to Information and Participation:

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Comment during the meeting: EPAC members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the



meeting will be distributed to Expenditure Plan Advisory Committee members before the meeting begins.

Agenda

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This is the final meeting of the EPAC at which the committee will be asked to take an action to recommend adoption of a New Expenditure Plan to the Transportation Authority Board. This timeline is consistent with the schedule for the San Francisco Board of Supervisors to place a measure on the November 2022 ballot that would continue the existing half-cent sales tax for thirty years to fund the transportation programs and projects in the New Expenditure Plan. At the February 10, 2021, EPAC meeting, the committee made significant progress moving toward a distribution of sales tax levels in the New Expenditure Plan that appears to be broadly supportable by the committee. Based on EPAC discussion, the Chair directed staff to work with Scenario 2 presented at the last meeting and bring back some options to further increase funding in three programs: BART Core Capacity, Paratransit, and Safe and Complete Streets. There was also an EPAC member request and public comment requesting more funding for Tree Planting. In addition, several members requested more discussion on incorporating equity into the project selection process as part of implementation of the Expenditure Plan after voter approval. We have updated the draft Expenditure Plan materials using Scenario 2. For ease of reference, we have included the Draft Expenditure Plan in three pieces with track changes (Attachment 1 - Draft Expenditure Plan Policies, Attachment 2 - Draft Expenditure Plan Summary Table, and Attachment 3 - Draft Expenditure Plan Description of Programs), as well as a clean (i.e., no track changes), complete Draft Expenditure Plan (Attachment 4 - Draft 2022 Expenditure Plan). Funding level scenarios for discussion at the meeting are included as Attachment 5.

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| 5. | Public Comment | |
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During this segment of the meeting, members of the public may make comments on items under the purview of the Expenditure Plan Advisory Committee that are not otherwise listed on this agenda.

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|----|-------------|--|
| 6. | Adjournment | |
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*Additional Materials

To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.



**San Francisco
County Transportation
Authority**

Expenditure Plan Advisory Committee Meeting Agenda

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If any materials related to an item on this agenda have been distributed to the Expenditure Plan Advisory Committee after distribution of the meeting packet, those materials will be available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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San Francisco
County Transportation
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Expenditure Plan Advisory Committee (EPAC)

Meeting #11



San Francisco
County Transportation
Authority

February 24, 2022

Using Zoom

EPAC members: Update your name and follow with "EPAC"

e.g. Michelle Beaulieu, EPAC

Having Trouble?

Send chat (Chats only go to project team.)



San Francisco
County Transportation
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Agenda

1. Roll Call
2. EPAC Chair's Remarks
3. Meeting #10 Recap, Minutes and Follow-ups
4. Recommend Adoption of the 2022 Expenditure Plan - ACTION
5. Public Comment
6. Adjournment



San Francisco
County Transportation
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Agenda Item 1.

Roll Call



**San Francisco
County Transportation
Authority**

February 24, 2022

Roll Call & Introductions

EPAC Members Roll Call: please say "here"

If on a computer, press UNMUTE

If on phone:

*6 to unmute



San Francisco
County Transportation
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Agenda Item 2.

EPAC Chair's Remarks



San Francisco
County Transportation
Authority

February 24, 2022

Public Comment

Please raise your hand:

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choose Raise Hand

Phone: dial *9

Once called on, unmute yourself:

Computer: choose UNMUTE

Phone: dial *6



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San Francisco
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Agenda Item 3.

Meeting #10 Recap, Minutes and Follow-Ups



San Francisco
County Transportation
Authority

February 24, 2022



What we heard:

- General support for Scenario 2 funding levels
- Consider more funding for:
 - BART Core Capacity
 - Safer and Complete Streets
 - Paratransit
 - Tree Planting
- Questions about advancing equity through project selection (after the Expenditure Plan (EP) is in place)



February 24 – ACTION

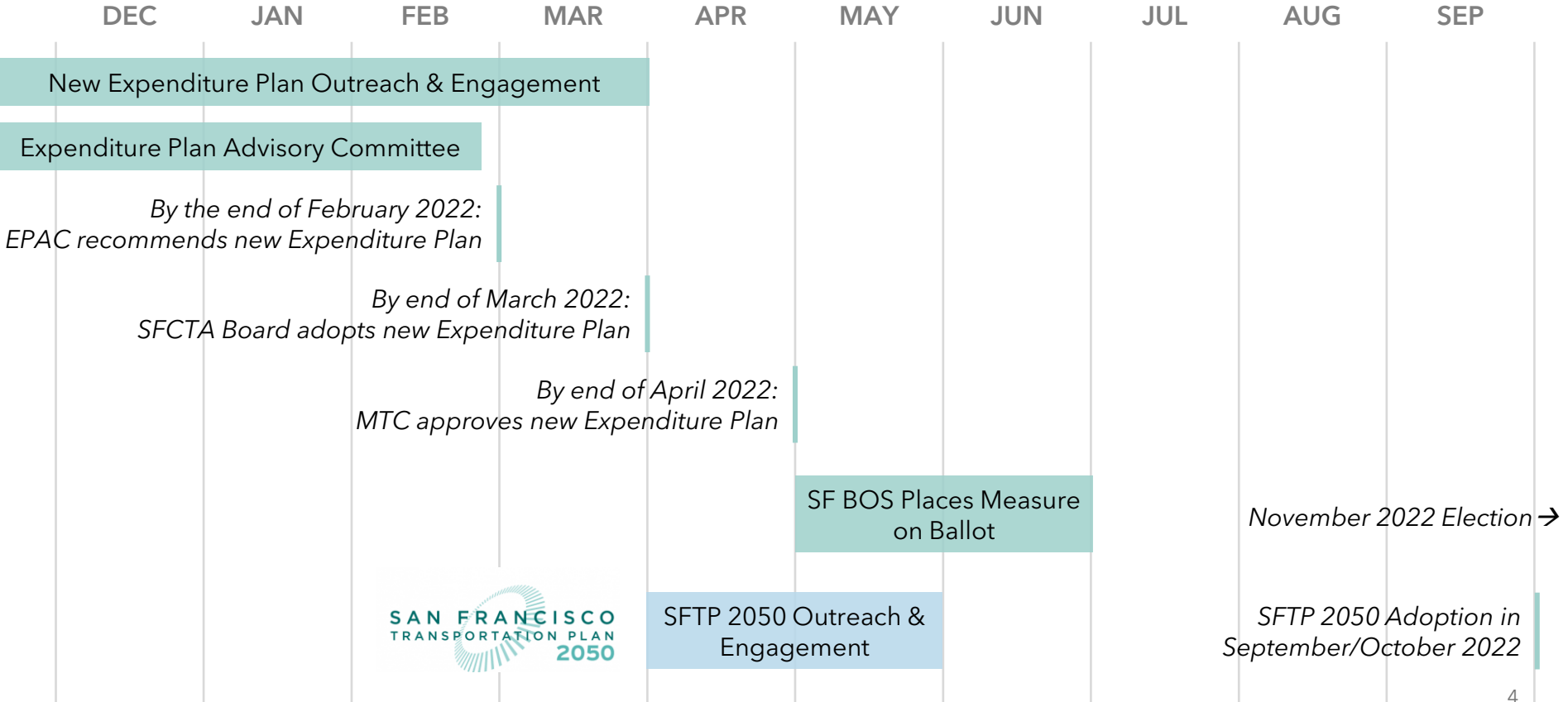
Recommend Adoption of the 2022 Expenditure Plan

Following EPAC action, approvals are needed at the Transportation Authority, the Metropolitan Transportation Commission, and the Board of Supervisors to place a sales tax measure on the November 2022 ballot.

2022 Expenditure Plan Schedule



San Francisco
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2022 Expenditure Plan: Next Steps



Transportation Authority Board

- March 8 - First approval, public comment taken
- March 22 - Final action

Metropolitan Transportation Commission (MTC)

- April 8 - MTC Planning Committee
- April 27 - MTC Commission

Board of Supervisors (Dates TBD)

- May (introduction) - June (approvals)

18

Questions?



**San Francisco
County Transportation
Authority**

Public Comment

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choose Raise Hand

Phone: dial *9

Once called on, unmute yourself:

Computer: choose UNMUTE

Phone: dial *6



San Francisco
County Transportation
Authority



DRAFT MINUTES

Expenditure Plan Advisory Committee

Thursday, February 10, 2022

1. Call to Order

The meeting was called to order at 6:00 p.m.

Present at Roll Call: Jay Bain, Rosa Chen, Anni Chung, Majeid Crawford, Zack Deutsch-Gross, Jessie Fernandez, Rudy Gonzalez (Alternate for Kim Tavaglione), Daniel Herzstein (Alternate for Rodney Fong), Sharky Laguana, Aaron P. Leifer, Jessica Lum, Jodie Medeiros, Melvin Parham (Alternate for Susan Murphy), Calvin Quick, Pi Ra, Eric Rozell, Earl Shaddix, Yensing Sihapanya, Wesley Tam, Joan Van Rijn, Christopher White (21)

Absent at Roll Call: Mel Flores, Rodney Fong, Amandeep Jawa (arrived Item 3), Maryo Mogannam, Maelig Morvan, Susan Murphy, Maurice Rivers (arrived Item 4), Sujata Srivastava (arrived Item 3), Kim Tavaglione (9)

2. EPAC Chair's Remarks - INFORMATION

Item 2 was called after Item 3. Chair Jawa thanked members for a great meeting last time. He said that the previous meeting set the table for finishing the process. He encouraged commenters to keep remarks short. He said that the goal was to propose an expenditure plan that had broad appeal for a two-thirds majority of voters in November and that no EPAC member would get everything they wanted but the EPAC could make a good plan.

During public comment, Michael Nulty expressed support for sales tax funding of tree planting, opposing any reduction in funding from the level in the initial draft expenditure plan. He also supported more senior-related funding in the proposals.

Danny Campbell (Sheetmetal Workers Local 104) expressed support for the Caltrain Downtown Rail Extension (DTX), saying that it was a high-quality project that would benefit San Francisco residents and workers as well as construction workers.

3. Meeting #9 Recap, Minutes and Follow-Ups - INFORMATION*

Item 3 was called before Item 2. Michelle Beaulieu, Principal Transportation Planner - Government Affairs, presented the item.

There were no questions from EPAC members.

During public comment, Eliana Marcus Tyler, San Francisco Bicycle Coalition, expressed support for Safer and Complete Streets, urged higher funding levels, as well as for non-infrastructure programs such as bicycle education classes funded by Prop K,



the current half-cent sales tax. They said the bicycle education program had been effective, with a 32% increase in biking since the start of the program and graduates expressing increased confidence and feelings of safety. They said there was a growing demand for these classes, and that class participants were majority non-male and Black, Indigenous and People of Color and many classes were multilingual or held in languages other than English.

BART Director Bevan Dufty said BART had made concerted efforts to increase the progressive and equitable character of its service, noting that BART had established youth fares, an elevator attendant program, and progressive policing practices among other services. He said BART's sales tax request would provide funding for Core Capacity, new faregates and modernized elevators. He asked that EPAC consider moving some Muni Priority 1 funds to Priority 2 since they have a large program over many years and increasing Priority 1 funding for BART since their needs are in the near term, thus facilitating additional near-term funding for BART.

Carol Osorio said there would be increased need for paratransit services because of demographic trends such as the aging baby-boomer generation, and that Paratransit funding should be increased. They said Paratransit program employees were employed by the paratransit contract broker and received much lower wages than Muni employees.

Cathy DeLuca, Community Living Campaign, expressed support for increased sales tax funding for Paratransit. They said that while seniors were the fastest growing population segment in San Francisco the current sales tax allocation had not been sufficient to meet the program needs for the last five years and needed to be increased.

Marisol Ferrante, Independent Living Resource Center of San Francisco and paratransit user, said paratransit ridership would increase exponentially. They said that within the previous four years the program's on-time performance had greatly improved and advocated for sufficient funding to keep paratransit reliable.

Gloria Berry said they would like to see more about personal safety on transit, including buses, BART, Caltrain and bicycles as well. They said their daughter had been assaulted while using transit and there should be a better understanding that some people drive because other modes of transportation are not safe.

John Arantes, SEIU 1021, said they represented 1,700 BART frontline and maintenance workers encouraged the EPAC to provide additional support to address BART's needs in the expenditure plan. They said BART supported the economic recovery of San Francisco and the Bay Area post-COVID by carrying workers and residents to San Francisco and that BART was critical to supporting the survival of small businesses in San Francisco.

Josh Klipp expressed support for increased sales tax funding of the Tree Planting program. They said San Francisco was not planting enough trees to keep up with tree



removals. They noted the urban tree canopy was higher in more affluent neighborhoods and there was a lower tree canopy in low-income neighborhoods. They said in addition to providing environmental benefits, planting street trees improved street safety by slowing traffic and were one of the most affordable ways to achieve a transit friendly, environmentally-just city.

Ben Carlson, Friends of the Urban Forest, said tree canopy in San Francisco ranked near bottom among US cities and that tree losses were outpacing planting. They said the City's trees were not equitably distributed and that increasing trees was a major piece of the City's Climate Action Plan. They said the 2016 ballot initiative for street trees covered maintenance only and that this half-cent sales tax was the only dedicated fund source for planting new trees. They said reducing funding would have a devastating impact and that funding new trees would help to offset trees lost to major transportation projects in the future.

Ed Mason commented that a 2008 report by AECOM found that trees were not equitably distributed within the City and proposed several funding sources other than local sales tax, including General Obligation bonds, state Cap and Trade revenue, private contributions, and the City's general fund. He expressed opposition to sales tax funding for street trees, saying that the injury claims from uneven sidewalks, partly due to street trees, cost the City \$275,000 annually and cited sewer damaged related to trees. He also noted that manufacture of the concrete needed for sidewalk repairs had significant climate impacts.

An EPAC member proposed including money for a 3-month Free Muni pilot program, noting that a Free Muni pilot program had received majority support from the Board of Supervisors.

4. Draft Expenditure Plan Discussion - INFORMATION*

Michelle Beaulieu, Principal Transportation Planner – Government Affairs, presented the item.

[Discussion of refinements to a few Expenditure Plan programs to address prior EPAC and sponsor agency requests not related to funding levels]

Chair Jawa expressed his support for the proposed program refinements.

An EPAC member asked if combining the Muni maintenance categories as proposed by SFMTA would provide flexibility to use funding for any of the maintenance programs (Vehicles, Facilities and Guideways) and asked about the implications for Priority 1 vs. Priority 2 funding.

Ms. Beaulieu noted that the proposal did not change overall funding priority levels but did provide more funding flexibility in terms of how much funding could be spent on the different types of maintenance.

The member said it still seemed that the proposal carried implications for the distribution of Priority 1 vs. Priority 2 funds.



Chair Deep clarified that the refinement scenarios were staff recommendations based on EPAC and sponsor agency feedback. He said that while combining categories provided flexibility, EPAC did need to discuss the implications for Priority 1 and Priority 2 funding levels. He suggested that the Priority 2 levels could be useful leverage when negotiating funding levels later in the meeting.

Five members expressed support for separating traffic signals from the larger Safer and Complete Streets program as proposed in the presentation and one member also expressed support for combining the two BART categories (BART Station, Access and Capacity and BART maintenance) and combining the three Muni maintenance programs into one Muni maintenance.

A member asked if “no funding changes” in the scenario chart meant that those amounts could not be changed as part of future discussion.

Ms. Beaulieu answered no, rather it meant that the program refinements being presented did not change the funding levels from the Preliminary Draft Expenditure Plan and that funding levels would be discussed next.

[Discussion on funding level revisions to reduce the Expenditure Plan by \$32.1M in order to meet the revised revenue estimate]

Chair Deep said the programs proposed for reduction were eligible for other funding and/or deferrable and had been vetted with sponsor agencies. He said if the EPAC agreed, this would get the committee to a strong position to figure out what other funding levels they would like changed. He said this part was getting the expenditure plan to meet the revised, lower revenue projection, setting the baseline of agreement to move forward with discussions.

A member expressed some dismay with the reduction to the Caltrain Downtown Rail Extension (DTX) program. They said the federal funding for DTX required local matching funds and reminded the EPAC that DTX was very important to the downtown economy and the labor community.

Chair Deep pointed out that the DTX program had been reduced because the Pennsylvania Avenue Alignment (PAX) had been separated out and PAX could be funded from Priority 2 or the Next Generation Transit Program. He said funding for DTX had not been touched.

A member expressed concern about the reduction to the Development-Oriented Transit program, given the City’s housing affordability crisis. They asked about the impact of the proposed reduction.

Ms. Beaulieu said the Development-Oriented Transit program could not fund housing directly with the transportation sales tax but would fund transportation projects that supported higher residential densities and affordable housing as a way to incentivize housing growth. She said sales tax was not the only source of funding for these types



of project and the reduction reflected input from the EPAC at the last meeting. She added that the program could be a candidate for Priority 2 funding as well.

A member asked for clarification on the Next Generation Transit Investments program.

Ms. Beaulieu responded that the program would fund early phases such as planning and project development of large transit investments like PAX, a potential westside rail line, or a second Transbay tube, and that projects were identified through the countywide plan (San Francisco Transportation Plan) and through the 5-Year Prioritization Program process that is proposed as the method to select projects to fund from the sales tax.

A member said they heard in a previous EPAC meeting there was a connection between SFMTA and Caltrain funding because SFMTA backfills San Francisco's contribution to Caltrain that's not covered by the sales tax, so they would like to understand if when cuts are made to Caltrain, it's also a cut to SFMTA because of the underlying contribution requirement.

