



RESOLUTION ENDORSING THE 2022 EXPENDITURE PLAN FOR THE
REAUTHORIZATION OF THE LOCAL SALES TAX FOR TRANSPORTATION

WHEREAS, In June 2021, through approval of Resolution 21-51, the Transportation Authority established a schedule and process to develop a new Expenditure Plan for reauthorization of the existing half-cent local sales tax for transportation, and established an Expenditure Plan Advisory Committee (EPAC) to provide feedback and advice on the make-up of the new Expenditure Plan; and

WHEREAS, In December 2021, the Transportation Authority amended the schedule through approval of Resolution 22-22 to target a potential ballot measure for the November 8, 2022 election; and

WHEREAS, The 27 member EPAC was structured to bring a wide variety of perspectives to the table such as neighborhoods, equity priority communities, seniors and disabled persons, business and labor, and transportation advocacy groups; and

WHEREAS, The EPAC met 11 times over several months and considered an inventory of over \$50 billion (2020 \$'s) in transportation needs and prioritized \$26 billion (2020 \$'s) for funding through the 30-year 2022 Expenditure Plan; and

WHEREAS, After considerable discussion, the EPAC voted unanimously on February 24, 2022, to recommend to the Transportation Authority Board adoption of the 2022 Expenditure Plan (Attachment 1); and

WHEREAS, The Transportation Authority's endorsement of the Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation does not involve any approval of an activity which may cause a direct, or a reasonably foreseeable indirect, physical change in the environment and further, is an action relating to the creation of a government funding mechanism not involving any commitment to any specific project which may result in a potentially significant physical impact on the



environment and is, therefore, not subject to the California Environmental Quality Act, Public Resources Code, §§ 21000 et seq.; and

WHEREAS, Pursuant to Section 131052 of the Public Utilities Code, the proposed 2022 Expenditure Plan was subject to a public hearing on March 8, 2022, and the 2022 Expenditure Plan will be submitted to the Metropolitan Transportation Commission, for its approval; and

WHEREAS, Consistent with the adopted Transportation Authority policy for the programming of funds for transportation projects, the 2022 Expenditure Plan projects need to be amended into the Capital Improvement Program of the Congestion Management Program; and

WHEREAS, In June/July 2022, the San Francisco Board of Supervisors is expected to act placing the local half-cent transportation sales tax reauthorization ordinance on the November 2022 ballot that would continue in effect the existing half-cent transportation sales tax for 30-years to fund the programs in the 2022 Expenditure Plan; now, therefore, be it

RESOLVED, That the Transportation Authority hereby endorses the attached 2022 Expenditure Plan for the reauthorization of the local sales tax for transportation, as recommended by the EPAC; and be it further

RESOLVED, That, effective upon its approval pursuant to Section 131055 of the Public Utilities Code, the 2022 Expenditure Plan will be amended into the Capital Improvement Program of the Congestion Management Program.

Attachment:

1. 2022 Expenditure Plan

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) and other city neighborhoods, 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.

Attachment 1 - 2022 Expenditure Plan

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

Attachment 1 - 2022 Expenditure Plan

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 Santa Clara](#) 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.i.e.~~ 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.i.e.~~ 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:

Attachment 1 - 2022 Expenditure Plan

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 ~~2020-2022~~ 2022 Sales Tax consistent with the 2022 Expenditure Plan, and if 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 2022 Sales 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

Attachment 1 - 2022 Expenditure Plan

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 [2022 Sales 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.

Attachment 1 - 2022 Expenditure 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	\$ 10,354.7	\$ 587.0	22.6%
i. Muni Reliability and Efficiency Improvements	\$ 1,088.3	\$ 110.0	
ii. Muni Rail Core Capacity	\$ 720.0	\$ 57.0	
iii. BART Core Capacity	\$ 3,536.4	\$ 100.0	
iv. Caltrain Service Vision: Capital System Capacity Investments	\$ 10.0	\$ 10.0	
v. Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 5,000.0	\$ 310.0	
B. Transit Maintenance and Enhancements	\$ 10,065.3	\$ 1,070.0	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	\$ 1,018.2	\$ 95.0	
1. Transit Enhancements	\$ 777.4	\$ 36.0	
2. Bayview Caltrain Station	\$ 100.0	\$ 27.0	
3. Mission Bay Ferry Landing	\$ 53.8	\$ 5.0	
4. Next Generation Transit Investments	\$ 87.0	\$ 27.0	
C. Paratransit³⁴	\$ 1,270.0	\$ 297.0	11.4%
D. Streets and Freeways	\$ 3,767.1	\$ 492.0	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	\$ 1,114.8	\$ 240.0	
1. Safer and Complete Streets	\$ 918.8	\$ 187.0	
2. Curb Ramps	\$ 143.0	\$ 29.0	
3. Tree Planting	\$ 53.0	\$ 24.0	
iii. Freeway Safety and Operational Improvements	\$ 457.6	\$ 38.0	
1. Vision Zero Ramps	\$ 27.5	\$ 8.0	
2. Managed Lanes and Express Bus	\$ 206.0	\$ 10.0	
3. Transformative Freeway and Major Street Projects	\$ 224.1	\$ 20.0	
E. Transportation System Development and Management	\$ 824.8	\$ 152.0	5.9%
i. Transportation Demand Management	\$ 146.5	\$ 23.0	
ii. Transportation, Land Use and Community Coordination	\$ 678.3	\$ 129.0	
1. Neighborhood Transportation Program	\$ 191.2	\$ 46.0	
2. Equity Priority Transportation Program	\$ 192.2	\$ 47.0	
3. Development Oriented Transportation	\$ 263.7	\$ 26.0	
4. Citywide / Modal Planning	\$ 31.2	\$ 10.0	
Total	\$ 26,281.9	\$ 2,598.0	100.0%
Total Prop TBD Priority 1		\$ 2,378.0	
Total Prop TBD Priority 1 + 2		\$ 2,598.0	

