



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, March 8, 2022; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2492 804 7621 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

Commissioners: Mandelman (Chair), Peskin (Vice Chair), Chan, Haney, Mar, Melgar, Preston, Ronen, Safai, Stefani, and Walton

Clerk: Angela Tsao

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.

Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. 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 Board members before the meeting begins.

1. Roll Call
2. **[Final Approval on First Appearance]** Approve the Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) – **ACTION***

Page

5



**San Francisco
County Transportation
Authority**

Board Meeting Agenda

Page 2 of 3

- | | |
|---|----|
| 3. Community Advisory Committee Report - INFORMATION* | 9 |
| 4. Approve the Minutes of the February 15, 2022 Meeting - ACTION* | 17 |
| 5. Appoint One Member to the Community Advisory Committee - ACTION* | 21 |
| 6. Endorse the 2022 Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation- ACTION* | 27 |
| 7. State and Federal Legislation Update - ACTION* | 77 |
| Support: Assembly Bill (AB) 2197 (Mullin), AB 2336 (Ting and Friedman) | |
| 8. Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests - ACTION* | 83 |
| Projects: SFMTA: Muni Metro Core Capacity Study (\$1,000,000), 20 MPH Speed Limit Reductions (\$750,000), Bike to Work Day 2022 (\$41,758). SFCTA: Muni Metro Core Capacity Study - Project Support and Technical Oversight (\$150,000). | |
| <u>Other Items</u> | |
| 9. Introduction of New Items - INFORMATION | |
| During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration. | |
| 10. Public Comment | |
| 11. Adjournment | |

***Additional Materials**

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. 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. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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 Board members before the meeting begins.



**San Francisco
County Transportation
Authority**

Board Meeting Agenda

Page 3 of 3

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS UNDER
CALIFORNIA GOVERNMENT CODE SECTION 54953(E)

WHEREAS, California Government Code Section 54953(e) 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; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 ("COVID-19") pandemic, and that state of emergency remains in effect; and

WHEREAS, On February 25, 2020, the Mayor of the City and County of San Francisco (the "City") declared a local emergency, and on March 6, 2020 the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, regardless of vaccination status, to prevent the spread of COVID-19, and the City Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health ("Cal/OSHA") has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19; and



WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California's indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

WHEREAS, The San Francisco County Transportation Authority Board has met remotely during the COVID-19 pandemic and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; now, therefore, be it

RESOLVED, That San Francisco County Transportation Authority Board finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, San Francisco County Transportation Authority Board has considered the circumstances of the state of emergency.
2. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committees in person would present imminent risks to the safety of attendees, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days meetings of San Francisco County



Transportation Authority Board and its standing and advisory committees, including the Community Advisory Committee ("CAC"), will continue to occur exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). Such meetings of San Francisco County Transportation Authority Board and its committees that occur by teleconferencing technology will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing; and, be it further

RESOLVED, That the Clerk of the Transportation Authority is directed to place a resolution substantially similar to this resolution on the agenda of a future meeting of San Francisco County Transportation Authority Board within the next 30 days. If the San Francisco County Transportation Authority Board does not meet within the next 30 days, the Clerk is directed to place such a resolution on the agenda of the next meeting of the San Francisco County Transportation Authority Board.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, February 23, 2022

1. Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

Present at Roll: Nancy Buffum, Robert Gower, John Larson, Jerry Levine, Kevin Ortiz, Kat Siegal, Peter Tannen, Sophia Tupuola (8)

Absent at Roll: Rosa Chen (entered at Item 2), David Klein, and Eric Rozell (Item 6) (3)

2. Chair's Report - INFORMATION

Chair Larson welcomed new CAC Member for District 5 Kat Siegal and invited her to introduce herself for the CAC. Chair Larson invited Ms. Chen to report on the latest Expenditure Plan Advisory Committee (EPAC) details, noting that that the CAC would discuss the new Expenditure Plan later on the agenda.

Ms. Chen reported on the latest EPAC details and invited the public to join the final EPAC meeting on February 24.

Chair Larson commented that it seemed just yesterday that EPAC was just formed, and they were already at their final meeting. He also congratulated Ms. Chen on all the work the EPAC members had accomplished.

Chair Larson announced the Special Joint San Francisco County Transportation Authority Board and Treasure Island Mobility Management Agency (TIMMA) Board meeting to discuss the TIMMA base toll and affordability program. He also informed CAC members that a report on the Transportation Authority's public engagement approach, requested by Mr. Ortiz, would be given at the March meeting.