Ms. Beaulieu said the Caltrain Service Vision: Capital System Capacity Investments program, one of the programs proposed to receive less Priority 1 funding, was separate from San Francisco's state of good repair (maintenance) commitment to Caltrain, which is reflected in the Caltrain maintenance program in the draft Expenditure Plan. She clarified that the options presented to reduce funding by \$32 million did not propose any cuts to the Caltrain Maintenance program. She said that enhancements like the Caltrain Service Vision were eligible in other programs such as Next Generation Transit Investments.

A member commented that the refinement scenario was not a precise reflection of the EPAC feedback expressed in previous meetings and that other programs had higher numbers to reduce funding. They also said the EPAC wants to center equity in decision-making and the Caltrain Service Vision was about reorienting Caltrain service to serve a broader range of passengers and they did not want to lose the opportunity for Caltrain to become a more equitable system.

Ms. Beaulieu acknowledged some divergences and said it was partially because staff took into consideration the relative size of the programs that EPAC members had indicating they were ok reducing. She said the option presented reflected staff judgment about the level of harm to programs that would result from funding cuts.

Chair Jawa said that staff's proposed scenarios had been intended to identify the outlines of a quick, if rough, consensus, and left room for EPAC to make further refinements.

Maria Lombardo, Chief Deputy Director, said Caltrain's Service Vision was a long-term effort that was also eligible for the Next Generation Transit Investment program because it was still in its early phases. She said Caltrain was also working on near-term equity improvements via near-term changes, such as service changes and looking at affordability programs, that would be implemented well before the Service Vision.



Chair Jawa asked the EPAC if there was consensus that Scenario 1, included in Attachment 4, provided a good baseline for further discussion as it brought the draft Expenditure Plan in line with the revised revenue estimate.

He confirmed there was consensus on Scenario 1 as the new baseline and the EPAC could move on to discussing further refinements to the funding levels in the draft Expenditure Plan.

[Funding levels discussion - Attachment 4]

Chair Jawa said the EPAC's goal was to develop an expenditure plan that could win public support. He reminded members that, while the date of the ballot measure had moved from June to November, they were approaching the deadline by which their work must be complete.

Chair Jawa called for public comment.

During public comment, Alex Lantsberg, said they were in San Francisco's electrical construction industry and expressed support for keeping whole the funding level for DTX. They said the project was vital for the City and for construction jobs, and that it would be a mistake to lose that scale of federal investment due to lack of local commitment.

Charley Lavery, Operating Engineers Local 3, urged support for DTX. They said local commitment was essential for federal funding of this magnitude and that construction projects were a lifeline for underserved communities and families. They said 20% of work hours went to apprentices in order to invest in people and create careers.

Luke Jones, a Muni operator, expressed concern that the draft Expenditure Plan was too vague regarding the scopes of projects and an overall lack of equity in the geographic distribution of funding, especially for the Bayview. They expressed opposition to the proposed reduction in funding for Muni Core Capacity.

Michael Rothmann, with the Parks & Trees Committee, expressed opposition to funding cuts for the Tree Planting program.

Bart Pantoja, trade unions representative of painters and glazers and San Francisco resident, said DTX was ready to go and would bring federal investment to the city. They said it would open up opportunities and help construction workers recover from the pandemic-related recession.

Danny Campbell, Sheetmetal Workers 104, expressed support for DTX.

Dan Torres, Sprinkler Fitters Local 43, expressed support for DTX and said that jobs in that area were crucial for their union members.

Ben Carlson, Friends of the Urban Forest, commented that the EPAC's equity-oriented priorities should support additional planting of street trees in neighborhoods that had been bypassed for urban greening in the past. He said the program was an effective measure for mitigating the impact of climate change.



John Arantes, with SEIU 1021, expressed support for additional BART funding.

John Doherty, a union member, expressed support for DTX and pointed out that the project leveraged local funds at a ratio of 11:1, helped keep San Francisco relevant, and helped keep cars off the road.

Roz Arbel expressed opposition to reducing funding for tree planting. They said trees were essential for wellbeing and help sequester CO2 and that according to the National Oceanic and Atmospheric Administration, methane concentrations had exploded, exacerbating the climate crisis.

Bill Blackwell, Plumbers & Pipefitters union, expressed support for DTX and said the last few years had been tough on construction workers and apprenticeships and DTX was ready to go.

Priya Mathur, BART, said the scenarios were not materially different than scenarios last month and they did not reflect the EPAC's intention to increase funding for BART's programs. She said BART's funding was needed for critical investments including \$100 million for core capacity and \$140 million for maintenance, renovation and replacement. She said BART had a diverse workforce, and through contracts employed tens of thousands of additional workers in the Bay Area.

Josh Klipp said if the expenditure plan went forward without funding for tree planting, there would not be broad support and there would be mobilization regarding funding for tree planting. They said trees were critical for encouraging transit, walking, and biking and that trees were important for equity and climate resiliency.

Pedro Mendez, Carpenters Local 22, expressed support for DTX and said workers in the construction trades were important to San Francisco. They said the project would provide green jobs and was important for connecting workers to housing and healthcare.

John Nulty expressed concern about trees being removed in the city. They said Prop E passed in 2017 to fund maintenance of street trees but there was no funding to plant trees. They said trees were being removed at an alarming rate and they would like to maintain \$20 million for the tree planting program.

Ed Mason said tree planting should be funded through a separate ballot measure and fund source, saying that the program competed for funds for other transportation project as long as it was included in the sales tax expenditure plan. They said that, with inflation and public debt, transportation funds would be increasingly difficult to secure.

Bang Ngo, Students for Environment and Equity at De Anza College (SEED), expressed support for an increase in funding for Paratransit, saying the current level of support was not sufficient to meet the need for the service.

Michael Nulty said funding for tree planting should not be eliminated and said, unlike other line items in the draft expenditure plan, did not have alternate fund sources.



Chair Jawa clarified that elimination of funding for tree planting was not on the table but that the EPAC was considering a reduction from \$23.8 million (Priority 1) to either \$20 million (Priority 1 plus \$4 million in Priority 2) or \$22 million (Priority 1 plus \$2 million in Priority 2), depending on the scenario.

Jonathan Rewers, SFMTA, said that Muni was the largest transit agency in the region and carried the majority of ridership in the region and unlike other agencies, did not have dedicated outside fund sources such as BART's \$3.5 billion bond or Caltrain's Measure RR [approved by San Francisco, San Mateo and Santa Clara county voters], and that Muni relied on sources within San Francisco to support the system and provide a reliable, safe, clean system.

Cheryl Thornton said the Paratransit program needed additional funding and transit lines were disconnected, making it difficult to get to medical appointments, the grocery store or church without transferring buses and seniors and people with disabilities cannot use standard transit. They said 8% of the expenditure plan was not enough to meet the need.

Pamela Herhold, BART, said BART received revenue from a permanent half-cent sales tax that was shared with other operators and the \$3.5 billion BART Measure RR [approved by Alameda, Contra Costa and San Francisco county voters] was being reinvested with most investment in or benefitting San Francisco.

Chair Jawa addressed the comments that the programs seemed vague and said it was because the EPAC was tasked with laying out categories of funding and priorities for a 30-year plan. He said the committee hears the importance of paratransit and trees and the climate emergency and knows the critical role that all transit operators play in the transportation system. He said the final expenditure plan would necessarily be a compromise.

Public Comment was closed and Chair Jawa asked Ms. Beaulieu to help kick off the funding level discussion.

Ms. Beaulieu suggested starting with the Safer and Complete Streets program which received the most votes for increased funding in the prior EPAC meeting poll.

A member said speaking for the San Francisco biking community, they were leaning toward supporting Scenario 3 and suggested that the Safer and Complete Streets program would most help the City progress toward its Vision Zero goals. They said everybody was affected by a lack of safety on city streets and there was an urgent need. They asked for a minimum of \$7 million be dedicated within this program to the Safe Routes to Schools non-infrastructure program, saying it was vital for families and funding has been inconsistent which reduced efficacy.

A member referenced Scenario 3 and said that once \$90 million was separated out for signals, there was only a slight increase in the Safe and Complete Streets program and comprised only 6% of the overall Expenditure Plan. They advocated increasing Priority 2 funds for the program to bring it to 8%-10% of the Expenditure Plan. They also



expressed support for Safe Routes to School and said there was no other place in the Expenditure Plan that focused on youth, families, and children.

A member expressed caution at reducing funding for Muni Maintenance and said that Scenarios 2 and 3 had a larger cut so they preferred Scenario 1 or 2 but would not want to go to Scenario 3.

Ms. Beaulieu said there was Priority 2 funding in each scenario for equal or more funding than the baseline.

Ms. Lombardo added that Priority 2 funding would come later and maintenance needs continue, making maintenance a good candidate for Priority 2 funding which is more likely to be available in the latter half of the plan period.

A member expressed support for Scenario 2 citing increased Paratransit funding and agreement with where reductions were made.

A member expressed support for Scenario 2, saying it was the most balanced approach and agreed that Muni Maintenance needs to receive as much as possible and Scenario 2 reduced Priority 1 funds for Muni Maintenance less than Scenario 3.

Chair Jawa added that Scenario 2's increase in Priority 2 funds for the Muni Maintenance program could serve as a backstop to mitigate the decrease in Priority 1 funds.

A member said there seemed to be consensus for more funding to BART Core Capacity and they would like to reach at least \$100 million for the program. They said other counties were doing this and they would like to reach \$100 million without lowering funding for the maintenance program.

Chair Jawa asked the member for ideas on which programs to cut to make up the \$20 million difference from the \$80 million shown in Scenario 2 to the desired \$100 million.

The member suggested cuts to categories that seemed to be primarily intended for planning projects, namely Transportation Demand Management and Development Oriented Transportation, indicating there was regional funding for planning.

Chair Jawa asked staff if those were planning-only categories.

Ms. Beaulieu answered that neither category was exclusively for planning [both include planning to identify improvements and funds to implement the recommendations from the planning work] and implementation is the primary intent.

Ms. Lombardo said there may be additional federal funds available for BART Core Capacity, including the One Bay Area Grant (OBAG) program for the Transportation Authority had an upcoming call for projects.

The member said the program descriptions sounded like a combination of planning and project development and did not seem like a strong capital program.



Chair Jawa asked why Scenarios 2 and 3 didn't include Priority 2 funds for BART Core Capacity.

Ms. Beaulieu answered that BART's Core Capacity needs were near-term, so Priority 2 funds would not be helpful since they wouldn't be immediately available.

Chair Jawa suggested the EPAC consider moving Priority 1 funds to BART Core Capacity from BART Maintenance and then putting Priority 2 funding to BART Maintenance.

A member expressed support for Scenario 2 but said they were disappointed BART Core Capacity hadn't reached the \$100 million mark. They said San Francisco was not matching other counties and BART and Muni served more equity populations than Caltrain while Caltrain was receiving a sizable investment. They suggested reducing Priority 1 funding for planning programs and giving the funding to BART Core Capacity and then consider giving Priority 2 funding to the planning programs.

A member expressed support for Scenario 2, citing its funding levels for Paratransit and DTX. They expressed concern about reductions to Transportation Demand Management, noting that the projects supported by the program would include anti-violence campaigns such as "Not One More Girl" and fare discount pilots. They said funding for the program was worth preserving in Scenario 2.

A member commented that equity was best served by planning-oriented programs like Transportation Demand Management because they incorporated deeper community involvement. They said Scenario 2 did not include enough funding for Paratransit, citing the Paratransit program in Prop K was running out of funds and there was increasing demand. They said Paratransit staff were trying to make it as cost effective as possible and over 13,000 people used the service.

Chair Jawa pointed out that Scenario 2 increased funding for the Equity Priority Transportation Program as well as Paratransit. He suggested that in its policy discussion the EPAC consider a new equity metric in addition to the existing one for geographic equity.

A member expressed support for Scenario 2 and appreciated the clarification on funding for tree planting, saying there was actually a modest net increase in the scenarios. They also supported preserving Transportation Demand Management funds to the extent possible but supported moving some funds from Development Oriented Transportation to BART Core Capacity if needed. They said as a labor leader they support people of color and low-income people and there was an over reliance on public transit in these populations and BART was essential.

A member expressed support for either Scenarios 2 or 3 because of the increased funding for Paratransit. They said by 2030 seniors would be 30% of San Francisco's population and there were times when paratransit users couldn't go to day centers because of a lack of a ride or taxi vouchers available. They said the funding level was not enough but appreciated the increase and could support Scenario 2 overall.



A member agreed with previous comments that Scenario 2 was balanced but expressed a preference for more funding for the Safer and Complete Streets program, including Priority 2 funding level beyond what was shown in Scenario 3. They said these categories served equity goals because the Vision Zero High Injury network strongly correlated with underserved communities.

Chair Jawa agreed with more funding for the program and asked if the additional funding could be Priority 2 funding.

The member expressed preference for Priority 1 funds. They said they understood the need for DTX funding but were unclear about the minimum level of sales tax funding needed to make the DTX project viable.

Ms. Beaulieu commented that the \$316 million for DTX in all three scenarios included \$16 million carried over from the current Prop K program.

Lily Madjus Wu, TJPA, asked that the EPAC maintain the \$300 million in new funding, along with \$16 million in legacy funding, indicating this was the only non-discretionary funding available and reducing funding would have an impact on ensuring sufficient match to qualify the DTX project for \$900 million in federal funds.

A member agreed with a previous comment that the Safer and Complete Streets program facilitated equitable transportation and expressed support for increased funding for Safer and Complete Streets.

A member commented that the draft preliminary expenditure plan and refinement scenarios lacked sufficient good choices for supporting the transportation needs of low-income communities and people of color. They said they had been under the impression from previous meetings that EPAC support for BART was stronger than for Caltrain and expressed skepticism about chasing federal dollars when federal policy had encouraged San Francisco to become car-oriented in the first place. They advocated for investments in Muni, BART, and Paratransit.

Chair Jawa expressed agreement about the importance of an equity focus and pointed out that the refinement scenarios reduced Caltrain funding by \$10 million. He said there appeared to be consensus among the members that Scenario 2 should be the new baseline for the Expenditure Plan and that there was still interest in increased funding for BART Core Capacity, Safer and Complete Streets and Paratransit. He also suggested formalizing the notion that Equity Priority Communities be a factor in prioritizing projects and said this could be discussed during the policies discussion at the next EPAC meeting.

A member proposed that the agenda for the next meeting should schedule the policy discussion prior to discussion of adjustments to Scenario 2.

Chair Jawa said that policies and funding levels would both be discussed at the next EPAC meeting.



A member expressed strong support for Scenario 2 and prioritizing Equity Priority Communities and asked how funding would be identified for the programs that were still being considered for an increase in funding.

A member commented that funding for the Safer and Complete Streets program was important for helping the City accommodate the pandemic-induced shift away from public transit to biking, walking, riding scooters, and skateboarding and did not want to overlook this transition.

A member thanked members of the public who had called to express support for tree planting. They expressed support for Scenario 2 and, if possible, moving Priority 2 funds for tree planting back to Priority 1.

A member expressed agreement with a previous comment that it was important to maintain funding for the Transportation Demand Management program but said they could support reducing funds and/or shifting to Priority 2 for Development Oriented Transportation and/or Managed Lanes and Express Bus in order to increase funding for BART.

A member expressed support for Scenario 2 because of the increased funding for Paratransit.

A member acknowledged the comments on maintaining funding for Transportation Demand Management and urged staff to think through the amount included for planning. They said some planning had already been done through ConnectSF and they would like to understand where the gaps remained and would like to know where cuts could be made.

Chair Jawa called for public comment on the funding levels discussion.

During public comment, Cheryl Thornton, a resident of the southeast section of District 10, expressed support for a new Caltrain station and more Muni bus lines, saying the area lacked good transit connections to downtown job centers.

Gloria Berry expressed appreciation for the EPAC's focus on Equity Priority Communities but disagreed that the Safer and Complete Streets program was an equity poster child. They said street closures were a nuisance and were discontinued in the Bayview and constructing curb ramps weren't a solution to repairing past harm in communities brought by transportation projects. They also asked that the EPAC find a way to better accommodate public comment.

Ed Mason said that EPAC should understand the implications of ConnectSF and expressed concern that the ConnectSF process could lead the Muni Core Capacity program to make changes that would exclude the J-line from the subway.

Cooper Makhijani expressed concern that so much sales tax funding was being considered for the DTX, given Caltrain's low ridership compared with BART and Muni. They said funding could be better spent on safer streets, maintenance deferrals and service improvements for BART and Muni.



Roland LeBrun said EPAC should understand that Caltrain ridership would increase as a result of the Downtown Rail Extension and Pennsylvania Avenue Alignment projects, and said the projects were critical to the feasibility of a second BART Transbay crossing.

Ben Carlson commented that, while the EPAC consensus might support Scenario 2, it was the worst of the scenarios for Tree Planting and urged the EPAC to protect tree funding.

Chair Deep thanked the members of the public who had called in to comment.

5. Public Comment

There was no general public comment.

6. Adjournment

The meeting was adjourned at 8:43 p.m.

ATTACHMENT 2.

New Expenditure Plan for San Francisco's Half- Cent Sales Tax for Transportation: Outreach Findings

Spring 2021 – Winter 2022



San Francisco
County Transportation
Authority

Draft

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1. Introduction

The San Francisco County Transportation Authority (Transportation Authority) has been preparing to ask San Francisco voters in November 2022 to continue the existing half-cent transportation sales tax and approve a new 30-year investment plan, also known as the Expenditure Plan. As with the prior two Expenditure Plans managed by the Transportation Authority, this new Expenditure Plan will determine how the Transportation Authority invests sales tax dollars to improve transportation across the city.