Attachment 1 - 2022 Expenditure Plan

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 1 - 2022 Expenditure Plan

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 – 22.6%, Transit Maintenance & Enhancements 41.2%, Paratransit – 11.4%, Streets and Freeways – 18.9%, and Transportation System Development & Management – 5.9%.

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: \$3,536.4M; EP: \$100M.

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

Attachment 1 - 2022 Expenditure Plan

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 \$300M in Priority 1 funds.

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: \$310M.

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. Additional elevators, escalators, and faregates are also eligible. In shared BART/Muni

Attachment 1 - 2022 Expenditure Plan

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 \$29M is Priority 1 and the remainder is Priority 2. Total Funding: \$777.4M; EP: \$36M.
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 and early project development, the intent is to set these projects up to be competitive

Attachment 1 - 2022 Expenditure Plan

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 \$22M is Priority 1 and the remainder is Priority 2. Total Funding: \$87M; EP: \$27M.

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 \$227M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,270M; EP: \$297M.

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

Attachment 1 - 2022 Expenditure Plan

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 \$152M 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: \$918.8M; EP: \$187M.

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. Total Funding: \$206M; EP: \$10M.
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

Attachment 1 - 2022 Expenditure Plan

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 \$18M in Priority 1 and the remainder is Priority 2. Total Funding: \$146.5M; EP: \$23M.

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-

Attachment 1 - 2022 Expenditure Plan

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 \$20M in Priority 1 and the remainder is Priority 2. Total Funding: \$263.7M; EP: \$26M.
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 PlanSFTP](#) and with the City's General Plan.

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.

Attachment 1 - 2022 Expenditure Plan

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., communities historically harmed by displacement, transportation [policies, and](#) projects [and policies](#) that utilized eminent domain; [people with low incomes;](#) [and](#) 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, including communities historically harmed by displacement, transportation [policies, and](#) projects [and policies](#) that utilized eminent domain, 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 EPCs](#) and/or benefiting disadvantaged populations

Attachment 1 - 2022 Expenditure Plan

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; ~~GGHBT~~~~D~~–~~GGBHTD~~ – 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

Attachment 1 - 2022 Expenditure Plan

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.

Attachment 1 - 2022 Expenditure Plan

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



Memorandum

AGENDA ITEM 6

DATE: March 4, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 03/08/2022 Board Meeting: Endorse the 2022 Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation

RECOMMENDATION ☐ Information ☒ Action

Endorse the 2022 Expenditure Plan for the reauthorization of the local sales tax for transportation.

SUMMARY

At the direction of the Board, we have been working to develop a new Expenditure Plan for the half-cent transportation sales tax. To support this effort, the Board approved establishment of a 27-member Expenditure Plan Advisory Committee (EPAC) to help shape the new Expenditure Plan. On February 24, the EPAC unanimously voted to recommend approval of the 2022 Expenditure Plan (Attachment 1 to the resolution) to the Board. The 2022 Expenditure Plan would be funded by a 30-year extension of the existing half-cent sales tax to 2053, to fund the programs identified in the plan. The Expenditure Plan includes two revenue forecasts, a conservative forecast at \$2.378 billion and a more optimistic forecast at \$2.598 billion (both in 2020 \$s). This memo provides an overview of the plan development process, highlights of the 2022 Expenditure Plan, and a summary of next steps, including required approvals by the Metropolitan Transportation Commission (MTC) and the Board of Supervisors that are needed to place a measure on the November 8, 2022 ballot for the reauthorization of the half-cent sales tax to fund the 2022 Expenditure Plan. The measure would require a 2/3 majority vote to pass.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☒ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:



BACKGROUND

The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the new Prop K Expenditure Plan, which is currently in place. Since then, the Transportation Authority has directed nearly \$2 billion in half-cent sales tax funding citywide and used those dollars to leverage other federal, state, regional and local dollars for transportation improvements.