Outreach and engagement is a crucial component of developing a new Expenditure Plan with broad community support and equity at the forefront. The Transportation Authority has drawn on outreach that has been done for other efforts such as ConnectSF and the San Francisco Transportation Plan, as well as conducted outreach specific to the new Expenditure Plan. This Expenditure Plan outreach has particularly targeted low-income communities, communities of color, and monolingual communities across the city, to help advance the Transportation Authority's equity framework. This document outlines outreach activities, provides a synthesis of feedback from community outreach and details how that feedback has been used to inform development of a new Expenditure Plan.

2. Feedback Tools

The project team utilized the following channels to gather feedback:

- Partnered with **8 community-based organizations** serving Equity Priority Communities to conduct in-depth **community interviews**
 - Partnered with **3 community-based organizations to hold focus groups**, one each in Spanish, Chinese, and Russian, seeking feedback from monolingual communities that may not typically engage in transportation planning
 - Held **2 Town Halls** inviting a broader audience to provide feedback, including an option to view a recording of the town hall and provide feedback via email
 - Reached out to **29 community organizations** to spread awareness of outreach events and boost engagement
 - Presented to numerous local organizations via **9 roadshow events** to seek feedback from their constituencies
 - Hosted an **online survey available in multiple languages** asking about new and ongoing programs, receiving about **400 responses**
 - Conducted a review of past outreach to incorporate feedback from previous planning efforts, including community-based transportation plans
 - Held **11 virtual Expenditure Plan Advisory Committee Meetings**, open to the public with opportunity for public comment, to help shape the Expenditure Plan
-

- Made presentations at **5 Transportation Authority Community Advisory Committee** meetings and **5 Transportation Authority Board** meetings, open to the public with opportunity for public comment (as of February 15, 2022)
- Coming up: Statistically significant **voter opinion survey** representative of likely voters across the city

3. Summary of Key Findings

OVERALL THEMES

- There are **varied needs** and desires from different communities based in different parts of the city.
- **Improving transit** had broad support, including improvements to reliability, customer experience, better connections, and additional service.
- **Safety and accessibility** were a primary concern for many, including improving pedestrian and bicyclist safety and accessibility for seniors and people with disabilities.
- Putting equity at the forefront, including focusing investment in **Equity Priority Communities** and serving people with low incomes, was critical for many.
- Better **connections between neighborhoods**, especially considering changing pandemic travel patterns, and localized engagement around transportation solutions were emphasized.

4. Limitations of Outreach

Outreach was all virtual due to health orders related to the COVID-19 pandemic and many community-based organizations, particularly those serving disadvantaged populations, were overtaxed from having to address the ongoing challenges of the pandemic for their communities. To help address this, we held a series of in-depth interviews with representatives of community-based organizations serving Equity Priority Communities, held focus groups (in Chinese, Russian, and Spanish), and relied on members of the Expenditure Plan Advisory Committee to bring in their experience and share feedback from the communities they represent.

5. Key Findings from Community Interviews

Staff reached out to 18 community-based organizations and met with eight (8) organizations focused on serving Equity Priority Communities, including the Bayview, Chinatown, and senior populations. These were one-on-one community interviews that

provided background information on the half-cent transportation sales tax and reauthorization process and asked about community priorities. This was one way staff engaged with community-based organizations at a time when they were stretched thin helping their communities navigate and recover from the pandemic. The organizations and feedback are listed below.

5.1 | PARTICIPATING COMMUNITY-BASED ORGANIZATIONS

- A. Philip Randolph Institute
- BMAGIC
- Central City Single Room Occupancy Collaborative
- Chinatown Community Development Center
- Portola Neighborhood Association
- San Francisco Human Rights Commission
- Senior and Disability Action
- Southeast Asian Development Center

5.2 | OVERALL THEMES

Theme 1: Invest in transit

- Transit is the highest priority in some communities, especially with transit-dependent populations
- Transit maintenance is important
- There were affordability concerns, especially in light of the COVID-19 pandemic
- Support for funding paratransit

Theme 1 take-aways for Expenditure Plan design

- Include investments in transit and paratransit

Theme 2: Safety and security

- Concerns about street safety, specifically for pedestrians
- Concerns about personal safety, including on streets and on transit
- Desire to upgrade traffic signals to improve street safety
- Support for making quick-build projects permanent to improve bicycle and pedestrian safety

Theme 2 take-aways for Expenditure Plan design

- Include investments that support safety, including street and personal safety

Theme 3: Equity at the forefront

- Focus investments in low-income neighborhoods
- Provide in-language materials and resources, including maps and transit information
- Concerns about transportation affordability

Theme 3 take-aways for Expenditure Plan design

- Include equity in policies that prioritize funding
- Evaluate policies for inclusion, including multilingual outreach

Theme 4: School transportation solutions are needed

- Lack of yellow school buses makes getting to school difficult
- Additional Muni buses that serve schools are needed

Theme 4 take-aways for Expenditure Plan design

- Consider access to schools as prioritization metric for transit projects

6. Key Findings from Focus Groups

Focus groups were held in Chinese, Spanish, and Russian in partnership with three community-based organizations. They were focused on hearing from monolingual communities that may not typically engage in transportation planning. The focus groups were designed to be small group discussions around three questions:

1. Which ongoing programs are most important to your community,
2. What are your thoughts and feedback on the new program proposals, and
3. What other types of transportation investments would you like to see funded.

Participant information and themes are listed below.

6.1 | PARTICIPANT INFORMATION

Community Partner	Total Attendees	Languages Used
Community Youth Center of San Francisco	12	Cantonese
La Raza Community Resource Center	10	Spanish
Russian American Community Services	8	English, Russian

6.2 | OVERALL THEMES

Theme 1: Street safety and accessibility need improvement

- Participants would like safer pedestrian crossings and improved pedestrian access
- Separated bike lanes to improve safety
- Protected left turns were mentioned as a way to improve safety
- Additional traffic signals rather than stop signs, especially near parks and schools and in neighborhoods, as signals may be more respected by drivers

Theme 1 take-aways for Expenditure Plan design

-
- Include investments in bicycle and pedestrian safety and traffic signals

Theme 2: Transit is critical and improvements are needed

- Participants had concerns about overcrowding on transit
- Those who work non-traditional shifts would like more late night transportation options
- Reliability improvements, including transit-only lanes, are important to speed up buses
- Additional bus connections are needed between neighborhoods, as well as additional buses serving schools
- Transit should be safer, including more lighting at transit stops
- Pedestrian safety related to accessing transit should be improved, in particular pedestrian safety related to center-running buses on Geary Boulevard
- The need for restoration of Muni service was emphasized (amid the COVID-19 pandemic service cuts)

Theme 2 take-aways for Expenditure Plan design

- Include investments that improve transit, including reliability and safety benefits

Theme 3: Equity at the forefront

- Participants would like to invest more in transportation, especially in low-income communities
- Ensure all communities have good access to transportation options
- There were concerns about the affordability of transit. Ideas to improve affordability included transfer tickets and offering free weekend rides for families.

Theme 3 take-aways for Expenditure Plan design

- Put equity at the forefront of the expenditure plan, prioritizing investments in Equity Priority Communities which include concentrations of low-income households

Theme 4: Street resurfacing

- Some participants said that street repaving was essential for all modes
- Potholes present safety concerns and make it difficult for those with disabilities to ride the bus if the ride is too bumpy

Theme 4 take-aways for Expenditure Plan design

- Invest in street resurfacing to improve the transportation experience for all modes

Theme 5: Traffic congestion

- Some participants said they would like to improve the flow of traffic
 - Synchronize traffic signals to improve flow for vehicles and transit
 - Invest in transportation where new housing is being built to reduce congestion
 - Concerns about congestion getting on and off the Bay Bridge
-

Theme 5 take-aways for Expenditure Plan design

- Invest in traffic signals to support transportation citywide
- Invest in transportation in areas of housing growth

Theme 6: Street closures and parking

- There were concerns about street closures (slow streets) increasing congestion on other nearby streets, leading to unsafe driving, and reducing available parking
- Parking solutions mentioned include an app to find shared parking, stacked parking, and additional parking garages

Theme 6 take-aways for Expenditure Plan design

- Consider all modes when crafting the Expenditure Plan
- Invest in Transportation Demand Management programs that can help manage parking demand

7. Key Findings from Virtual Town Halls

Two virtual town halls were held to seek feedback from anyone interested in the draft Expenditure Plan investments. The town halls were advertised via community-based organizations, Transportation Authority Board members, and social media. One was held on a Tuesday evening and one on a Thursday evening to accommodate differing schedules. We also recorded a town hall and posted it online along with an option to provide feedback via email. Town Hall participant information and themes are listed below.

7.1 | PARTICIPANT INFORMATION

Community Partners	Total Attendees	Languages Used
<ul style="list-style-type: none"> • Asian Women's Resource Center • Gum Moon Residence Hall • Richmond Neighborhood Center • One Richmond • SF Council of District Merchants • Sunset Neighborhood Beacon Center • Wah Mei School • We Are OMI • WISE Health 	37	Cantonese, English
<ul style="list-style-type: none"> • N/A 	30	English

7.2 | OVERALL THEMES

Theme 1: Invest in Muni

- Improvements to bus stops, including accessibility, lighting, loading, signage and amenities
- Reliability improvements are important
- Participants would like additional service
- Prioritize street paving on streets with Muni routes

Theme 1 take-aways for Expenditure Plan design

- Include Muni investments in the Expenditure Plan, including funding for bus stop improvements

Theme 2: Focus on neighborhoods

- Support for neighborhood-scale planning focused on localized transportation barriers and solutions
- Connection to land use, including mixed use neighborhoods and accommodating growth
- Support for transit in neighborhoods, including loop shuttles

Theme 2 take-aways for Expenditure Plan design

- Include investments in neighborhood-scale planning
- Include funding for transportation that supports new development

Theme 3: Slow Streets

- There was both strong support and opposition to slow streets, including support for moving away from car-centric streets and opposition to streets being closed to vehicles
- Desire for traffic calming, safety improvements, and shared roadways rather than closing streets to vehicle traffic
- Some sentiment that tax dollars are being used on street paving but not everyone has access to a street if they're driving and it's closed to cars

Theme 3 take-aways for Expenditure Plan design

- Include flexibility in the Expenditure Plan to accommodate new transportation concepts, such as slow streets, and the need to evaluate and iterate on them
- Include eligibility for pilot projects to help with this

Theme 4: Pedestrian and bicycle facilities

- Interest in protected bike lanes and additional bike parking
- Sidewalk widening is needed in some areas with heavy pedestrian traffic
- Bikeshare/scootershare hubs that serve neighborhoods had support
- Prioritize street paving on streets that have bicycle facilities

Theme 4 take-aways for Expenditure Plan design

- Include investments in pedestrian and bicycle infrastructure and amenities that support walking and biking
- Include flexible eligibility for emerging concepts such as bikeshare/scootershare hubs

Theme 5: Equity at the forefront

- Participants urged consideration of social justice and climate goals in investments
- Modal equity was mentioned as well, including more space for people walking, biking, and taking transit related to space available for cars
- Some participants were interested in fare-free Muni
- Some participants emphasized the importance of funding paratransit

Theme 5 take-aways for Expenditure Plan design

- Invest in programs that promote equity
- Consider both social and geographic equity in prioritizing investments

Theme 6: Traffic congestion

- There were concerns about traffic congestion for those who drive
- Participants expressed a need to improve the transportation system in areas experiencing residential growth
- Support for traffic management, including signal synchronization to benefit both Muni and cars

Theme 6 take-aways for Expenditure Plan design

- Include funding for transportation that supports new development
- Include investments in signal upgrades

8. Key Findings from Roadshow Presentations

Project staff offered to attend existing community meetings in order to reach people where they already are and seek feedback on the draft Expenditure Plan. Organizations and committees invited staff to present on the half-cent transportation sales tax, answer questions, and get feedback from their membership. Participating organizations and themes are listed below.

8.1 | PARTICIPANT INFORMATION

- | | |
|---|--|
| • Potrero Boosters | • San Francisco Transit Riders |
| • Resilient District 10 | • SFCTA's Business and Labor Roundtables* |
| • San Francisco Bicycle Coalition | • SFMTA's Paratransit Coordinating Council |
| • San Francisco Black Led Organizations Coalition | • Tenderloin Traffic Safety Task Force |

*Attendees included representatives from: IW 378; Teamsters; Ironworkers Local; Transport Workers Union of America; Fisherman's Wharf CBD; McKinsey; Mission Bay TMA; Business Council on Climate Change; Salesforce

8.2 | OVERALL THEMES

Theme 1: Bicycle and pedestrian safety

- Participants would like protected bike lanes, especially to increase comfort in letting children ride to school
- Secure bike parking
- Support for quick build projects and bike infrastructure being installed throughout the city
- Desire for upgraded traffic signals, including pedestrian scrambles
- Concern about pedestrian safety where freeways meet city streets
- Concern about right-turning vehicles colliding with bikes at intersections

Theme 1 take-aways for Expenditure Plan design

- Invest in bicycle and pedestrian infrastructure, including signal upgrades

Theme 2: Transit investments

- Improve reliability, accessibility, personal safety and cleanliness of the transit system (local and regional)
- Improve transit access to parks and other amenities
- Invest in new buses, including electric vehicles and infrastructure needed to support them
- Install transit signal priority with upgraded signals
- Need to restore transit service (service cuts during pandemic), pay good wages to attract and retain drivers, mechanics, etc.

Theme 2 take-aways for Expenditure Plan design

- Invest in transit, including buses and electrification infrastructure and signal infrastructure that supports transit reliability

Theme 3: Equity at the forefront

- Equity should be at the root of a new expenditure plan
- Focus investments in Equity Priority Communities
- Recruit transportation employees with equity in mind, including in leadership and management positions, and create opportunities and scholarships for young people or those reentering the workforce
- Consider safety and affordability of freeway travel for people that have been displaced from the city and may not feel safe on transit or have transit options available

Theme 3 take-aways for Expenditure Plan design

- Include Equity Priority Communities as a mechanism for prioritizing investments
- Consider all modes in the Expenditure Plan

Theme 4: Better connect neighborhoods

- Focus on travel between neighborhoods rather than downtown because travel patterns are changing
-

Theme 4 take-aways for Expenditure Plan design

- Include investments that support neighborhood travel

Theme 5: Paratransit and accessibility

- Participants expressed support for funding paratransit
- Expressed need to improve accessibility, including bus stop locations for seniors and people with disabilities
- Interest in funding to repair paratransit equipment, buy replacement and/or additional vehicles, and expand service

Theme 5 take-aways for Expenditure Plan design

- Include investments in paratransit, including vehicle maintenance and replacement, and accessibility improvements

Theme 6: Innovative enforcement strategies

- Some participants would like funding for enforcement, specifically of cars blocking bike lanes, and photo enforcement using red light and speed cameras
- Desire for innovative enforcement strategies that are equitable
- Signage is not enough for enforcement

Theme 6 take-aways for Expenditure Plan design

- Consider flexible eligibility that would allow exploration of compliance strategies related to improving safety and promoting equity

Theme 7: School transportation

- Participants said it was difficult getting kids to school and there was a lack of school buses
- Biking to school would be more of an option if there were more protected bike lanes and ways to store bikes in apartments

Theme 7 take-aways for Expenditure Plan design

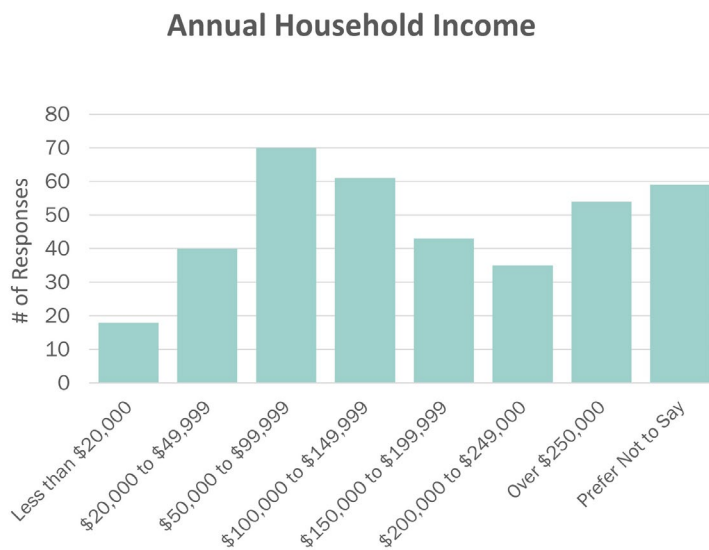
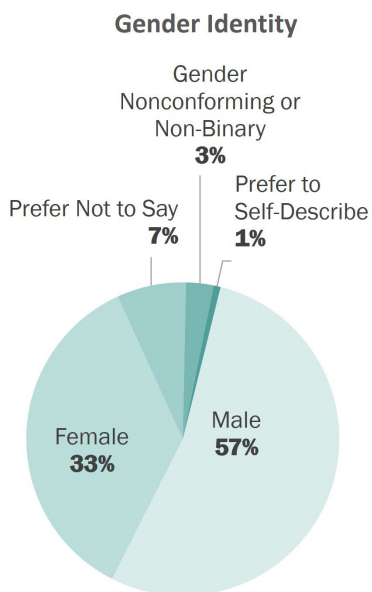
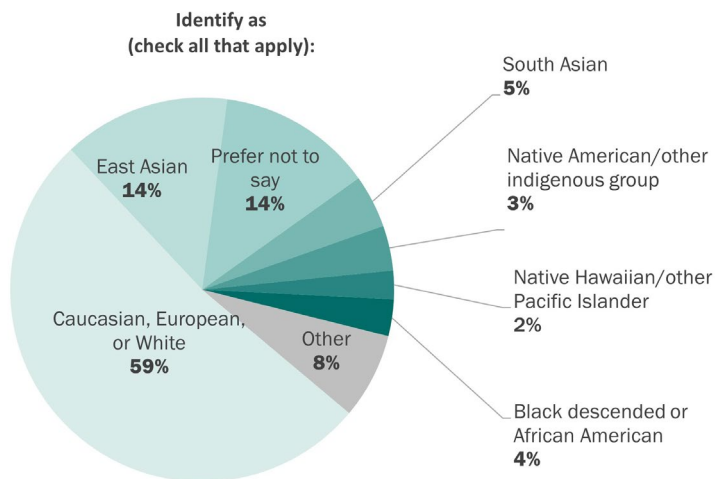
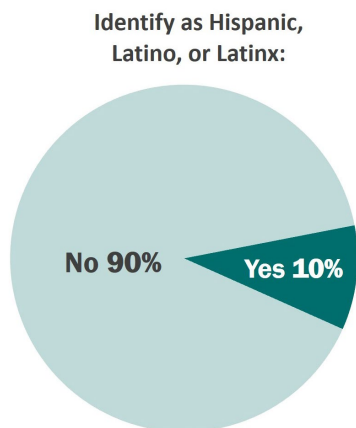
- Invest in bicycle safety improvements
- Consider school travel, such as Safe Routes to School programs, when developing program investments

9. Key Findings from Online Survey

An online survey was available in multiple languages from late September 2021 to early February 2022 and received about 400 responses. The survey provided information on the half-cent transportation sales tax as well as ongoing programs and new programs and asked participants how important (rank 1-5) these programs were to them. There were also opportunities for open-ended responses to ongoing and new programs. The survey also collected voluntary demographic data to determine if respondents were representative of San Francisco overall. Survey respondents differed from San Francisco's population, skewing more white and male. The project team focused much

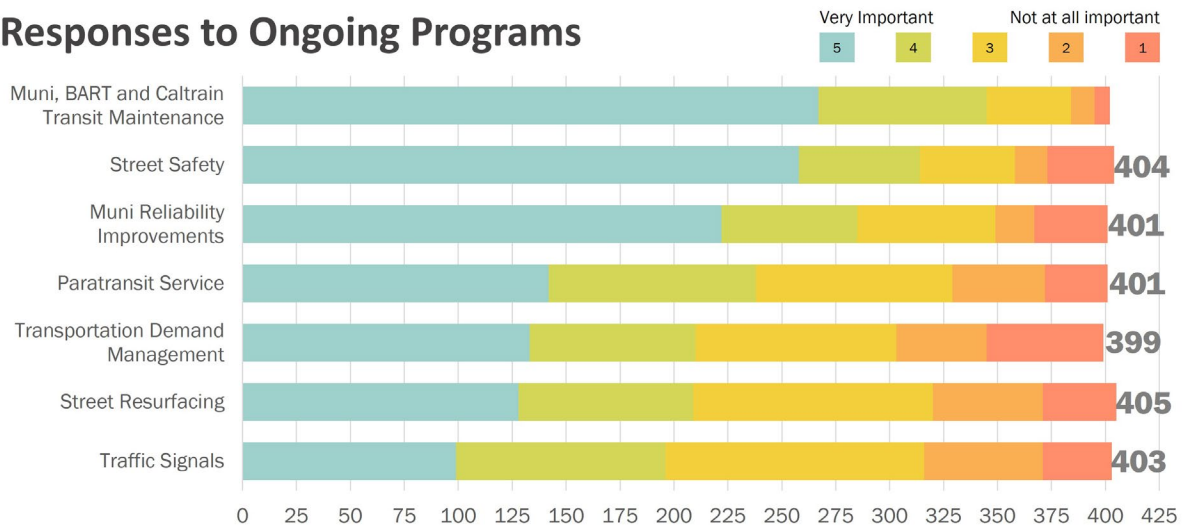
of the outreach strategy on partnering with community-based organizations on outreach formats that allowed for more in-depth feedback from low-income communities of color to ensure the process included thorough feedback from historically underinvested communities. Survey and demographic data are shown below.

9.1 | PARTICIPANT INFORMATION



9.2 | ONGOING PROGRAMS

Responses to Ongoing Programs

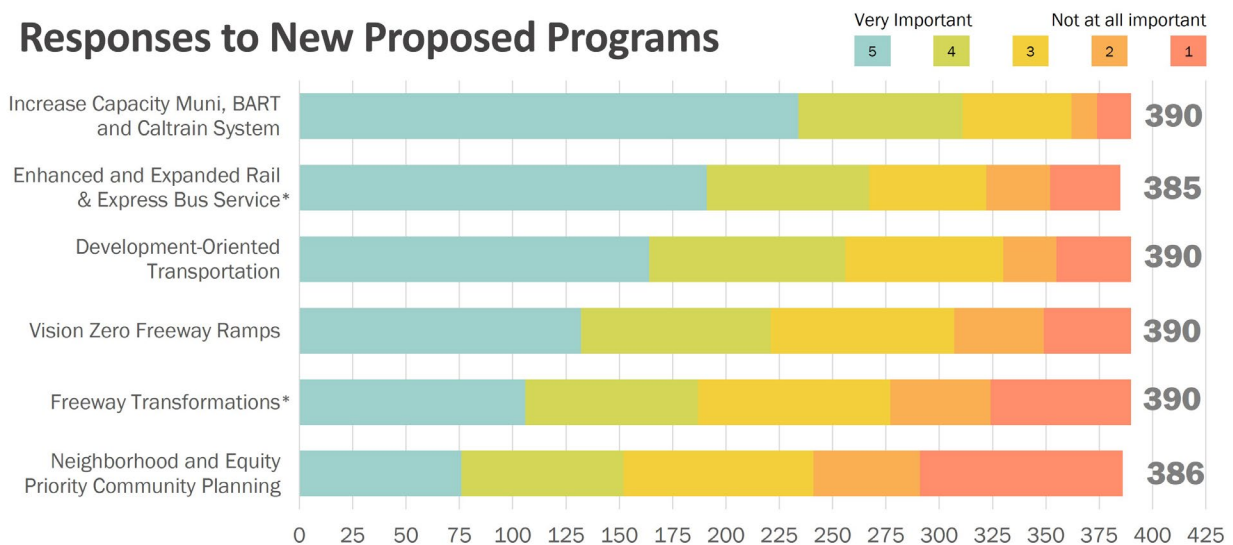


Take-aways for Expenditure Plan design

- Continue investing in ongoing programs, especially transit maintenance, street safety, and Muni reliability improvements.

9.3 | NEW PROGRAMS

Responses to New Proposed Programs



*Planning/design funds only

Take-aways for Expenditure Plan design

- Invest in transit capacity improvements, enhanced and expanded transit service, and transportation improvements that support new growth

9.4 | OVERALL THEMES FROM OPEN-ENDED RESPONSES

Theme 1: Transit improvements

- Expand bus and rail throughout the city
- Muni reliability improvements are critical
- Better integrate transit connections and transfers
- Address deliverability of major transit projects

Theme 1 take-aways for Expenditure Plan design

- Include investments in transit, including reliability and expansion
- Consider reporting mechanism for major transit projects

Theme 2: Safety and security

- Support for bicycle and pedestrian safety improvements, especially separated bike lanes
- Support for traffic calming improvements to slow down cars and improve safety
- Concerns about personal safety on transit and waiting at transit stops

Theme 2 take-aways for Expenditure Plan design

- Include investments that support safety, including street and personal safety

Theme 3: Slow streets

- There was some strong support for slow streets, including a permanent network around the city
- There was also opposition to slow streets, with a desire to open all streets to vehicles

Theme 3 take-aways for Expenditure Plan design

- Consider all modes when crafting the Expenditure Plan

Theme 4: Enforcement

- Some participants expressed a desire for traffic enforcement and wanted automated enforcement, including speed cameras and red light cameras
- There was also interest in parking enforcement, especially cars double-parking in bike lanes

Theme 4 take-aways for Expenditure Plan design

- Consider flexible eligibility that would allow exploration of innovative enforcement strategies related to improving safety and promoting equity

Theme 5: Parking and traffic congestion

- Some respondents had concerns about parking removal and would like parking preserved and additional parking made available in areas throughout the city
- Support for traffic signal synchronization to improve traffic flow

Theme 5 take-aways for Expenditure Plan design

- Consider all modes when crafting the Expenditure Plan
-

- Invest in traffic signal upgrades
- Invest in Transportation Demand Management programs that can help manage parking demand

Theme 6: Equity

- Some respondents expressed a desire to tear down freeways and reconnect communities to advance equity
- Concerns about transit affordability and a desire for free transit and/or capped fares across transit systems
- Support for paratransit and essential trip cards serving seniors and people with disabilities

Theme 6 take-aways for Expenditure Plan design

- Include program eligibility for transformative freeway projects
- Invest in paratransit to serve seniors and people with disabilities
- Consider equity in prioritizing investments

10. Key Findings from Review of Past Outreach

At the beginning of the reauthorization process, staff reviewed outreach findings from various other plans including ConnectSF, the San Francisco Transportation Plan, Downtown Congestion Pricing, and various community-based transportation plans. These findings provided an opportunity for staff to learn from prior efforts and helped to shape the outreach strategy for reauthorization. Many of the themes from past outreach, listed below, are similar to feedback themes heard throughout the reauthorization outreach phase.

10.1 | PLANS AND STUDIES REVIEWED

- ConnectSF: Vision and Part 2 Outreach Reports
- San Francisco Transportation Plan
- Downtown Congestion Pricing: Outreach Round 1
- Freeway Corridor Management Study
- Freeway Ramp Intersection Safety Studies 1 & 2
- Various community-based transportation plans

10.2 | OVERALL THEMES

Theme 1: Transit needs improvement

- Transit is often slow, unreliable, and infrequent with too many transfers
- Increase transit service, including more frequent service and longer vehicles
- Improve bus stops with amenities

- Expand the transit network
- Free or reduced transit fares
- Better transit connections

Theme 1 take-aways for Expenditure Plan design

- Include investments in improving transit, including reliability and expansion

Theme 2: Safety and security are a concern

- Safety and security are a primary concern for many
- Improve pedestrian safety, including crosswalks and lighting
- Improve bicycle safety with infrastructure improvements

Theme 2 take-aways for Expenditure Plan design

- Include investments that improve bicycle and pedestrian safety

Theme 3: Equity at the forefront

- Think about who benefits from investments and who has been harmed from previous transportation investments
- Design programs with equity at the forefront

Theme 3 take-aways for Expenditure Plan design

- Prioritize equity when making investment decisions
- Consider how to repair past harms from transportation projects with new investments

Theme 4: Parking and loading are a neighborhood concern

- Balance street improvements with need for parking
- Loading space is needed

Theme 4 take-aways for Expenditure Plan design

- Consider all modes of transportation

11. Expenditure Plan Advisory Committee

Development of the new Expenditure Plan has also been informed by an Expenditure Plan Advisory Committee (EPAC). The goal of the EPAC is to help shape the new Expenditure Plan and ultimately, recommend that the Transportation Authority Board approve the new Expenditure Plan and place it on the ballot. The EPAC provides an opportunity to engage stakeholders deeply in the development of a new Expenditure Plan. The 27 member EPAC represents a broad coalition of interests, including:

- 13 equity and neighborhood-focused representatives
- 8 advocacy organizations
- 6 business and civic group representatives

The EPAC has been meeting approximately bi-monthly from September to February (final meeting anticipated February 24, 2022) and meetings are open to the public, with public comment taken at each meeting. For more information on the EPAC, please visit sfcta.org/expenditureplan.

Acknowledgements

This outreach summary is part of the San Francisco County Transportation Authority's development of a new Expenditure Plan for the existing half-cent sales tax for transportation. For more information about the new Expenditure Plan, please visit sfcta.org/expenditureplan.

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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				

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Agenda Item 4.

Recommend Adoption of the 2022 Expenditure Plan



San Francisco
County Transportation
Authority

February 24, 2022



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

Project Prioritization Process



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.





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



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Open and public process for 5YPP development

- Public outreach during the development of the 5YPPs
- Board and Community Advisory Committee process

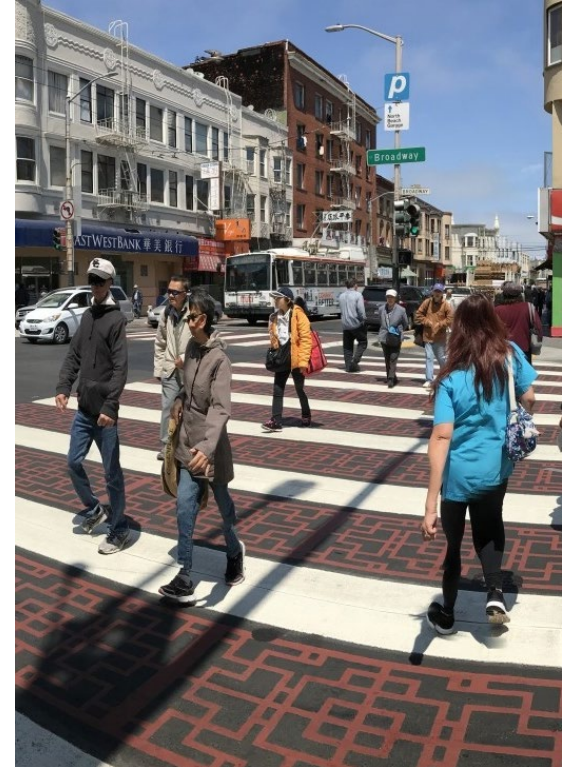


Proposed Reporting Requirement

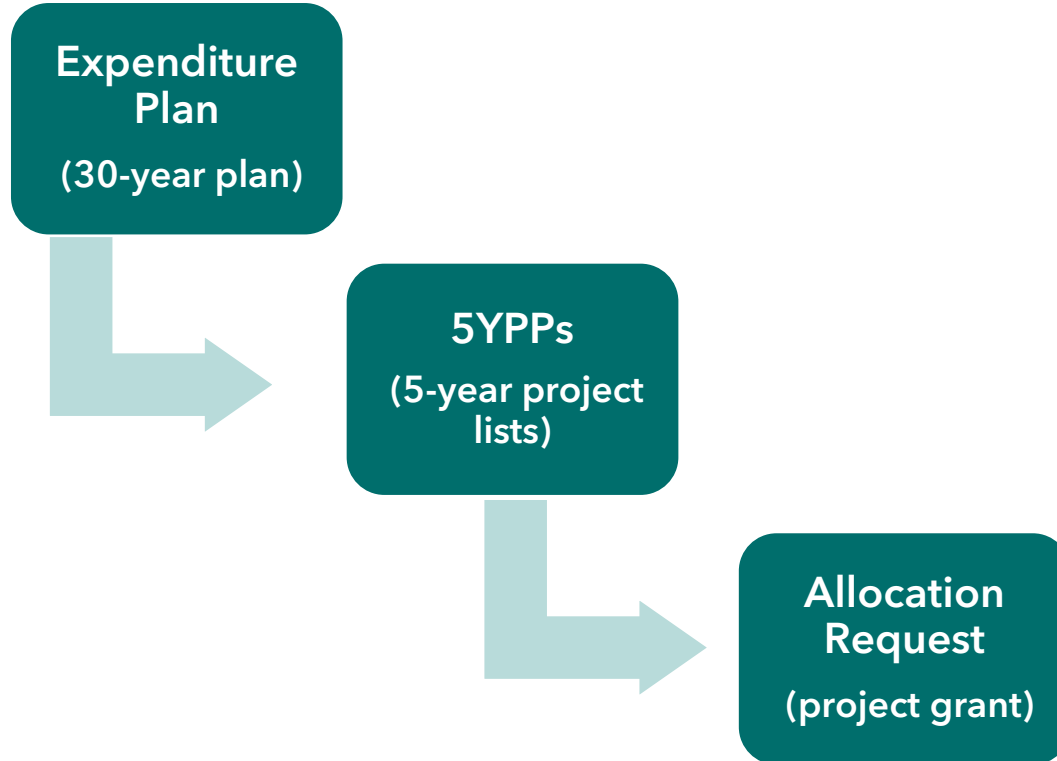


New requirement to inform project selection process:

- At least every 5 years report on both citywide geographic distribution and the distribution of projects benefitting Equity Priority Communities and disadvantaged populations



Transparency & Accountability



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?



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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



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

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.



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?



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Questions & Discussion

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



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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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- **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

DRAFT 2022 Expenditure Plan Policies

This document includes all the proposed Expenditure Plan text except the Summary Table (see Attachment 2) and Description of Programs (See Attachment 3).

1. Introduction

A. Summary. The New 2022 Expenditure Plan identifies transportation improvements to be funded from the retail transactions and use tax authorized under Public Utilities Code section 131000 et seq. and passed by San Francisco voters at the November 2022 election as Proposition (Prop) TBD ("2022 Sales Tax") ~~extension of the existing half-cent transportation sales tax~~. The programs included in the 2022 Expenditure Plan are designed to be implemented over the next 30 years. The New 2022 Expenditure Plan includes investments in five major categories: Major Transit Projects, Transit Maintenance & Enhancements, Paratransit, Streets & Freeways, and Transportation System Development & Management. Major Transit Projects to support more reliable buses and trains and core capacity improvements; Transit Maintenance & Enhancements to help keep transit running safely and make connectivity, accessibility, and reliability improvements; Paratransit services for seniors and people with disabilities; Streets & Freeways to deliver safer, smoother streets including bicycle and pedestrian improvements and street resurfacing; and Transportation System Development & Management to fund programs that reduce congestion and improve air quality and transportation/land use coordination.