The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain (under construction), Muni Central Subway, and reconstruction of Doyle Drive, now known as Presidio Parkway. It also makes a big difference in people's lives through smaller projects like traffic calming, street repaving projects, paratransit service for seniors and persons with disabilities, protected bicycle lanes, and new and upgraded signals.

DISCUSSION

There are several reasons to bring a new Expenditure Plan and sales tax extension to the voters now, rather than waiting until Fiscal Year 2033/34 when the existing Prop K Expenditure Plan expires:

- All but one of the major capital projects in the current plan are done or under construction.
- Several programs have advanced funds to enable early benefits and are now running out of money.
- The sales tax provides an important source of funding for projects that can support the city's economic recovery and maintain or create jobs.
- San Francisco has new and emerging transportation priorities that are being developed through our countywide plan update, the San Francisco Transportation Plan 2050, part of ConnectSF.
- Sales tax funds serve as seed funding for planning and project development, and as the local match needed to secure competitive grants at the federal, state, and regional level.

Outreach and Engagement. Over the past year and a half, Transportation Authority staff have worked with partner agencies and engaged with communities across San Francisco to inform the development of the 2022 Expenditure Plan. In addition, the 27-member EPAC met 11 times from September 2021 through February 2022. The roster of EPAC members, including alternates, is located on the last page of the 2022 Expenditure Plan (Attachment 1 to the Resolution).



During prior presentations to the Board, we have described the outreach and engagement strategy for the development of the 2022 Expenditure Plan and given updates on input received to date. Our strategy was multifaceted and drew on lessons learned from other projects at the Transportation Authority to help ensure that we heard from folks who may be disproportionately affected by the sales tax while being respectful of the organizations that serve low-income communities and communities of color, many of which are stretched thin right now due to the lengthy pandemic. Enclosure 1 provides a summary of all the outreach completed to date, including how community input has been used to inform recommendations for the 2022 Expenditure Plan.

EPAC agendas and other meeting materials, including meeting minutes, are posted online at the project website (www.sfcta.org/ExpenditurePlan) and on the Transportation Authority's meetings, agendas and events calendar (www.sfcta.org/events).

We are very grateful to the EPAC members and alternates who have dedicated their time and energy toward this important effort. We are also appreciative of the time and effort our partner agencies have contributed to supporting the EPAC discussions.

Plan Development Process: EPAC Summary. To facilitate discussion, Transportation Authority staff presented a strawman proposal for the expenditure plan early in the EPAC meeting process, including funding levels and program descriptions. The programs are relatively broad, similar to the programs in the Prop K Expenditure Plan, and describe the types of projects that can be funded, identify eligible sponsor agencies, set sales tax funding levels, and assumptions about leveraging of other funds. The strawman proposal drew on lessons learned from Prop K, feedback from the outreach and engagement process, the San Francisco Transportation Plan update, other ConnectSF work (e.g., Transit Strategy, Streets and Freeways Strategy) and other city and sponsor agency plans.

Over the course of 11 meetings, the EPAC had discussions about all the proposed programs and funding needs from project sponsors, deliberated over potential policy revisions for the new expenditure plan, and debated relative funding levels for the different programs. The EPAC's discussions were broad, but two topics were a constant focus: how to address equity in the plan, and relative funding levels for the plan's various programs.

On the topic of equity, the EPAC focused both on the types of projects that would be eligible for funding in the new Expenditure Plan and on the process for identifying which specific projects would be funded from each program after the plan is approved by the voters. With respect to the latter, the EPAC added language to the project selection process (the 5-Year Prioritization Programs or 5YPPs) to ensure that Equity Priority Communities and other disadvantaged communities, specifically including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain, be given priority in the project selection process. The EPAC also strengthened the community support criterion in the prioritization process and added a new requirement that the Transportation Authority report on the distribution of sales tax allocations both looking at citywide



geographic distribution, and at projects in Equity Priority Communities and/or benefitting disadvantaged populations and use this data to inform the 5YPP project selection process.

To aid in their deliberations regarding relative funding levels for each program, the EPAC requested that Transportation Authority staff bring different funding scenarios to their meetings for discussion. This started with the EPAC using an informal Zoom poll to identify programs where there was a high desire to increase funding, and programs where members were comfortable decreasing funding levels, if needed, in order to fund other priorities. After reviewing several funding scenarios, for the EPAC's last meeting, members specifically requested scenarios that would increase funding for the Safer and Complete Streets, Paratransit, and BART Core Capacity programs, with one member and public commenters seeking increased funding for planting new trees. In order to increase funding for those programs, several EPAC members expressed a desire to decrease funding for the Caltrain Downtown Extension, which was the second largest program at \$316 million after Muni Maintenance. We had originally included the \$16 million as legacy or carry-forward Prop K funding commitment for the Downtown Extension program based on the timing of when the funds were needed. However, to facilitate EPAC deliberations, we discussed this funding with TJPA staff and agreed that we could work together to ensure that the funds are allocated under the Prop K program prior to the effective date of the new measure. This gave the EPAC the opportunity to shift \$10 to \$16 million from the Caltrain Downtown Extension program to other programs depending on which scenario they were considering.