Context. Since 1990, San Francisco has had a one-half of one percent transactions and use tax authorized under Public Utilities Code section 131000 et seq dedicated to funding transportation improvements. San Francisco voters approved the first such sales tax and expenditure plan in November 1989 and the second in November 2003. The San Francisco County Transportation Authority (Transportation Authority) was established through the 1989 ballot measure to administer the sales tax and subsequently was designated as administrator of the 2003 successor measure.

The New 2022 Expenditure Plan for the use of funds from the Prop TBD funds 2022 Sales Tax was developed by the Expenditure Plan Advisory Committee (EPAC), established by the San Francisco County Transportation Authority (Transportation Authority) Board, with technical assistance provided by the Transportation Authority and other transportation agencies. The roster of EPAC members is provided in Attachment 1. The Expenditure Plan was recommended by the Transportation Authority Board on [date].

Guided by the EPAC, equity has been at the forefront of the process to develop the New 2022 Expenditure Plan, the investments included within, as well as how it will be administered.

Half of the EPAC is comprised of representatives from Equity Priority Communities (EPCs), including organizations that serve EPCs. The process to develop the New 2022 Expenditure Plan included robust outreach and engagement in multiple languages, with a focus on reaching EPCs and populations that do not typically engage in transportation planning.

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Investments are designed to fill gaps identified in an equity analysis conducted at the beginning of the process and include improvements to travel time and accessibility, traffic safety, and public health, as well as addressing transportation costs and supporting community-based planning, including a focus on EPCs.

Administration of the [New 2022](#) Expenditure Plan will include a transparent and accountable process, and equity requirements have been built into administration. More details on administration are included in Section 5. Implementation Provisions.

By providing the required local match, [Prop T](#) ~~B~~ [the 2022 Sales Tax](#) is intended to leverage about ~~\$23.7~~ billion in federal, state, regional and other local funding for transportation projects in San Francisco.

The [New 2022](#) Expenditure Plan ~~is~~ [contains](#) a list of transportation programs describing the types of transportation investments that will be given priority for [Prop T](#) ~~B~~ [the 2022 Sales Tax](#) funding. As such the [New 2022](#) Expenditure Plan shall be amended into the Capital Improvement Program of the Congestion Management Program, developed pursuant to section 65089 of the California Government Code. These programs are intended to help implement the long-range vision for the development and improvement of San Francisco's transportation system, as articulated in the San Francisco Transportation Plan (SFTP) 2050.

The SFTP is the City's blueprint to guide the development of transportation funding priorities and policy. The SFTP is a living document, updated on a quadrennial basis to identify and address changing needs and regional trends and align them with available funding.

B. Goals. The purpose of the [New 2022](#) Expenditure Plan is to implement the priorities of the SFTP 2050 through investment in projects and programs that include planning, maintenance, and rehabilitation of, and improvements to the city's multi-modal transportation system. The SFTP 2050 is part of the ConnectSF initiative, a multi-agency collaborative process to build an effective, equitable and sustainable transportation system for San Francisco's future. The goals of ConnectSF and of the SFTP 2050 are:

- **Equity.** San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.
- **Economic Vitality.** To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.
- **Environmental Sustainability.** The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.
- **Safety and Livability.** People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.
- **Accountability and Engagement.** San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

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C. Plan Findings and Structure. The Transportation Authority finds that:

- i. Adoption of an ordinance to impose a sales tax at the existing half-cent rate for the 30-year implementation period of the 2022 Expenditure Plan is necessary in order to fund the transportation programs listed in Section 3, Table 1 and further detailed in Section 4, Description of Programs.
- ii. It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because San Mateo, Alameda, Contra Costa, Marin and San Mateo Counties have already adopted Transportation Expenditure Plans.

The Transportation Authority recommends that the San Francisco Board of Supervisors place the aforementioned sales tax ordinance on the November 2022 ballot.

The 2022 New Expenditure Plan is organized into five sections.

Section 1: Introduction provides background on the Plan's goals and development. Section 2: General Provisions provides further context on the Plan's policies and administration. Section 3: Expenditure Plan Summary Table summarizes the Plan's investment detail (e.g. recommended funding distribution) by category, sub-category and program. Section 4: Description of Programs contains descriptions of the programs (organized by category and subcategory), and including the types of projects that are eligible for funding under each of them. Section 5: Implementation Provisions describes the process for prioritizing and allocating funds from the 2022 Sales Tax following adoption of the Plan.

2. General Provisions

- A. Sales Tax Revenues.** The New 2022 Expenditure Plan shall supersede the Proposition K Expenditure Plan, adopted in 2003, as of the operative date of the Ordinance, pursuant to Section 131105 of the California Public Utilities Code 2022 Sales Tax, which shall be at the same. The existing one-half percent rate as local sales tax dedicated to transportation improvements (approved by San Francisco voters in November 2003 as Proposition K, and) shall be continued imposed for the 30-year duration of the New 2022 Expenditure Plan.

Revenues from the 2022 Sales Tax are estimated under three two scenarios over the 30-year period of the New Expenditure Plan, both of which net out an estimated \$550 million in Proposition K financial liabilities (See Section D, Successor Program). The conservative projection, which corresponds to Priority 1 funding levels, puts the total revenue level at \$~~2.378~~ billion (2020 dollars). This scenario reflects an average growth rate of ~~2.1~~%, and an inflation-based discount rate of ~~3~~%. The more optimistic revenue projection, which corresponds to Priority 2 funding levels, reflects an average growth rate of ~~2.6~~%, and an inflation-based discount of ~~3~~%.

- B. Fiscal Constraint.** The 2022 Expenditure Plan is fiscally constrained to the total funding expected to be available for each category (e.g., percent of revenues designated for each category) and by the funding caps established for each program. The financial

[constraint is further detailed within each program through the specification of funding priority levels, f.i.e., Priority 1 and Priority 2 \(See Section 4 Description of Programs\).](#)

B.C. Restriction of Funds. [2022 Ssales Ttax](#) revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise explicitly specified in the Section 4. Description of Programs. In accordance with enabling legislation and adopted principles, [2022 Ssales Ttax](#) revenues generated pursuant to this plan shall be subject to the following restrictions:

i. **No Substitution.**

- a. [2022 Sales Ttax](#) revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes [listed in the 2022 Expenditure Plan](#).
- b. Proceeds from the sale or liquidation of capital assets funded with [2022 Ssales Ttax](#) revenues shall be returned to the Transportation Authority (in proportion to the contribution of [2022 Ssales Ttax](#) revenues to the total original cost of the asset), for re-allocation to eligible expenses within the program from which funds were expended for the original investment.

ii. **No Expenditures Outside San Francisco.** Unless otherwise explicitly specified in Section 4. Description of Programs, no [2022 Ssales Ttax](#) funds shall be spent outside the limits of the City and County of San Francisco except for cases that satisfy all ~~of~~ the following conditions:

- a. **Quantifiable Benefit.** The proposed project is eligible to be funded with the [2020 Ssales Ttax](#) consistent with the [2022 Expenditure Plan](#), and planning or other studies, developed in order to enable its implementation, demonstrate that there will be a quantifiable benefit to the City and County's transportation program from the expenditure of funds beyond the City and County line. A quantifiable benefit is defined as a measurable increase in the cost effectiveness of a project or group of transportation projects and or services at least partially funded with [2022 Ssales Ttax](#) funds, located along the corridor or in the immediate geographic area of the City and County where the project in question is proposed to occur.
- b. **Expenses Matched by Other Counties.** The proposed expense is matched by funding from the county where the expenditure of [2022 Ssales Ttax](#) funds is proposed to be made.

Should transportation projects or services contemplated in the plan require the participation of multiple counties for any phase of project planning or implementation, the Transportation Authority shall work cooperatively with the affected county or counties to ensure successful project implementation.

iii. **Funding Caps for Legacy Projects.** Projects carried forward from the [Proposition K Expenditure Plan](#) as legacy projects shall be eligible to receive Priority 1 funds from the designated programs, not to exceed the unallocated amounts programmed in the [2021-Proposition K Strategic Plan](#) [as of the operative date of the tax approved by the voters in **Prop.TBD**](#).

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~~iii-iv.~~ **Administration Costs.** Pursuant to Public Utilities Code section 131107, not more than 1 percent of the annual net amount of revenues raised by the 2022 Sales Tax may be used to administer the Expenditure Plan.

~~E.D.~~ **Successor Program.** The ~~New 2022~~ Expenditure Plan shall supersede the Proposition K Expenditure Plan, adopted in 2003, as of the operative date of the ~~Ordinance, pursuant to Section 131105 of the California Public Utilities Code 2022~~ Sales Tax. As such it will bear responsibility for any outstanding debt incurred by the Proposition K program, and for reimbursement of eligible costs for outstanding balances on Proposition K grants, and for other financial liabilities. All assets of the Proposition K program shall become Prop TBD program assets.

~~D.E.~~ **Bonding Authority.** The Transportation Authority shall be authorized to issue, from time to time, limited tax bonds in a total outstanding aggregate amount not to exceed \$1.9188 billion, payable from the sales tax revenues generated pursuant to this plan the tax adopted by the voters as Prop TBD. The Transportation Authority's bonding capacity shall be separate and distinct from that of the City and County of San Francisco.

~~E.F.~~ **Administration by the San Francisco County Transportation Authority.** The San Francisco County Transportation Authority, which currently allocates, administers, and oversees the expenditure of the existing Proposition K sales tax for transportation, shall allocate, administer and oversee the expenditure of the Prop TBD sales tax funds.

~~F.—Support of Adjacent Counties.~~ It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because San Mateo, Alameda, Contra Costa, Marin and San Mateo Counties have already adopted Transportation Expenditure Plans.

G. Environmental Review. Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act (NEPA), and/or the California Environmental Quality Act (CEQA), and other applicable laws shall be carried out as a prerequisite to the approval and implementation of any project, included legacy projects, to be funded partially or entirely with 2022 Sales Tax funds. No definite commitment to any activity or project is made by the adoption of the Expenditure Plan. The Expenditure Plan establishes a funding mechanism for transportation improvements which does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. The Expenditure Plan also does not limit the discretion of agencies proposing to carry out eligible projects to select a no action or a no project alternative.

3. Expenditure Plan Summary Table. Table 1 below summarizes the proposed half-cent 2022 Sales Tax revenue proposed allocations by category, subcategory, and program in constant 2020 dollars. The New Expenditure Plan is fiscally constrained to the total funding expected to be available for each category (e.g., percent of revenues designated for each category) and by the funding caps established for each program. The financial constraint is further detailed within each program through the specification of funding priority levels (Priorities 1, 2 and [TBD 3]) (See Section 4 Description of Programs). There are five categories, identified with capital letters (A through E). The first subdivision level under each category is known as a subcategory. Subcategories are indicated with lower case Roman numerals. The level below a subcategory is known as a program.

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The ~~2022~~ Expenditure Plan identifies eligible expenditures through a set of programs that guides the types of transportation projects that will be funded by the ~~2022 Sales Tax~~. The programs are set up to address allocation of funds to multi-year programs for a given purpose, such as street resurfacing or street safety improvements, for which not all specific project locations or improvements can be anticipated or identified at the time of adoption of the ~~2022~~ Expenditure Plan. This provides certainty about the types of investments that will be made balanced with the flexibility needed for a 30-year plan.

~~Adoption of an ordinance to continue the existing half-cent sales tax is necessary in order to fund the programs listed in Table 1. The tax shall be continued for the period of implementation of the New Expenditure Plan~~

TABLE 1. ~~New~~ Expenditure Plan Summary Table

[TO BE INSERTED. SEE AGENDA ITEM 4, ATTACHMENT 2 - DRAFT EXPENDITURE PLAN SUMMARY TABLE]

~~3.4.~~ **Description of Programs.** This section contains descriptions of the categories, subcategories, and programs in the ~~New 2022~~ Expenditure Plan and the types of projects that are eligible for funding under each of them. It also identifies the sponsoring agency or agencies for each program. The Total Funding figures correspond to the Total Expected Funding column in the Expenditure Plan Summary Table provided in Section 3, above. The percentage allocation of ~~2022 Sales Tax~~ funds to each of the major categories is as follows: Major Transit Projects - ~~XX.X22.4~~%, Transit Maintenance & Enhancements ~~XX.X41.2~~%, Paratransit - ~~XX.X11.2~~%, Streets and Freeways - ~~XX.X18.9~~%, and Transportation System Development & Management - ~~XX.X6.3~~%.

[TO BE INSERTED. FOR NOW SEE AGENDA ITEM 4, ATTACHMENT 3 - DRAFT DESCRIPTION OF PROGRAMS]

~~4.5.~~ **Implementation Provisions.**

- A. Strategic Plan.** Subsequent to voter approval of the ~~2022~~ Expenditure Plan, the Transportation Authority shall prepare a 30-year Strategic Plan that will serve as the primary financial tool for administering the ~~2022 Sales Tax~~. It shall include policies to guide day-to-day program administration consistent with the ~~2022~~ Expenditure Plan; updated ~~sales tax~~ revenue projections ~~for the 2022 Sales Tax~~; proposed ~~2022 Sales Tax programming and~~ expenditures by category, sub-category and program; and any associated financing needed to ensure funds are available to reimburse eligible expenditures. The Strategic Plan shall be prepared in concert with development of 5-Year Prioritization Programs (see Section 5.B.). The Transportation Authority Board shall adopt the Strategic Plan and updates thereof at least every 5 years.
- B. Prioritization Process.** Prior to allocation of ~~any revenues from the 2022 Sales Tax funds from any program~~, the Transportation Authority shall prepare, in close consultation with all other affected planning and implementation agencies, a 5-year prioritized program of projects or 5YPP including budget, scope and schedule consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board. For programs with only one eligible sponsoring agency, the Transportation Authority may designate that agency as the agency that is to prepare the 5YPP. The proposed projects shall be consistent with the San Francisco Transportation Plan and with the City's General Plan.

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The 5YPPs shall at a minimum address, the following factors:

1. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates; documented community support as appropriate.
2. Funding plan, including sources other than the [2022 Sales Tax](#).
3. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment and services.
4. How the project would advance equity or seek to mitigate any impacts on equity.
5. Project benefits including but not limited to how the project advances the goals of [San Francisco Transportation Plan](#) ~~the SFTP~~.
6. A prioritization mechanism to rank projects within the 5YPP, that includes at a minimum, the following required criteria:
 - a. Relative level of need or urgency
 - b. Cost-effectiveness
 - c. A fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
 - d. Level and diversity of community support. Projects with clear and diverse community support, [including from disadvantaged populations \(e.g., people with low incomes, people of color\)](#) -and/or identified through a community-based planning process will be prioritized. [Projects with documented support from disadvantaged populations will receive additional priority.](#) An example of a community-based plan is a neighborhood transportation plan, ~~but not a countywide plan or agency capital improvement program, corridor improvement study or station area plan that is community driven.~~
 - e. Benefit to disadvantaged populations, whether the project is directly located in an Equity Priority Community ~~or~~ can demonstrate benefits to disadvantaged populations.

The Transportation Authority and any appropriate designated agencies shall conduct the required public outreach and engagement to ensure an inclusive planning process for the development of the 5YPPs, as well as General Plan referral or referral to any City Department or Commission as required. The Transportation Authority working with eligible sponsoring agencies shall also identify appropriate performance measures [informed by the Congestion Management Program](#), such as increased system connectivity, increased transit ridership (net new riders), reductions in travel time for existing riders, ~~system safety, vehicle miles traveled,~~ and increased use of alternatives to the single-occupant automobile, along with a timeline for assessing the performance measures to inform the next 5YPP updates, which shall be at least every 5 years concurrent with Strategic Plan updates. ~~These performance measures shall be consistent with Congestion Management Program requirements and guidelines issued by the Transportation Authority.~~

In order to inform 5YPP development and allocation of funds, the Transportation Authority shall report at least once every 5-years on the citywide geographic distribution of 2022 Sales Tax allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations

Designated agencies shall be eligible for planning funds from the relevant Expenditure Plan programs for the purpose of completing the development of the 5YPP. Sponsoring agencies will be encouraged to explore alternative and non-traditional methods for project and service delivery where they offer opportunities for increased cost-effectiveness and/or shortened project delivery timelines.

As part of the Strategic Plan development process, the Transportation Authority shall adopt, issue and update detailed guidelines for the development of 5YPPs.

- C. **Project Delivery Oversight.** The Transportation Authority Board shall adopt project delivery oversight guidelines for major capital projects to be funded by the 2022 Sales Tax. The guidelines shall consider the total cost and complexity of a project in setting the definition of a major capital project. Objectives of these guidelines shall include supporting the cost effective and timely delivery of projects funded wholly or in part by the 2022 Sales Tax. Transportation Authority staff shall prepare a report at least annually, to the Transportation Authority Board, to communicate the status of these projects.
- D. **Funding Priority Levels.** Each ~~New 2022~~ Expenditure Plan program shall be funded using 2022 Sales Tax revenues up to the total amount designated for that program in Priority 1. If, after funding programming all Priority 1 funds to every programs in a subcategory, the latest Strategic Plan forecasts available revenues from the 2022 Sales Tax in excess of Priority 1 levels, the Transportation Authority Board may allow programming of Priority 2 revenues funds within the subcategory, subject to the category percentage caps and program dollar amount caps for Priority 2 established in the 2022 New Expenditure Plan. If, after programming at least 80% of Priority 2 funds, the latest Strategic Plan forecasts available revenues from the 2022 Sales Tax in excess of Priority 2 levels, the Transportation Authority Board may allow programming of revenues in excess of Priority 2 levels to programs in the Expenditure Plan as long as the percent of 2022 Sales Tax revenues designated for each category is maintained in compliance with the prioritization provisions set forth in Sections 2B, 5.B., and 5.D. [TBD if EPAC Recommends Priority 3. After funding at least 80% of Priority 2 program dollar amounts, the Transportation Authority Board may program Priority 3 requests, if the latest Strategic Plan forecasts revenues beyond the total Priority 2 level.]
- E. **Cost Savings and Remaining Funds.** If the eligible sponsoring agency or agencies complete delivery of a 2022 n Expenditure Plan program or legacy project or determine that they will no longer pursue implementation of the program or legacy project with 2022 Sales Tax funds, the Transportation Authority Board may use any remaining 2022 Sales Tax funds in that program to fund one or more other Expenditure Plan programs in the same category that would otherwise be in compliance with the prioritization provisions set forth in Sections 2B3, 5.B. and 5.D. To do so, the Transportation Authority Board must first hold a public hearing on the matter and then not sooner than 30 days after the hearing, the Transportation

Agenda Item #4**Attachment 1 - Draft 2022 Expenditure Plan Policies**

v.7 Last Revised: 2/20/2022

Authority Board may, by a 2/3 vote, direct all or a portion of the remaining funds to one or more Expenditure Plan programs [with the same category](#).

Agenda Item #4
Attachment 1 - Draft 2022 Expenditure Plan Policies

v.7 Last Revised: 2/20/2022

Attachment 1. Expenditure Plan Advisory Committee Roster

Amandeep Jawa, Chair	Advocacy: Environment
Anni Chung, Vice Chair	Advocacy: Seniors and People with Disabilities
Jay Bain	Neighborhoods/Communities
Rosa Chen	Equity Priority Community/Community Advisory Committee
Majeid Crawford	Equity Priority Community
Zack Deutsch-Gross	Advocacy: Transit
Jessie Fernandez	Advocacy: Equity
Mel Flores	Equity Priority Community
Rodney Fong	Business/Civic: Large Business
Sharky Laguana	Business/Civic: Small Business
Aaron P. Leifer	Neighborhood/Community
Jessica Lum	Business/Civic: Tourism/Visitors
Jodie Medeiros	Advocacy: Walk
Maryo Mogannam	Business/Civic: Small Business
Maelig Morvan	Neighborhood/Community
Susan Murphy	Equity Priority Community
Calvin Quick	Advocacy: Youth
Pi Ra	Advocacy: Seniors and People with Disabilities
Maurice Rivers	Equity Priority Community
Eric Rozell	Equity Priority Community
Earl Shaddix	Equity Priority Community
Yensing Sihapanya	Equity Priority Community
Sujata Srivastava	Business/Civic: Civic
Wesley Tam	Neighborhood/Community
Kim Tavaglione	Business/Civic: Labor
Joan Van Rijn	Neighborhood/Community
Christopher White	Advocacy: Bike
Casandra Costello	Alternate: Business/Civic: Tourism/Visitors
Cathy de Luca	Alternate: Advocacy: Seniors and People with Disabilities
Daniel Herzstein	Alternate: Business/Civic: Large Business
Sasha Hirji	Alternate: Advocacy: Youth
Melvin Parham	Alternate: Equity Priority Community
Maribel Ramirez	Alternate: Equity Priority Community

Table 1: 2022 Expenditure Plan Summary Table
2020 \$Millions

	Total Expected Funding ¹	Total Prop TBD ²	% of Prop TBD Funding ³
A. Major Transit Projects	\$ 10,334.7	\$ 583.0	22.4%
i. Muni Reliability and Efficiency Improvements	\$ 1,088.3	\$ 110.0	
ii. Muni Rail Core Capacity	\$ 720.0	\$ 57.0	
iii. BART Core Capacity	\$ 3,516.4	\$ 80.0	
iv. Caltrain Service Vision: Capital System Capacity Investments	\$ 10.0	\$ 10.0	
v. Caltrain Downtown Rail Extension	\$ 5,000.0	\$ 326.0	
B. Transit Maintenance and Enhancements	\$ 10,066.3	\$ 1,071.0	41.2%
i. Transit Maintenance	\$ 9,047.1	\$ 975.0	
1. Muni Maintenance	\$ 7,934.8	\$ 825.0	
2. BART Maintenance	\$ 547.7	\$ 45.0	
3. Caltrain Maintenance	\$ 550.3	\$ 100.0	
4. Ferry Maintenance	\$ 14.3	\$ 5.0	
ii. Transit Enhancements	\$ 1,019.2	\$ 96.0	
1. Transit Enhancements	\$ 775.4	\$ 34.0	
2. Bayview Caltrain Station	\$ 100.0	\$ 27.0	
3. Mission Bay Ferry Landing	\$ 53.8	\$ 5.0	
4. Next Generation Transit Investments	\$ 90.0	\$ 30.0	
C. Paratransit³	\$ 1,270.0	\$ 290.0	11.2%
D. Streets and Freeways	\$ 3,765.1	\$ 490.0	18.9%
i. Maintenance, Rehabilitation and Replacement	\$ 2,194.7	\$ 214.0	
1. Street Resurfacing, Rehabilitation and Maintenance	\$ 1,984.0	\$ 105.0	
2. Pedestrian and Bicycle Facilities Maintenance	\$ 84.6	\$ 19.0	
3. Traffic Signs and Signals Maintenance	\$ 126.1	\$ 90.0	
ii. Safe and Complete Streets	\$ 1,107.8	\$ 233.0	
1. Safer and Complete Streets	\$ 911.8	\$ 180.0	
2. Curb Ramps	\$ 143.0	\$ 29.0	
3. Tree Planting	\$ 53.0	\$ 24.0	
iii. Freeway Safety and Operational Improvements	\$ 462.6	\$ 43.0	
1. Vision Zero Ramps	\$ 27.5	\$ 8.0	
2. Managed Lanes and Express Bus	\$ 211.0	\$ 15.0	
3. Transformative Freeway and Major Street Projects	\$ 224.1	\$ 20.0	
E. Transportation System Development and Management	\$ 836.8	\$ 164.0	6.3%
i. Transportation Demand Management	\$ 148.5	\$ 25.0	
ii. Transportation, Land Use and Community Coordination	\$ 688.3	\$ 139.0	
1. Neighborhood Transportation Program	\$ 191.2	\$ 46.0	
2. Equity Priority Transportation Program	\$ 192.2	\$ 47.0	
3. Development Oriented Transportation	\$ 273.7	\$ 36.0	
4. Citywide / Modal Planning	\$ 31.2	\$ 10.0	
Total	\$ 26,272.9	\$ 2,598.0	100.0%
Total Prop TBD Priority 1		\$ 2,378.0	
Total Prop TBD Priority 1 + 2		\$ 2,598.0	

Notes:

¹Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state, regional and local sources, plus \$2.598 billion in Prop TBD revenues. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

²The "Total Prop TBD" fulfills the requirements in Section 131051 (d) of the Public Utilities Code.

³Percentages are based on Prop TBD Priority 1 and 2 forecasts of \$2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

⁴With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Paratransit is the primary exception, providing door-to-door vans and others transportation services for seniors and persons with disabilities who cannot use regular fixed route transit. Total Expected Funding for Paratransit reflects Prop TBD revenues, Federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.



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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$3,516.4M; EP: ~~\$50M~~\$80M.

4iv. Caltrain Service Vision: Capital System Capacity Investments

Programmatic cCapital 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: ~~TBD~~\$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: ~~TBD~~\$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: ~~Rail 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: ~~TBD~~\$7,934.8M; EP: \$452.88~~25~~5M.

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: ~~TBD~~\$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: TBD; 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: ~~TBD~~\$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: ~~TBD~~\$53.8M; EP: ~~\$7M~~5M.

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 \\$30.25M is Priority 1 and the remainder is Priority 2.](#) Total Funding: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$84.6M; EP: ~~\$19~~17.6M.

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), -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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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: ~~TBD~~\$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.

DRAFT 2022 Expenditure Plan

1. Introduction

- A. Summary.** The 2022 Expenditure Plan identifies transportation improvements to be funded from the retail transactions and use tax authorized under Public Utilities Code section 131000 et seq. and passed by San Francisco voters at the November 2022 election as **Proposition (Prop) TBD** ("2022 Sales Tax"). The programs included in the 2022 Expenditure Plan are designed to be implemented over the next 30 years. The 2022 Expenditure Plan includes investments in five major categories: Major Transit Projects to support more reliable buses and trains and core capacity improvements; Transit Maintenance & Enhancements to help keep transit running safely and make connectivity, accessibility, and reliability improvements; Paratransit services for seniors and people with disabilities; Streets & Freeways to deliver safer, smoother streets including bicycle and pedestrian improvements and street resurfacing; and Transportation System Development & Management to fund programs that reduce congestion and improve air quality and transportation/land use coordination.

Context. Since 1990, San Francisco has had a one-half of one percent transactions and use tax authorized under Public Utilities Code section 131000 et seq dedicated to funding transportation improvements. San Francisco voters approved the first such sales tax and expenditure plan in November 1989 and the second in November 2003. The San Francisco County Transportation Authority (Transportation Authority) was established through the 1989 ballot measure to administer the sales tax and subsequently was designated as administrator of the 2003 successor measure.

The 2022 Expenditure Plan for the use of funds from the 2022 Sales Tax was developed by the Expenditure Plan Advisory Committee (EPAC), established by the Transportation Authority Board, with technical assistance provided by the Transportation Authority and other transportation agencies. The roster of EPAC members is provided in Attachment 1. The Expenditure Plan was recommended by the Transportation Authority Board on [date].

Guided by the EPAC, equity has been at the forefront of the process to develop the 2022 Expenditure Plan, the investments included within, as well as how it will be administered.

Half of the EPAC is comprised of representatives from Equity Priority Communities (EPCs), including organizations that serve EPCs. The process to develop the 2022 Expenditure Plan included robust outreach and engagement in multiple languages, with a focus on reaching EPCs and populations that do not typically engage in transportation planning.

Investments are designed to fill gaps identified in an equity analysis conducted at the beginning of the process and include improvements to travel time and accessibility, traffic safety, and public health, as well as addressing transportation costs and supporting community-based planning, including a focus on EPCs.

Administration of the 2022 Expenditure Plan will include a transparent and accountable process, and equity requirements have been built into administration. More details on administration are included in Section 5. Implementation Provisions.

By providing the required local match, the 2022 Sales Tax is intended to leverage about \$23.7 billion in federal, state, regional and other local funding for transportation projects in San Francisco.

The 2022 Expenditure Plan contains a list of transportation programs describing the types of transportation investments that will be given priority for 2022 Sales Tax funding. As such the 2022 Expenditure Plan shall be amended into the Capital Improvement Program of the Congestion Management Program, developed pursuant to section 65089 of the California Government Code. These programs are intended to help implement the long-range vision for the development and improvement of San Francisco's transportation system, as articulated in the San Francisco Transportation Plan (SFTP) 2050.

The SFTP is the City's blueprint to guide the development of transportation funding priorities and policy. The SFTP is a living document, updated on a quadrennial basis to identify and address changing needs and regional trends and align them with available funding.

- B. Goals.** The purpose of the 2022 Expenditure Plan is to implement the priorities of the SFTP 2050 through investment in projects and programs that include planning, maintenance, and rehabilitation of, and improvements to the city's multi-modal transportation system. The SFTP 2050 is part of the ConnectSF initiative, a multi-agency collaborative process to build an effective, equitable and sustainable transportation system for San Francisco's future. The goals of ConnectSF and of the SFTP 2050 are:
- **Equity.** San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.
 - **Economic Vitality.** To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.
 - **Environmental Sustainability.** The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.
 - **Safety and Livability.** People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.
 - **Accountability and Engagement.** San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.
- C. Plan Findings and Structure.** The Transportation Authority finds that:
- i. Adoption of an ordinance to impose a sales tax at the existing half-cent rate for the 30-year implementation period of the 2022 Expenditure Plan is necessary

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in order to fund the transportation programs listed in Section 3, Table 1 and further detailed in Section 4, Description of Programs.

- ii. It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because San Mateo, Alameda, Contra Costa, Marin and San Mateo counties have already adopted Transportation Expenditure Plans.

The Transportation Authority recommends that the San Francisco Board of Supervisors place the aforementioned sales tax ordinance on the November 2022 ballot.

The 2022 Expenditure Plan is organized into five sections.

Section 1: Introduction provides background on the Plan's goals and development. Section 2: General Provisions provides further context on the Plan's policies and administration. Section 3: Expenditure Plan Summary Table summarizes the Plan's investment detail (e.g. recommended funding distribution) by category, sub-category and program. Section 4: Description of Programs contains descriptions of the programs (organized by category and subcategory), including the types of projects that are eligible for funding under each of them. Section 5: Implementation Provisions describes the process for prioritizing and allocating funds from the 2022 Sales Tax following adoption of the Plan.

2. General Provisions

- A. Sales Tax Revenues.** The 2022 Expenditure Plan shall supersede the Proposition K Expenditure Plan, adopted in 2003, as of the operative date of the 2022 Sales Tax, which shall be at the same one-half percent rate as approved by San Francisco voters in November 2003 as Proposition K, and shall be imposed for the 30-year duration of the 2022 Expenditure Plan.

Revenues from the 2022 Sales Tax are estimated under two scenarios over the 30-year period of the New Expenditure Plan, both of which net out an estimated \$550 million in Proposition K financial liabilities (See Section D, Successor Program). The conservative projection, which corresponds to Priority 1 funding levels, puts the total revenue level at \$2.378 billion (2020 dollars). This scenario reflects an average growth rate of 2.1%, and an inflation-based discount rate of 3%. The more optimistic revenue projection, which corresponds to Priority 2 funding levels, reflects an average growth rate of 2.6%, and an inflation-based discount of 3%.

- B. Fiscal Constraint.** The 2022 Expenditure Plan is fiscally constrained to the total funding expected to be available for each category (e.g., percent of revenues designated for each category) and by the funding caps established for each program. The financial constraint is further detailed within each program through the specification of funding priority levels, i.e., Priority 1 and Priority 2 (See Section 4 Description of Programs).
- C. Restriction of Funds.** 2022 Sales Tax revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise explicitly specified in the Section 4. Description of Programs. In accordance with enabling legislation and adopted principles, 2022 Sales Tax revenues generated pursuant to this plan shall be subject to the following restrictions:

i. **No Substitution.**

- a. 2022 Sales Tax revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes listed in the 2022 Expenditure Plan.
- b. Proceeds from the sale or liquidation of capital assets funded with 2022 Sales Tax revenues shall be returned to the Transportation Authority (in proportion to the contribution of 2022 Sales Tax revenues to the total original cost of the asset), for re-allocation to eligible expenses within the program from which funds were expended for the original investment.

ii. **No Expenditures Outside San Francisco.** Unless otherwise explicitly specified in Section 4. Description of Programs, no 2022 Sales Tax funds shall be spent outside the limits of the City and County of San Francisco except for cases that satisfy all the following conditions:

- a. **Quantifiable Benefit.** The proposed project is eligible to be funded with the 2020 Sales Tax consistent with the 2022 Expenditure Plan, and planning or other studies, developed in order to enable its implementation, demonstrate that there will be a quantifiable benefit to the City and County's transportation program from the expenditure of funds beyond the City and County line. A quantifiable benefit is defined as a measurable increase in the cost effectiveness of a project or group of transportation projects and or services at least partially funded with 2022 Sales Tax funds, located along the corridor or in the immediate geographic area of the City and County where the project in question is proposed to occur.
- b. **Expenses Matched by Other Counties.** The proposed expense is matched by funding from the county where the expenditure of 2022 Sales Tax funds is proposed to be made.

Should transportation projects or services contemplated in the plan require the participation of multiple counties for any phase of project planning or implementation, the Transportation Authority shall work cooperatively with the affected county or counties to ensure successful project implementation.

- iii. **Funding Caps for Legacy Projects.** Projects carried forward from the Proposition K Expenditure Plan as legacy projects shall be eligible to receive Priority 1 funds from the designated programs, not to exceed the unallocated amounts programmed in the Proposition K Strategic Plan as of the operative date of the tax approved by the voters in **Prop TBD**.
- iv. **Administration Costs.** Pursuant to Public Utilities Code section 131107, not more than 1 percent of the annual net amount of revenues raised by the 2022 Sales Tax may be used to administer the Expenditure Plan.

D. Successor Program. The 2022 Expenditure Plan shall supersede the Proposition K Expenditure Plan, adopted in 2003, as of the operative date of the 2022 Sales Tax. As such it will bear responsibility for any outstanding debt incurred by the Proposition K program, for reimbursement of eligible costs for outstanding balances on Proposition

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K grants, and for other financial liabilities. All assets of the Proposition K program shall become **Prop TBD** program assets.

- E. Bonding Authority.** The Transportation Authority shall be authorized to issue, from time to time, limited tax bonds in a total outstanding aggregate amount not to exceed \$1.91 billion, payable from the sales tax revenues generated pursuant to the tax adopted by the voters as **Prop TBD**. The Transportation Authority's bonding capacity shall be separate and distinct from that of the City and County of San Francisco.
 - F. Administration by the San Francisco County Transportation Authority.** The San Francisco County Transportation Authority, which currently allocates, administers, and oversees the expenditure of the existing Proposition K sales tax for transportation, shall allocate, administer and oversee the expenditure of the **Prop TBD** sales tax funds.
 - G. Environmental Review.** Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act (NEPA), and/or the California Environmental Quality Act (CEQA), and other applicable laws shall be carried out as a prerequisite to the approval and implementation of any project, included legacy projects, to be funded partially or entirely with 2022 Sales Tax funds. No definite commitment to any activity or project is made by the adoption of the Expenditure Plan. The Expenditure Plan establishes a funding mechanism for transportation improvements which does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. The Expenditure Plan also does not limit the discretion of agencies proposing to carry out eligible projects to select a no action or a no project alternative.
3. **Expenditure Plan Summary Table.** Table 1 below summarizes the proposed 2022 Sales Tax revenue allocations by category, subcategory, and program in constant 2020 dollars. There are five categories, identified with capital letters (A through E). The first subdivision level under each category is known as a subcategory. Subcategories are indicated with lower case Roman numerals. The level below a subcategory is known as a program.