At the final meeting of the EPAC, in a straw poll, the majority of EPAC members (18 out of 27 total members) preferred to distribute the full \$16 million from the Caltrain Downtown Extension to other programs. In particular, after using \$10 million to increase the BART Core Capacity program, they used \$6 million of that funding to equally increase funding for Safer and Complete Streets, Paratransit, and Transit Enhancements. A minority of EPAC members (5 out of 27) preferred to keep that \$6 million in funding for the Caltrain Downtown Extension, in a scenario that members felt was more balanced. However, those members ultimately supported the final 2022 Expenditure Plan, distributing all \$16 million as noted above, in a unanimous vote.

The final plan represents a compromise where some EPAC members didn't get everything they wanted, but the group recognized that importance of updating the Expenditure Plan to reflect current priorities and to enable the continuation of the sales tax to fund them. Multiple members noted the need for additional revenues to support transportation and a desire to do more to advance equity, though the new plan is a step in the right direction.

The 2022 Expenditure Plan Structure. Like the current Prop K Expenditure Plan, the 2022 Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities, designating eligible sponsoring agencies, and establishing limits on sales tax funding by expenditure plan program. It also sets expectations for leveraging of sales tax funds with other federal, state, regional, and local dollars to fully



fund the expenditure plan programs and projects and includes policies for program administration. Many of the policies and programs in the 2022 Expenditure Plan are consistent with Prop K, but the EPAC has left its distinct mark on the 2022 Expenditure Plan as noted above.

The 2022 Expenditure Plan is composed of five major funding categories as shown in Attachment 1. The plan is primarily programmatic in nature, with few named projects since it is a 30-year plan supporting many ongoing programs like transit maintenance and street resurfacing where the specific locations of improvements will be identified over time through the 5YPP process. The overwhelming majority of the 2022 Expenditure Plan funds capital projects, with the notable exception of the paratransit program that provides transportation services for seniors and persons with disabilities who cannot ride regular fixed route transit.

A brief description of each category is provided below. Detailed descriptions are found in Section 4 of the 2022 Expenditure Plan (Attachment 1 to the resolution, starting on page 8). The percentage after the category name shows the relative share of sales tax revenues that each of the 5 categories would receive over the life of the Expenditure Plan.

Major Transit Projects (22.6%) includes programs that are intended to increase rider capacity, transit reliability and speed on the existing transit systems. This includes Muni Forward-type investments; improvements to allow more frequent and/or longer trains on both the BART and Muni systems; and the Caltrain Downtown Extension to Salesforce Transit Center.

Transit Maintenance and Enhancements (41.2%) is the largest category, with transit maintenance (mostly Muni, but also BART, Caltrain, and ferry) receiving nearly 40% of total revenues. These types of investments are crucial to ensuring that the transit systems are safe, reliable, and functional. This category also includes funding for accessibility and other station improvements, climate resiliency improvements to facilities, and early phases of project development for the next generation of transit projects such as those included in the ConnectSF Transit Strategy (e.g., extending the Central Subway north, 19th Avenue/Geary Rail, Link21, express buses).

Paratransit (11.4%) is the only operating program in the 2022 Expenditure Plan (as it was in the Prop K Expenditure Plan), reflecting the important role it plays for seniors and people with disabilities in San Francisco. The EPAC increased its share of funding from 8.6% in Prop K to 11.4% recognizing that cost and demand have grown over time and that San Francisco's population is aging.

Streets and Freeways (18.9%) includes significant investments in projects that will improve the safety of our roadways for all users such as new crosswalks, traffic calming, bicycle facilities, and curb ramps, as well as funds to plant new trees in public rights of way. There is also funding for maintenance such as street repaving, traffic signal upgrades, and sidewalk repair. The category includes a small amount of funding for early phases of project



development for major street and freeway redesigns such as those included in the ConnectSF Streets and Freeways Strategy (e.g., the Alemany maze realignment, filling the Geary tunnel, Brotherhood Way pedestrian crossing improvements).

Transportation System Development and Management (5.9%) includes transportation demand management funding, for cost-effective projects that encourage mode shift to sustainable modes like transit, cycling or walking, or travel time shifts to less congested times. This category also codifies the Transportation Authority's existing Neighborhood Transportation Program, funding neighborhood-scale planning and the implementation of recommendations from those plans. The category includes two new programs: an Equity Priority Transportation Program, which would similarly fund planning and implementation but focused on projects benefitting Equity Priority Communities or disadvantaged communities citywide; and a Development Oriented Transportation program to fund planning and implementation of projects in communities that are planning for growth and increased housing density for the first time in recent years, such as the parts of the west side of San Francisco with new Priority Development Areas in MTC's Plan Bay Area 2050.