The 2022 Expenditure Plan identifies eligible expenditures through a set of programs that guides the types of transportation projects that will be funded by the 2022 Sales Tax. The programs are set up to address allocation of funds to multi-year programs for a given purpose, such as street resurfacing or street safety improvements, for which not all specific project locations or improvements can be anticipated or identified at the time of adoption of the 2022 Expenditure Plan. This provides certainty about the types of investments that will be made balanced with the flexibility needed for a 30-year plan.

Table 1: 2022 Expenditure Plan Summary Table
2020 \$Millions

	Total Expected Funding ¹	Total Prop TBD ²	% of Prop TBD Funding ³
A. Major Transit Projects	\$ 10,334.7	\$ 583.0	22.4%
i. Muni Reliability and Efficiency Improvements	\$ 1,088.3	\$ 110.0	
ii. Muni Rail Core Capacity	\$ 720.0	\$ 57.0	
iii. BART Core Capacity	\$ 3,516.4	\$ 80.0	
iv. Caltrain Service Vision: Capital System Capacity Investments	\$ 10.0	\$ 10.0	
v. Caltrain Downtown Rail Extension	\$ 5,000.0	\$ 326.0	
B. Transit Maintenance and Enhancements	\$ 10,066.3	\$ 1,071.0	41.2%
i. Transit Maintenance	\$ 9,047.1	\$ 975.0	
1. Muni Maintenance	\$ 7,934.8	\$ 825.0	
2. BART Maintenance	\$ 547.7	\$ 45.0	
3. Caltrain Maintenance	\$ 550.3	\$ 100.0	
4. Ferry Maintenance	\$ 14.3	\$ 5.0	
ii. Transit Enhancements	\$ 1,019.2	\$ 96.0	
1. Transit Enhancements	\$ 775.4	\$ 34.0	
2. Bayview Caltrain Station	\$ 100.0	\$ 27.0	
3. Mission Bay Ferry Landing	\$ 53.8	\$ 5.0	
4. Next Generation Transit Investments	\$ 90.0	\$ 30.0	
C. Paratransit³	\$ 1,270.0	\$ 290.0	11.2%
D. Streets and Freeways	\$ 3,765.1	\$ 490.0	18.9%
i. Maintenance, Rehabilitation and Replacement	\$ 2,194.7	\$ 214.0	
1. Street Resurfacing, Rehabilitation and Maintenance	\$ 1,984.0	\$ 105.0	
2. Pedestrian and Bicycle Facilities Maintenance	\$ 84.6	\$ 19.0	
3. Traffic Signs and Signals Maintenance	\$ 126.1	\$ 90.0	
ii. Safe and Complete Streets	\$ 1,107.8	\$ 233.0	
1. Safer and Complete Streets	\$ 911.8	\$ 180.0	
2. Curb Ramps	\$ 143.0	\$ 29.0	
3. Tree Planting	\$ 53.0	\$ 24.0	
iii. Freeway Safety and Operational Improvements	\$ 462.6	\$ 43.0	
1. Vision Zero Ramps	\$ 27.5	\$ 8.0	
2. Managed Lanes and Express Bus	\$ 211.0	\$ 15.0	
3. Transformative Freeway and Major Street Projects	\$ 224.1	\$ 20.0	
E. Transportation System Development and Management	\$ 836.8	\$ 164.0	6.3%
i. Transportation Demand Management	\$ 148.5	\$ 25.0	
ii. Transportation, Land Use and Community Coordination	\$ 688.3	\$ 139.0	
1. Neighborhood Transportation Program	\$ 191.2	\$ 46.0	
2. Equity Priority Transportation Program	\$ 192.2	\$ 47.0	
3. Development Oriented Transportation	\$ 273.7	\$ 36.0	
4. Citywide / Modal Planning	\$ 31.2	\$ 10.0	
Total	\$ 26,272.9	\$ 2,598.0	100.0%
Total Prop TBD Priority 1		\$ 2,378.0	
Total Prop TBD Priority 1 + 2		\$ 2,598.0	

Notes:

¹Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state, regional and local sources, plus \$2.598 billion in Prop TBD revenues. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

²The "Total Prop TBD" fulfills the requirements in Section 131051 (d) of the Public Utilities Code.

³Percentages are based on Prop TBD Priority 1 and 2 forecasts of \$2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

⁴With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Paratransit is the primary exception, providing door-to-door vans and others transportation services for seniors and persons with disabilities who cannot use regular fixed route transit. Total Expected Funding for Paratransit reflects Prop TBD revenues, Federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.

4. Description of Programs.

This section contains descriptions of the categories, subcategories, and programs in the 2022 Expenditure Plan and the types of projects that are eligible for funding under each of them. It also identifies the sponsoring agency or agencies for each program. The Total Funding figures correspond to the Total Expected Funding column in the Expenditure Plan Summary Table provided in Section 3, above. The percentage allocation of 2022 Sales Tax funds to each of the major categories is as follows: Major Transit Projects – 22.4%, Transit Maintenance & Enhancements 41.2%, Paratransit – 11.2%, Streets and Freeways – 18.9%, and Transportation System Development & Management – 6.3%.

A. MAJOR TRANSIT PROJECTS

i. 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: \$1,088.3M; EP: \$110M.

ii. 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: \$720M; EP: \$57M.

iii. 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: \$3,516.4M; EP: \$80M.

iv. Caltrain Service Vision: Capital System Capacity Investments

Programmatic 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

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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: \$10M; EP: \$10M.

v. 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 \$16M 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. Includes \$10M in Priority 2 funds.

Includes project development and capital costs. Sponsor Agencies: TJPA, SFCTA. Total Funding: \$5,000M; EP: \$326M.

B. TRANSIT MAINTENANCE & ENHANCEMENTS**i. Maintenance, Rehabilitation and Replacement Sub-Category**

1. **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 but are not limited to the following. Rail car, trolley coach and motor coach renovation and replacement of buses with zero emission vehicles, which may include additional vehicles 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; 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: \$7,934.8M; EP: \$825M.
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.

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Additional elevators, escalators, and faregates are also eligible. In shared BART/Muni stations, elevator and escalator projects must include shared Muni access and/or redundancy where 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: \$547.7M; EP: \$45M.

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: \$550.3M; EP: \$100M.
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: \$14.3M; EP: \$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: \$775.4M; EP: \$34M.
2. **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: \$100M; EP: \$27M.
3. **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: \$53.8M; EP: \$5M.
4. **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

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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. Sponsor Agencies: SFCTA; SFMTA; BART; PCJPB. The first \$25M is Priority 1 and the remainder is Priority 2. Total Funding: \$90M; EP: \$30M.

C. PARATRANSIT

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: \$1,270M; EP: \$290M.

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: \$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: SAS. Total Funding: \$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, SAS. Total Funding: \$84.6M; EP: \$19M.

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), 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.
- 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. Includes \$145M in Priority 1, of which a 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: \$911.8M; EP: \$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: \$143M; EP: \$29M.
3. **Tree Planting.** Planting and establishment of 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: SAS. Includes \$20M in Priority 1 and the remainder is Priority 2. Total Funding: \$53M; EP: \$24M.

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: \$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: \$211M; EP: \$15M.

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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: \$224.1M; EP: \$20M.

E. TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT**i. Transportation Demand Management Sub-Category**

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: \$1,548.1M; EP: \$25M.

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 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: \$191.2M; EP: \$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: \$192.2M; EP: \$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: \$273.7M; EP: \$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: \$31.2M; EP: \$10M.

5. **Implementation Provisions.**

- A. **Strategic Plan.** Subsequent to voter approval of the 2022 Expenditure Plan, the Transportation Authority shall prepare a 30-year Strategic Plan that will serve as the primary financial tool for administering the 2022 Sales Tax. It shall include policies to guide day-to-day program administration consistent with the 2022 Expenditure Plan; updated revenue projections for the 2022 Sales Tax; proposed 2022 Sales Tax programming and expenditures by category, sub-category and program; and any associated financing needed to ensure funds are available to reimburse eligible expenditures. The Strategic Plan shall be prepared in concert with development of 5-Year Prioritization Programs (see Section 5.B.). The Transportation Authority Board shall adopt the Strategic Plan and updates thereof at least every 5 years.
- B. **Prioritization Process.** Prior to allocation of any revenues from the 2022 Sales Tax, the Transportation Authority shall prepare, in close consultation with all other affected planning and implementation agencies, a 5-year prioritized program of projects or 5YPP including budget, scope and schedule consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board. For programs with only one eligible sponsoring agency, the Transportation Authority may designate that agency as the agency that is to prepare the 5YPP. The proposed projects shall be consistent with the San Francisco Transportation Plan and with the City's General Plan.

The 5YPPs shall at a minimum address, the following factors:

Agenda Item #4**Attachment 4 - Draft 2022 Expenditure Plan (clean copy)**

v.7 Last Revised: 2/20/2022

1. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates; documented community support as appropriate.
2. Funding plan, including sources other than the 2022 Sales Tax.
3. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment and services.
4. How the project would advance equity or seek to mitigate any impacts on equity.
5. Project benefits including but not limited to how the project advances the goals of the SFTP.
6. A prioritization mechanism to rank projects within the 5YPP, that includes at a minimum, the following required criteria:
 - a. Relative level of need or urgency
 - b. Cost-effectiveness
 - c. A fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
 - d. Level and diversity of community support. Projects with clear and diverse community support, including from disadvantaged populations (e.g., people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. Projects with documented support from disadvantaged populations will receive additional priority. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study or station area plan that is community driven.
 - e. Benefit to disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.

The Transportation Authority and any appropriate designated agencies shall conduct the required public outreach and engagement to ensure an inclusive planning process for the development of the 5YPPs, as well as General Plan referral or referral to any City Department or Commission as required. The Transportation Authority working with eligible sponsoring agencies shall also identify appropriate performance measures informed by the Congestion Management Program, such as increased system connectivity, increased transit ridership (net new riders), reductions in travel time for existing riders, system safety, vehicle miles traveled, and increased use of alternatives to the single-occupant automobile, along with a timeline for assessing the performance measures to inform the next 5YPP updates, which shall be at least every 5 years concurrent with Strategic Plan updates.

In order to inform 5YPP development and allocation of funds, the Transportation Authority shall report at least once every 5-years on the citywide geographic distribution of 2022 Sales Tax allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations

Designated agencies shall be eligible for planning funds from the relevant Expenditure Plan programs for the purpose of completing the development of the 5YPP.

Sponsoring agencies will be encouraged to explore alternative and non-traditional methods for project and service delivery where they offer opportunities for increased cost-effectiveness and/or shortened project delivery timelines.

As part of the Strategic Plan development process, the Transportation Authority shall adopt, issue and update detailed guidelines for the development of 5YPPs.

- C. Project Delivery Oversight.** The Transportation Authority Board shall adopt project delivery oversight guidelines for major capital projects to be funded by the 2022 Sales Tax. The guidelines shall consider the total cost and complexity of a project in setting the definition of a major capital project. Objectives of these guidelines shall include supporting the cost effective and timely delivery of projects funded wholly or in part by the 2022 Sales Tax. Transportation Authority staff shall prepare a report at least annually, to the Transportation Authority Board, to communicate the status of these projects.
- D. Funding Priority Levels.** Each 2022 Expenditure Plan program shall be funded using 2022 Sales Tax revenues up to the total amount designated for that program in Priority 1. If, after programming all Priority 1 funds to every program in a subcategory, the latest Strategic Plan forecasts available revenues from the 2022 Sales Tax in excess of Priority 1 levels, the Transportation Authority Board may allow programming of Priority 2 funds within the subcategory, subject to the program dollar amount caps for Priority 2 established in the 2022 Expenditure Plan. If, after programming at least 80% of Priority 2 funds, the latest Strategic Plan forecasts available revenues from the 2022 Sales Tax in excess of Priority 2 levels, the Transportation Authority Board may allow programming of revenues in excess of Priority 2 levels to programs in the Expenditure Plan as long as the percent of 2022 Sales Tax revenues designated for each category is maintained in compliance with the prioritization provisions set forth in Sections 2B, 5.B., and 5.D.
- E. Cost Savings and Remaining Funds.** If the eligible sponsoring agency or agencies complete delivery of a 2022 Expenditure Plan program or legacy project or determine that they will no longer pursue implementation of the program or legacy project with 2022 Sales Tax funds, the Transportation Authority Board may use any remaining 2022 Sales Tax funds in that program to fund one or more programs in the same category that would otherwise be in compliance with the prioritization provisions set forth in Sections 2B, 5.B. and 5.D. To do so, the Transportation Authority Board must first hold a public hearing on the matter and then not sooner than 30 days after the hearing, the Transportation Authority Board may, by a 2/3 vote, direct all or a portion of the remaining funds to one or more Expenditure Plan programs with the same category.

The following abbreviations are used in the 2022 Expenditure Plan:

BART – San Francisco Bay Area Rapid Transit District; EP – Expenditure Plan; GGHBTB – 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 –

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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.

Agenda Item #4**Attachment 4 - Draft 2022 Expenditure Plan (clean copy)**

v.7 Last Revised: 2/20/2022

Attachment 1. Expenditure Plan Advisory Committee Roster

Amandeep Jawa, Chair	Advocacy: Environment
Anni Chung, Vice Chair	Advocacy: Seniors and People with Disabilities
Jay Bain	Neighborhoods/Communities
Rosa Chen	Equity Priority Community/Community Advisory Committee
Majeid Crawford	Equity Priority Community
Zack Deutsch-Gross	Advocacy: Transit
Jessie Fernandez	Advocacy: Equity
Mel Flores	Equity Priority Community
Rodney Fong	Business/Civic: Large Business
Sharky Laguana	Business/Civic: Small Business
Aaron P. Leifer	Neighborhood/Community
Jessica Lum	Business/Civic: Tourism/Visitors
Jodie Medeiros	Advocacy: Walk
Maryo Mogannam	Business/Civic: Small Business
Maelig Morvan	Neighborhood/Community
Susan Murphy	Equity Priority Community
Calvin Quick	Advocacy: Youth
Pi Ra	Advocacy: Seniors and People with Disabilities
Maurice Rivers	Equity Priority Community
Eric Rozell	Equity Priority Community
Earl Shaddix	Equity Priority Community
Yensing Sihapanya	Equity Priority Community
Sujata Srivastava	Business/Civic: Civic
Wesley Tam	Neighborhood/Community
Kim Tavaglione	Business/Civic: Labor
Joan Van Rijn	Neighborhood/Community
Christopher White	Advocacy: Bike
Casandra Costello	Alternate: Business/Civic: Tourism/Visitors
Cathy de Luca	Alternate: Advocacy: Seniors and People with Disabilities
Daniel Herzstein	Alternate: Business/Civic: Large Business
Sasha Hirji	Alternate: Advocacy: Youth
Melvin Parham	Alternate: Equity Priority Community
Maribel Ramirez	Alternate: Equity Priority Community

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%

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
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

¹ Caltrain 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.

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
		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%



Maria Lombardo <maria.lombardo@sfcta.org>

AVERILL REQUEST: Public Comment for EPAC: Increase Paratransit Funding!1 message

Averilla <averilla@gmail.com>

Thu, Feb 17, 2022 at 12:40 PM

To: Catherine.Stefani@sfgov.org

Cc: cathy@sfgcommunityliving.org, michelle.beaulieu@sfcta.org, maria.lombardo@sfcta.org, MandelmanStaff@sfgov.org

Subject: Public Comment for EPAC: **Increase Paratransit Funding! PLEASE & THANKS !!!**

Dear EPAC members:

My name is ANNE AVERILL and I live in YOUR DISTRICT.

I am writing to urge the **EPAC** to increase the allotment for Paratransit programs. To meet the needs of older adults and people with disabilities, **the EPAC should include a minimum of \$220 million of Priority 1 funding and \$70 million of Priority 2 funding for Paratransit in the final Expenditure Plan it recommends to the SFCTA Board.** This would increase the Paratransit allotment from 8.6% to 11.2% of the total revenue. While this doesn't meet the original request of the Paratransit program staff, it is a good compromise, considering the competing pulls on this funding.

While transportation can be a greater challenge for older adults and people with disabilities, San Francisco's Paratransit program provides **world-class services** that go above and beyond what federal law requires. The **Essential Trip Card**, a new Paratransit program that provides low-cost taxi rides to **seniors and people with disabilities**, has given thousands of San Franciscans the ability to feel safe travelling during COVID. Shop-a-round is a shared van to grocery stores that takes people door to door with their bags of groceries. Of course, SF Paratransit also provides federally mandated ADA Paratransit, which allows people who cannot ride Muni due to a disability to have another option. SFMTA's many Paratransit services enable older adults and people with disabilities to access healthcare, groceries, social services, stores, and friends and family -- and to do so with dignity.

Increasing costs to run these programs and increased demand require the City to set aside a larger percentage of sales tax revenue for Paratransit, which relies on this revenue for a substantial portion of its budget.

Paratransit's costs have steadily increased since 2016, meaning that the current prop K allocation of 8.6% hasn't been meeting the program's needs. Historically, Prop K funds have covered between 40% and 50% of Paratransit's costs. Unfortunately, due to rising program costs, Prop K funds have made up less than 40% of costs every year since 2016, reaching a **low in FY 21/22** of covering only 32% of costs. SFMTA staff originally asked for the revenue from the sales tax renewal to cover 40% of program costs, which would equate to \$315 million. Understanding that there are many competing needs on the sale tax funding, we think that an allotment of \$290 million is a **reasonable compromise**.