The 2022 Expenditure Plan: Revenue Forecasts. The 2022 Expenditure Plan estimates revenues under two scenarios over the 30-year period, as shown in the cumulative column in the table below:

Table 1. 2022 Expenditure Plan 30-Year Revenue Forecasts (2020 \$'s)

Revenue Forecasts	Amount	Cumulative
Priority 1 (conservative)	\$2.378 billion	\$2.378 billion
Priority 2 (more optimistic)	+\$220 million	\$2.598 billion

These two forecasts are both intended to be reasonable estimates of future revenues, with relatively small variations in growth rates. The conservative projection, which corresponds to Priority 1 funding levels, uses an average annual growth rate of 2.1% and an inflation-based annual discount rate of 3%. The more optimistic projection, which corresponds to Priority 2 funding levels, uses an average growth rate of 2.6%, with an inflation-based discount of 3%. For reference, over the life of Prop K to date, the average annual growth rate has been 2.4%, while the average Bay Area inflation rate has been 2.5%. Throughout the 2022 Expenditure Plan, revenues and costs are shown in constant 2020 dollars.

If the proposed ballot measure is approved by 2/3s of San Francisco voters in November 2022, the 2022 Expenditure Plan would supersede or replace the existing Prop K Expenditure Plan on April 1, 2023. Prop K financial obligations would have first call on revenues from the reauthorized sales tax. The revenue forecasts have been reduced by an estimated \$550 million in Prop K financial liabilities. This includes the repayment of the 2017 sales tax revenue bond, revenues to cover remaining balances on current grant agreements, and an estimate of new allocations before the new measure takes effect.



The 2022 Expenditure Plan also includes the total expected funding for each program in the Expenditure Plan. This includes forecasted revenues from other local, regional, state and federal funding sources, based on the region's Plan Bay Area 2050 transportation revenue forecast that would be available to fund the types of projects eligible under the various program in the plan.

The \$2.6 billion in sales tax revenues projected to be available in the 2022 Expenditure Plan will play a key role in helping to attract the estimated \$23 billion in other funding sources (primarily capital funding sources, with the paratransit operating funds being the primary exception) expected to be available to San Francisco transportation projects over the 30-year plan period. This includes federal dollars for major transit capital projects like the BART and Muni Core Capacity investments and the Caltrain Downtown Rail Extension, state and regional Active Transportation Program grants for safe and complete streets investments, state gas tax funding for local streets and roads maintenance, and local General Obligation bond proceeds for SFMTA transit maintenance and safer street projects.

Sales tax funds provide required local match funds and often help pay for the early planning and project development work that make projects competitive for discretionary grants to fund design and implementation.

Next Steps. The March 8 Transportation Authority Board meeting serves as the required public hearing on the 2022 Expenditure Plan. Pursuant to PUC Section 131052, the MTC is required to approve the expenditure plan before it can be placed on the ballot by the San Francisco Board of Supervisors. We have been keeping MTC apprised of the plan development process from its inception, and they are prepared to agendize its approval at April meetings of the Planning Committee and full Commission. Following MTC approval, an ordinance can be introduced at the Board of Supervisors that would place a measure on the November 8, 2022 ballot to continue in effect the existing half-cent transportation sales tax for 30-years to fund the programs in the 2022 Expenditure Plan. As noted above, the measure would require 2/3 voter approval to pass.

The anticipated dates for the next steps in the approval process are listed below. Meeting dates will be posted on the project website (www.sfcta.org/ExpenditurePlan) as soon as they are finalized.

- Transportation Authority Board
 - March 8 - Public Hearing, first approval
 - March 22- Final action
- Metropolitan Transportation Commission (MTC)
 - April 8 - MTC Planning Committee
 - April 27 - MTC Commission
- Board of Supervisors (Dates TBD)



- o May (introduction) – June/July (approvals)
- November 8, 2022 Election

If approved, the operative date of the 2022 Expenditure Plan would be April 1, 2023. The Transportation Authority would continue to administer the Prop K Expenditure Plan until the 2022 Expenditure Plan goes into effect.

FINANCIAL IMPACT

We have budgeted about \$620,000 for the development of the new Expenditure Plan, which includes staff, legal and consultant costs, most of which have already been incurred. If the Board of Supervisors places the sales tax reauthorization measure on the ballot, we may be responsible for covering the administrative costs of placing the measure on the ballot (e.g. paying for its inclusion in the voter pamphlet). We are working with the Department of Elections and the Clerk of the Board of Supervisors' Office to confirm a cost estimate by the March 8 Transportation Authority Board meeting. These costs will be covered by the new measure if it passes and by Prop K if it does not. We will reflect these costs in the mid-year budget revision and next year's budget as relevant.

CAC POSITION

The Community Advisory Committee (CAC) was briefed on the draft Expenditure Plan at its February 23, 2022, meeting, but did not take an action given that the EPAC's final action was still pending. The CAC has received regular updates on the process to develop a new Expenditure Plan from member Rosa Chen, who represents the CAC on the EPAC, and periodic presentations from staff.

SUPPLEMENTAL MATERIALS

- Attachment 1 – 2022 Expenditure Plan Summary Pie Chart
- Attachment 2 – 2022 Expenditure Plan Priority 1 and Priority 2 Funding Levels
- Attachment 3 – Presentation
- Enclosure 1 – Outreach and Engagement Summary

*The proposed 2022 Expenditure Plan is included as Attachment 1 to the resolution.



Recommended 2022 Expenditure Plan

\$2.6 billion (2020 \$s) in sales tax revenues over 30 years*

TRANSIT MAINTENANCE & ENHANCEMENTS

41.2%

Muni, BART, Caltrain, Ferry
Maintenance, rehabilitation and replacement
Station/Access improvements
Next generation transit planning

MAJOR TRANSIT PROJECTS

22.6%

Muni Bus/Train Reliability & Efficiency Improvements
Muni and BART Core Capacity
Caltrain Downtown Extension

TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

5.9%

Transportation demand management
Neighborhood and equity-focused
planning and implementation

PARATRANSIT

11.4%

Transit services for seniors and
people with disabilities

STREETS & FREEWAYS

18.9%

Pedestrian and bicycle improvements
Signals and traffic calming
Street repaving
Major street and freeway redesign planning

* Includes both Priority 1 (conservative forecast) and Priority 2 (more optimistic) revenues.

**Attachment 2 - 2022 Expenditure Plan
Priority 1 and Priority 2 Funding**

February 24, 2022

Amounts in millions of 2020 \$s					
2022 Expenditure Plan Programs	Eligible Agencies	Priority 1	Priority 2	Total	% of Total
MAJOR TRANSIT PROJECTS					
Muni Reliability and Efficiency Improvements	SFMTA	\$110.0		\$110.0	4.2%
Muni Rail Core Capacity	SFMTA	\$50.0	\$7.0	\$57.0	2.2%
BART Core Capacity	BART	\$100.0		\$100.0	3.8%
Caltrain Service Vision: Capital System Capacity Investments	PCJPB	\$0.0	\$10.0	\$10.0	0.4%
Caltrain Downtown Rail Extension and Pennsylvania Alignment	TJPA, SFCTA	\$300.0	\$10.0	\$310.0	11.9%
TRANSIT MAINTENANCE & ENHANCEMENTS					
Muni Maintenance	SFMTA	\$784.0	\$41.0	\$825.0	31.8%
BART Maintenance	BART	\$35.0	\$10.0	\$45.0	1.7%
Caltrain Maintenance	PCJPB	\$100.0		\$100.0	3.8%
Ferry Maintenance	Port of SF, GGBHTD	\$5.0		\$5.0	0.2%
Transit Enhancements	BART, PCJPB, SFMTA, TIMMA	\$29.0	\$7.0	\$36.0	1.4%
Bayview Caltrain Station	PCJPB, SFCTA, SFMTA, SFPW	\$27.0		\$27.0	1.0%
Mission Bay Ferry Landing	Port of SF	\$5.0		\$5.0	0.2%
Next Generation Transit Investments	BART, PCJPB, SFCTA, SFMTA	\$22.0	\$5.0	\$27.0	1.0%
PARATRANSIT					
Paratransit	SFMTA	\$227.0	\$70.0	\$297.0	11.4%

**Attachment 2 - 2022 Expenditure Plan
Priority 1 and Priority 2 Funding**

February 24, 2022

Amounts in millions of 2020 \$s					
2022 Expenditure Plan Programs	Eligible Agencies	Priority 1	Priority 2	Total	% of EP
STREETS & FREEWAYS					
Street Resurfacing, Rehabilitation and Maintenance	SAS, SFPW	\$105.0		\$105.0	4.0%
Pedestrian and Bicycle Facilities Maintenance	SAS, SFMTA	\$19.0		\$19.0	0.7%
Traffic Signs & Signals Maintenance	SFMTA	\$90.0		\$90.0	3.5%
Safer and Complete Streets	SFCTA, SFMTA, SFPW	\$152.0	\$35.0	\$187.0	7.2%
Curb Ramps	SFPW	\$29.0		\$29.0	1.1%
Tree Planting	SAS	\$20.0	\$4.0	\$24.0	0.9%
Vision Zero Ramps	SFCTA, SFMTA	\$8.0		\$8.0	0.3%
Managed Lanes and Express Bus	SFCTA, SFMTA	\$10.0		\$10.0	0.4%
Transformative Freeway and Major Street Projects	Planning, SFCTA, SFMTA, SFPW	\$20.0		\$20.0	0.8%
TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT					
Transportation Demand Management	BART, PCJPB, SFCTA, SFE, SFMTA, TIMMA	\$18.0	\$5.0	\$23.0	0.9%
Neighborhood Transportation Program	Planning, SFCTA, SFMTA, SFPW	\$41.0	\$5.0	\$46.0	1.8%
Equity Priority Transportation Program	Planning, SFCTA, SFMTA, SFPW	\$42.0	\$5.0	\$47.0	1.8%
Development-Oriented Transportation	BART, PCJPB, Planning, SFCTA, SFMTA, SFPW	\$20.0	\$6.0	\$26.0	1.0%
Citywide / Modal Planning	Planning, SFCTA, SFMTA	\$10.0		\$10.0	0.4%
TOTALS		\$2,378.0	\$220.0	\$2,598.0	100%