In addition to rising costs, the age of San Francisco's population is increasing, so demand for Paratransit services is going to increase. Older adults are the fastest growing age group in the city. In 2010, 19% of San Franciscans were aged 60 or older. In 2030, it is expected that nearly 30% of San Franciscans will be 60 or older. **Paratransit funding must be increased in order to meet future needs.**

Thank you, in advance, for ensuring that the Expenditure Plan serves the needs of older adults and people with disabilities in San Francisco.

ANNE AVERILL / 2112 HYDE / SUITE SIX / SF, CA 94109



Maria Lombardo <maria.lombardo@sfcta.org>

Public Comment for EPAC: Increase Paratransit Funding!

1 message

bts4birdie@aol.com <bts4birdie@aol.com>

Thu, Feb 17, 2022 at 2:10 PM

Reply-To: bts4birdie@aol.com

To: "expenditureplan@sfcta.com" <expenditureplan@sfcta.com>

Cc: "melgarstaff@sfgov.org" <melgarstaff@sfgov.org>, "MandelmanStaff@sfgov.org" <MandelmanStaff@sfgov.org>,

"cathy@sfcommunityliving.org" <cathy@sfcommunityliving.org>, "michelle.beaulieu@sfcta.org"

<michelle.beaulieu@sfcta.org>, "maria.lombardo@sfcta.org" <maria.lombardo@sfcta.org>

Dear EPAC members:

My name is Byron Sakamoto and I live in District 7.

I am writing to urge the EPAC to increase the allotment for Paratransit programs. To meet the needs of older adults and people with disabilities, **the EPAC should include a minimum of \$220 million of Priority 1 funding and \$70 million of Priority 2 funding for Paratransit in the final Expenditure Plan it recommends to the SFCTA Board.** This would increase the Paratransit allotment from 8.6% to 11.2% of the total revenue. While this doesn't meet the original request of the Paratransit program staff, it is a good compromise, considering the competing pulls on this funding.

While transportation can be a greater challenge for older adults and people with disabilities, San Francisco's Paratransit program provides world-class services that go above and beyond what federal law requires. The Essential Trip Card, a new Paratransit program that provides low-cost taxi rides to seniors and people with disabilities, has given thousands of San Franciscans the ability to feel safe travelling during COVID. Shop-a-round is a shared van to grocery stores that takes people door to door with their bags of groceries. Of course, SF Paratransit also provides federally mandated ADA Paratransit, which allows people who cannot ride Muni due to a disability to have another option. SFMTA's many Paratransit services enable older adults and people with disabilities to access healthcare, groceries, social services, stores, and friends and family -- and to do so with dignity.

Increasing costs to run these programs and increased demand require the City to set aside a larger percentage of sales tax revenue for Paratransit, which relies on this revenue for a substantial portion of its budget.

Paratransit's costs have steadily increased since 2016, meaning that the current prop K allocation of 8.6% hasn't been meeting the program's needs. Historically, Prop K funds have covered between 40% and 50% of Paratransit's costs. Unfortunately, due to rising program costs, Prop K funds have made up less than 40% of costs every year since 2016, reaching a low in FY 21/22 of covering only 32% of costs. SFMTA staff originally asked for the revenue from the sales tax renewal to cover 40% of program costs, which would equate to \$315 million. Understanding that there are many competing needs on the sale tax funding, we think that an allotment of \$290 million is a reasonable compromise.

In addition to rising costs, the age of San Francisco's population is increasing, so demand for Paratransit services is going to increase. Older adults are the fastest growing age group in the city. In 2010, 19% of San Franciscans were aged 60 or older. In 2030, it is expected that nearly 30% of San Franciscans will be 60 or older. Paratransit funding must be increased in order to meet future needs.

Thank you, in advance, for ensuring that the Expenditure Plan serves the needs of older adults and people with disabilities in San Francisco.

116
12/11/22 2:55 PM
Byron Sakamoto

SFCTA Mail - Public Comment for EPAC: Increase Paratransit Funding!



Maria Lombardo <maria.lombardo@sfcta.org>

Paratransit Funding

1 message

Starr Wilson <csr2462@gmail.com>

Fri, Feb 18, 2022 at 8:45 AM

To: ChanStaff@sfgov.org, Catherine.Stefani@sfgov.org, Aaron.Peskin@sfgov.org, Gordon.Mar@sfgov.org, Dean.Preston@sfgov.org, Matt.Haney@sfgov.org, MelgarStaff@sfgov.org, MandelmanStaff@sfgov.org, Hillary.Ronen@sfgov.org, Shamann.Walton@sfgov.org, expenditureplan@sfcta.com
Cc: michelle.beaulieu@sfcta.org, maria.lombardo@sfcta.org

Subject: Public Comment for EPAC: Increase Paratransit Funding!

Dear EPAC members:

My name is Starr Wilson and I live in District 6 and I also am a member of the SDA Transit Justice committee.

I am writing to urge the EPAC to increase the allotment for Paratransit programs. To meet the needs of older adults and people with disabilities, **the EPAC should include a minimum of \$220 million of Priority 1 funding and \$70 million of Priority 2 funding for Paratransit in the final Expenditure Plan it recommends to the SFCTA Board.** This would increase the Paratransit allotment from 8.6% to 11.2% of the total revenue. While this doesn't meet the original request of the Paratransit program staff, it is a good compromise, considering the competing pulls on this funding.

While transportation can be a greater challenge for older adults and people with disabilities, San Francisco's Paratransit program provides world-class services that go above and beyond what federal law requires. The Essential Trip Card, a new Paratransit program that provides low-cost taxi rides to seniors and people with disabilities, has given thousands of San Franciscans the ability to feel safe travelling during COVID. Shop-a-round is a shared van to grocery stores that takes people door to door with their bags of groceries. Of course, SF Paratransit also provides federally mandated ADA Paratransit, which allows people who cannot ride Muni due to a disability to have another option. SFMTA's many Paratransit services enable older adults and people with disabilities to access healthcare, groceries, social services, stores, and friends and family -- and to do so with dignity.

Increasing costs to run these programs and increased demand require the City to set aside a larger percentage of sales tax revenue for Paratransit, which relies on this revenue for a substantial portion of its budget.

Paratransit's costs have steadily increased since 2016, meaning that the current prop K allocation of 8.6% hasn't been meeting the program's needs. Historically, Prop K funds have covered between 40% and 50% of Paratransit's costs. Unfortunately, due to rising program costs, Prop K funds have made up less than 40% of costs every year since 2016, reaching a low in FY 21/22 of covering only 32% of costs. SFMTA staff originally asked for the revenue from the sales tax renewal to cover 40% of program costs, which would equate to \$315 million. Understanding that there are many competing needs on the sale tax funding, we think that an allotment of \$290 million is a reasonable compromise.

In addition to rising costs, the age of San Francisco's population is increasing, so demand for Paratransit services is going to increase. Older adults are the fastest growing age group in the city. In 2010, 19% of San Franciscans were aged 60 or older. In 2030, it is expected that nearly 30% of San Franciscans will be 60 or older. Paratransit funding must be increased in order to meet future needs.

My son just moved to Boise, Idaho where there is scarce any bus service with their elderly and disabled homebound for months at a time. I have also lived in Yucaipa, California where just getting to the VA hospital took me over two hours on their bus system. And then if I was 15 minutes late to an appointment, it was cancelled, which happened frequently because of the intermittent bus service.

Thank you, in advance, for ensuring that the Expenditure Plan serves the needs of older adults and people with disabilities in San Francisco. San Francisco has a great bus system and it needs to stay that way. We want San Francisco's bus service to maintain its high standards and to remain a model for other cities to follow. Help us to achieve that by upping the funding so that our citizens' needs can be met!

Starr A. Wilson (she/her)

(415) 583-7894

csr2462@gmail.com

----- Forwarded message -----

From: **Geraldine da Luz** <geraldine_daluz@yahoo.com>

Date: Thu, Feb 17, 2022 at 7:00 PM

Subject: Public Comment for EPAC: Increase Paratransit Funding!

To: expenditureplan@sfcta.com <expenditureplan@sfcta.com>

Cc: cathy@sfcommunityliving.org <cathy@sfcommunityliving.org>, MandelmanStaff@sfgov.org <mandelmanstaff@sfgov.org>, dean.preston@sfgov.org <dean.preston@sfgov.org>, michelle.beaulieu@sfcta.org <michelle.beaulieu@sfcta.org>, maria.lombardo@sfcta.org <maria.lombardo@sfcta.org>

Dear EPAC members:

My name is Geraldine da Luz and I live in District 5.

I am writing to urge the EPAC to increase the allotment for Paratransit programs. To meet the needs of older adults and people with disabilities, **the EPAC should include a minimum of \$220 million of Priority 1 funding and \$70 million of Priority 2 funding for Paratransit in the final Expenditure Plan it recommends to the SFCTA Board.** This would increase the Paratransit allotment from 8.6% to 11.2% of the total revenue. While this doesn't meet the original request of the Paratransit program staff, it is a good compromise, considering the competing pulls on this funding.

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reasonable compromise.

In addition to rising costs, the age of San Francisco's population is increasing, so demand for Paratransit services is going to increase. Older adults are the fastest growing age group in the city. In 2010, 19% of San Franciscans were aged 60 or older. In 2030, it is expected that nearly 30% of San Franciscans will be 60 or older. Paratransit funding must be increased in order to meet future needs.

Muni is often crowded with people standing next to each other like sardines. If there is a seat available, it's right in-between two people (no empty seat in the middle).

Thank you, in advance, for ensuring that the Expenditure Plan serves the needs of older adults and people with disabilities in San Francisco.

Sincerely,

Geraldine da Luz
Franklin & Ellis Streets



Maria Lombardo <maria.lombardo@sfcta.org>

Public Comment for EPAC: Increase Paratransit Funding!

1 message

Helen Yu <hyu@shanti.org>

Sat, Feb 19, 2022 at 10:25 AM

To: "expenditureplan@sfcta.com" <expenditureplan@sfcta.com>

Cc: "cathy@sfcommunityliving.org" <cathy@sfcommunityliving.org>, "MandelmanStaff@sfgov.org"

<MandelmanStaff@sfgov.org>, "michelle.beaulieu@sfcta.org" <michelle.beaulieu@sfcta.org>, "maria.lombardo@sfcta.org" <maria.lombardo@sfcta.org>, "Gordon.Mar@sfgov.org" <Gordon.Mar@sfgov.org>

Dear EPAC members:

My name is Helen Yu and I work for Shanti Project.

I am writing to urge the EPAC to increase the allotment for Paratransit programs. To meet the needs of older adults and people with disabilities, **the EPAC should include a minimum of \$220 million of Priority 1 funding and \$70 million of Priority 2 funding for Paratransit in the final Expenditure Plan it recommends to the SFCTA Board.** This would increase the Paratransit allotment from 8.6% to 11.2% of the total revenue. While this doesn't meet the original request of the Paratransit program staff, it is a good compromise, considering the competing pulls on this funding.

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I work with clients that rely Paratransit for their daily lives. I hear many stories how there are long waits or their rides that cancel on them. I urge you to provide support and impact on their lives in a positive manner. This services provides so much autonomy for those that struggle with things a lot of people take for granted.

Thank you, in advance, for ensuring that the Expenditure Plan serves the needs of older adults and people with disabilities in San Francisco.

Best,

Helen Yu

Care Navigator
Shanti Project | Pets Are Wonderful Support

122

2/19/22 4:19 PM

SFCTA Mail - Public Comment for EPAC: Increase Paratransit Funding!

Pronouns: she/ her

Ph: 415.603.0691

Fax: 415.979.9269

[3170 23rd Street](#)

San Francisco, CA 94110

www.shanti.org





Maria Lombardo <maria.lombardo@sfcta.org>

Fwd: Public Comment for EPAC: Increase Paratransit Funding!

1 message

Faina Z <faina4025@gmail.com>

Mon, Feb 21, 2022 at 10:25 AM

To: expenditureplan@sfcta.org

Cc: Cathy DeLuca <cathy@sfcommunityliving.org>

----- Forwarded message -----

From: **Faina Z** <faina4025@gmail.com>

Date: Thu, Feb 17, 2022 at 1:37 PM

Subject: Public Comment for EPAC: Increase Paratransit Funding!

To: <expenditureplan@sfcta.com>

Cc: Cathy DeLuca <cathy@sfcommunityliving.org>, <michelle.beaulieu@sfcta.org>, <maria.lombardo@sfcta.org>, <MandelmanStaff@sfgov.org>, Peskin, Aaron (BOS) <Aaron.Peskin@sfgov.org>

Dear EPAC members:

My name is Faina Zubovich and I live on Sutter St (at Larkin).

I am writing to urge the EPAC to increase the allotment for Paratransit programs. To meet the needs of older adults and people with disabilities, **the EPAC should include a minimum of \$220 million of Priority 1 funding and \$70 million of Priority 2 funding for Paratransit in the final Expenditure Plan it recommends to the SFCTA Board.** This would increase the Paratransit allotment from 8.6% to 11.2% of the total revenue. While this doesn't meet the original request of the Paratransit program staff, it is a good compromise, considering the competing pulls on this funding.

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As I am elderly, disabled, low income, Paratransit is a life saver for me, especially for doctors' appointments.

Thank you, in advance, for ensuring that the Expenditure Plan serves the needs of older adults and people with disabilities in San Francisco.

Respectfully,
Faina Zubovich.

Fw: Public comment for EPAC: Increase Paratransit Funding

1 message

Iris Biblowitz <irisbiblowitz@hotmail.com>
To: "clerk@sfcta.org" <clerk@sfcta.org>

Mon, Feb 21, 2022 at 11:16 AM

Sorry. The email I sent o 2/18 bounced back. Please see below.
Thanks.

From: Iris Biblowitz <irisbiblowitz@hotmail.com>
Sent: Friday, February 18, 2022 7:59 PM
To: expenditureplan@sfcta.com <expenditureplan@sfcta.com>
Subject: Fw: Public comment for EPAC: Increase Paratransit Funding

From: Iris Biblowitz
Sent: Thursday, February 17, 2022 7:16 PM
To: expenditureplan@sfcta.com <expenditureplan@sfcta.com>
Cc: Rafael Mandelman <rafael.mandelman@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; matt.haney@sfgov.org <matt.haney@sfgov.org>; Hillary Ronen, D9 Supervisor <Jennifer.Li-D9@sfgov.org>; dean.preston@sfgov.org <dean.preston@sfgov.org>; gordon.mar@sfgov.org <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; shamann.walton@sfgov.org <shamann.walton@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; ahsha.safai@sfgov.org <ahsha.safai@sfgov.org>; catherine.stefani@sfgov.org <catherine.stefani@sfgov.org>
Subject: Public comment for EPAC: Increase Paratransit Funding

Dear EPAC members:

I'm a retired nurse, long-time tenant in District 9 of San Francisco. I've worked for many years with seniors and people with disability who depended on Paratransit. I see that because of increasing costs to Paratransit, the current budget and the allocation of Prop K funds are inadequate for Paratransit to respond to the needs of people with disabilities and the increasing population of seniors. It's predicted that by 2030, seniors will make up 30% of the population of San Francisco.

My experiences with clients that I've worked with (who had a wide variety of serious illnesses and disabilities) as well as friends, made me greatly appreciate the expanse of Paratransit services (getting to medical appointments, including social services, grocery shopping, pharmacies, as well as being able to visit family and friends). These services have decreased peoples' hardships, stress, and isolation.

As a nurse, I can tell you how stress and isolation and not having transportation can affect vulnerable people, but I can't tell you the nuts and bolts of the Paratransit budget. I do know that the Paratransit budget needs to be increased to avoid cuts to services. Please increase the allotment for these critical Paratransit programs.

I'm a MUNI rider, but after being hospitalized for emergency surgery, and after turning 75, I can see a day when I might need these services, too. And there are many more old people lining up behind me.

Thank you very much - Iris Biblowitz, RN



Maria Lombardo <maria.lombardo@sfcta.org>

Expenditure plan

1 message

Richard Rothman <rrothma@pacbell.net>

Mon, Feb 21, 2022 at 11:19 AM

To: "expenditureplan@sfcta.org" <expenditureplan@sfcta.org>

Hello,

About the proposed items that should be in the November bond measure, I am opposed to giving any money to Caltrans for building an underground rail line from 3rd Street to the new terminal on Mission Street. Riders who take Caltrans and need to get downtown can switch trains in Millbrae to ride BART to Market Street.

This money needs to go to safety improvements in the City. There need to be more safety improvements to make it safer for people to walk in the City. There are projects in district one in outer Richmond that need to be done.

This funding can go to support these projects. San Francisco residents should feel safe in walking the streets of San Francisco. So use these funds for San Francisco's residence.

Best,

Richard Rothman



Please increase paratransit funding

1 message

Daveed Mandell <daveedmandell@gmail.com>
To: expenditureplan@sfcta.org

Mon, Feb 21, 2022 at 1:29 PM

To the members of EPAC:

Paratransit is a vital part of public transit for those who cannot ride muni buses or trains. It allows people with disabilities to remain active in their communities. Please support the increase in paratransit funding so that all paratransit services can continue to be offered.

Best regards,

Daveed Mandell
Member, Board of Directors
San Francisco Chapter
California council of the blind

Sent from my iPhone

Agenda Item 5.

Public Comment



**San Francisco
County Transportation
Authority**

February 24, 2022

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



San Francisco
County Transportation
Authority