**Attachment 2 - 2022 Expenditure Plan
Priority 1 and Priority 2 Funding**

February 24, 2022

Amounts in millions of 2020 \$s				
Category Sub-totals:	Priority 1	Priority 2	Total	% of Total
Major Transit Projects	\$560.0	\$27.0	\$587.0	22.6%
Transit Maintenance & Enhancements	\$1,007.0	\$63.0	\$1,070.0	41.2%
Paratransit	\$227.0	\$70.0	\$297.0	11.4%
Streets and Freeways	\$453.0	\$39.0	\$492.0	18.9%
Transportation System Development & Management	\$131.0	\$21.0	\$152.0	5.9%
Totals	\$2,378.0	\$220.0	\$2,598.0	100.0%

Endorse the 2022 Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation



San Francisco
County Transportation
Authority

Agenda Item #6

March 8, 2022

Agenda

Background

Outreach and Engagement
Update

Expenditure Plan Advisory
Committee (EPAC) Update

Recommendation: Endorse the
2022 Expenditure Plan

Next Steps



San Francisco
County Transportation
Authority

Half-Cent Sales Tax New Expenditure Plan



San Francisco
County Transportation
Authority



Targeting a
potential
November 2022
election



Would keep the
same half-cent
sales tax for
transportation,
and...



Would approve
a new
transportation
sales tax
Expenditure Plan

New Expenditure Plan



San Francisco
County Transportation
Authority

All but one of the major capital projects are done or under construction, and several programs are running out of money

Sales tax provides a significant source of funding, which can support the city's COVID recovery

Why now?

San Francisco has new and emerging priorities

Allows us to use sales tax as local match to federal, state, and other funding

Developing a New Expenditure Plan



San Francisco
County Transportation
Authority

Outreach Plan includes:

Community
Interviews

Complete

Non-English
Focus Groups

Complete

Join existing
community
meetings

Ongoing

Online Survey

Complete

Expenditure
Plan Advisory
Committee

Complete

Traditional,
social and
multi-lingual
media

Ongoing

Town Halls

Complete

Voter Opinion
Survey

Planned Spring 2022

What We Heard: Overall Themes



San Francisco
County Transportation
Authority

Transit

- Improve transit reliability
- Improve customer experience, especially at bus stops
- Better connections
- Additional service

Safety & Accessibility

- Primary concern for many
- Improve pedestrian & bicyclist safety
- Improve accessibility for seniors & people with disabilities

Equity

- Focus investments in Equity Priority Communities and serving people with low incomes
- Multilingual outreach
- Affordability concerns

Neighborhoods

- Localize engagement and transportation solutions
- Better connections between neighborhoods
- Parking and congestion



- Established by the Board in Summer 2021
- 27 members from neighborhoods, community groups, advocacy organizations, and business and civic interests
- Met 11 times between September 2021 - February 2022
- Final action on February 24: Recommended that the Transportation Authority Board approve the 2022 Expenditure Plan

Benefits of a New Expenditure Plan



San Francisco
County Transportation
Authority

Safer
streets



Smoother
streets



Reliable transit
& paratransit



Less congestion
& crowding



Improved air
quality



Advancing equity throughout

Recommended 2022 Expenditure Plan



San Francisco
County Transportation
Authority

**\$2.6 billion (2020 \$s) in sales tax
revenues over 30 years***

TRANSIT MAINTENANCE & ENHANCEMENTS

41.2%

Muni, BART, Caltrain, Ferry
Maintenance, rehabilitation and replacement
Station/Access improvements
Next generation transit planning

MAJOR TRANSIT PROJECTS

22.6%

Muni Bus/Train Reliability & Efficiency Improvements
Muni and BART Core Capacity
Caltrain Downtown Extension

TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

5.9%

Transportation demand management
Neighborhood and equity-focused
planning and implementation

PARATRANSIT

11.4%

Transit services for seniors and
people with disabilities

STREETS & FREEWAYS

18.9%

Pedestrian and bicycle improvements
Signals and traffic calming
Street repaving
Major street and freeway redesign planning

* Includes both Priority 1 (conservative forecast) and Priority 2 (more optimistic) revenues.

Recommended 2022 EP/Prop K Comparison



San Francisco
County Transportation
Authority

Investment Type	Prop K Priority 1 (P1)	Prop K P1+P2	2022 EP P1	2022 EP 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%	12.8%	↑
Streets Maintenance (includes signs and signals)	10.6%	10.7%	9.0%	8.2%	↓
Paratransit (operating support)	8.6%	8.6%	9.5%	11.4%	↑
Transportation Demand Management, Citywide & Neighborhood Planning	1.2%	1.3%	1.8%	1.8%	↑
Freeway Safety, Operations, Redesign (planning)	3.4%	3.4%	1.6%	1.5%	↓

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.



Policy changes include (slide 1 of 2):

1. Update the 5YPP* Project Prioritization Process:
 - a. Include an Equity Priority Community/disadvantaged populations criterion
 - Disadvantaged communities include *communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain*
 - b. Strengthen the community support criterion to ask for level and diversity of support, specifically including support from disadvantaged communities



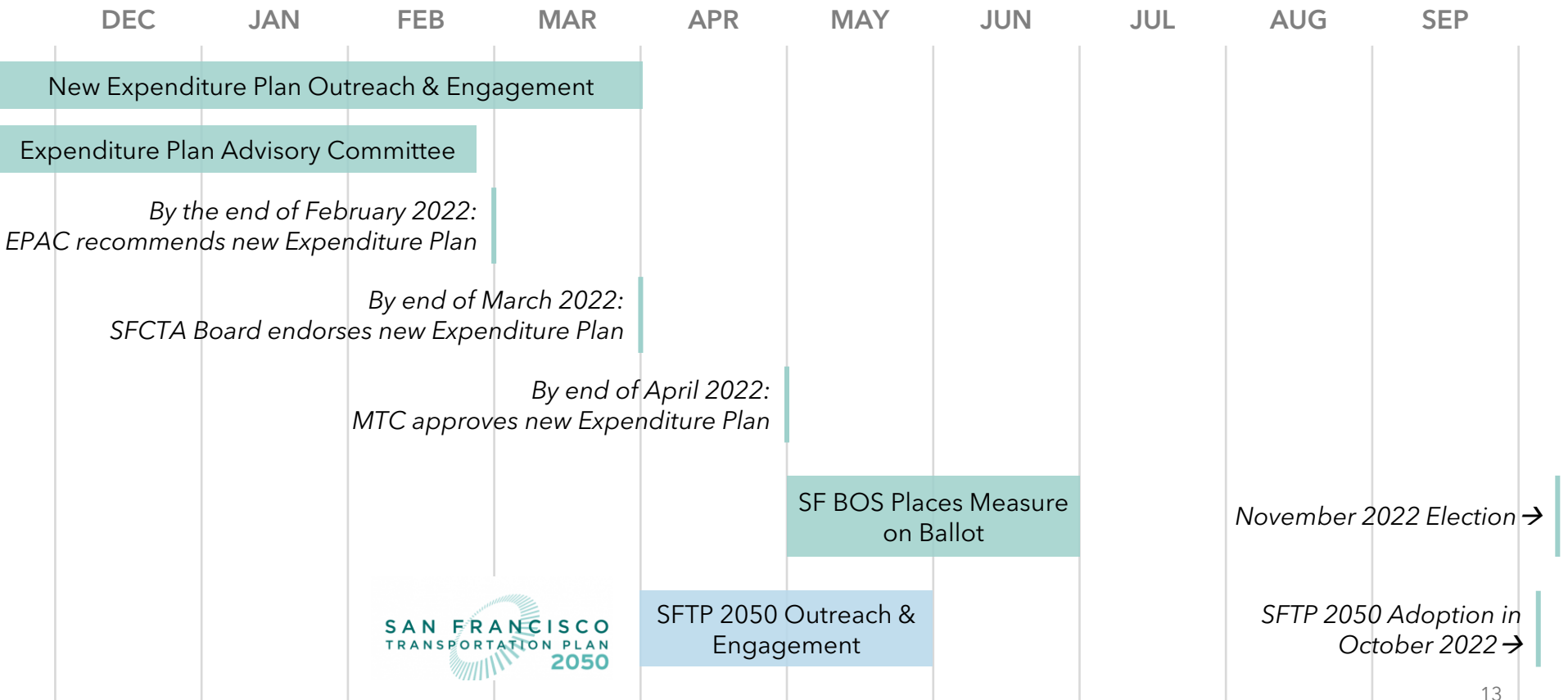
Policy changes include (slide 2 of 2):

2. New required reporting on the distribution of allocations for transparency and accountability, both:
 - Citywide geographic distribution (e.g. by Supervisorial district)
 - Distribution of projects in Equity Priority Communities and/or benefitting disadvantaged populations
3. New project delivery oversight requirement:
 - Requires the Transportation Authority to adopt project delivery oversight guidelines for major capital projects to be funded by the sales tax, including annual reporting

2022 Expenditure Plan Schedule



San Francisco
County Transportation
Authority



2022 Expenditure Plan: Next Steps



San Francisco
County Transportation
Authority

Transportation Authority Board:

- March 8 - Public Hearing, First Read
- 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/July (approvals)

For more information



San Francisco
County Transportation
Authority

- Visit: sfcta.org/ExpenditurePlan
- Email: ExpenditurePlan@sfcta.org

Thank you. Any Questions?

<https://www.sfcta.org/ExpenditurePlan>



**San Francisco
County Transportation
Authority**

Michelle Beaulieu, Principal Transportation Planner
michelle.beaulieu@sfcta.org 415-744-4993