There was no public comment.

3. Election of Chair and Vice Chair for 2021 - ACTION*

Chair Larson reported that the CAC nominated him for the position of Chair and Mr. Klein for the position of Vice Chair.

Mr. Ortiz thanked Chair Larson for his leadership in this often thankless role and asked the Chair, since diversity should be at the forefront of transportation issues, to mentor a person of color, particularly a woman of color, for leadership in the CAC.

Chair Larson appreciate the suggestion and agreed to make that commitment.

There was no public comment.

Kevin Ortiz motioned to approve elect John Larson as Chair and David Klein as Vice Chair for 2022, seconded by Jerry Levine.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Ortiz, Siegal, Tannen, Tupuola (9)



Absent: Klein and Rozell (2)

Consent Agenda

4. Approve the Minutes of the December 1, 2021 and January 26, 2022 Meetings - ACTION*

Robert Gower motioned to approve the item, seconded by Rosa Chen.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Ortiz, Siegal, Tannen, Tupuola (9)

Absent: Klein and Rozell (2)

5. Community Advisory Committee Vacancy - INFORMATION

Chair Larson invited Peter Tannen, whose term was expiring at the end of February, to comment. Mr. Tannen said he reapplied but decided to step down from CAC after 14 years of service on the committee to give another candidate the chance to serve and to hopefully increase the diversity on the CAC. He said he planned on stepping down once Commissioner Mandelman's office was able to find a replacement for the District 8 seat but would still watch the meetings and comment when interested on an item. Mr. Tannen said it was an honor to be able to serve on the CAC for so long.

Chair Larson thanked Mr. Tannen for volunteering to remain in the District 8 seat until a new candidate could be found, so that there wouldn't be a gap during the transition, as well as Mr. Tannen's intent to increase diversity.

There was no public comment for either item.

End of Consent Agenda

6. Adopt a Motion of Support to Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests - ACTION*

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Member Robert Gower asked about the equitability with which Bike to Work Day activities would be implemented and expressed the hope that they wouldn't be focused mainly on corridors accessing the downtown.

Mr. Pickford said that in 2022, the planned focus would be on the City's Slow Streets and pointed out that staff had recommended that the allocation include a special condition that energizer stations be located in all 11 supervisorial districts.

John Knox-White, Planning Programs & Education Manager with the San Francisco Municipal Transportation Agency (SFMTA), confirmed that Bike to Work Day would be implemented in all 11 districts.

Mr. Gower commented that Slow Streets were not evenly distributed around the City and asked how a focus on them was compatible with equity.

Mr. Knox-White answered that Bike to Work Day would utilize Slow Streets in districts that had them, but assured the CAC that energizer stations and other activities would be distributed across the City. He added that a focus on Slow Streets did not mean that energizer stations would exclusively be located on them and said he would provide



information to the CAC regarding the San Francisco Bicycle Coalition's plan for the geographic distribution of the energizer stations.

Member Kevin Ortiz asked for the list of corridors so far identified for speed limit reduction and a map showing the locations.

Mr. Pickford referred Mr. Ortiz to the location list and map in the enclosure.

Mr. Ortiz asked about the level of outreach involved in identifying corridors for speed limit reductions.

Mr. Pickford pointed out that the request included substantial funds for outreach to the 46 Business Activity Districts where speed limits were planned for reduction.

Ryan Reeves, Senior Transportation Planner and Vision Zero Program Lead with SFMTA, said the SFMTA Board had conducted public hearings for the project and had notified communities along proposed corridors via posters and flyers posted on power poles.

Uyen Ngo, Transportation Planner with SFMTA, added that the project team had distributed posters for display by merchants; conducted door-to-door contact; distributed flyers on cars, transit shelters, and light poles; and had worked with police district stations to notify the public through police-sponsored newsletters and social media accounts.

Mr. Ortiz recommended that the project outreach team consider contacting three additional community-based organizations in the Mission district, including the American Indian Cultural District, Calle 24, and Mission Economic Development Association.

Member Sophia Tupuola suggested that allocation requests include as a matter of course a discussion/analysis on the equity benefits/impacts of the proposed project.

Chair Larson commented that Bike to Work Day publicity was also referring to Bike to Wherever Day, and asked what that meant for the intended benefit of the program. He asked if the program was focusing more on environmental and health benefits rather than traffic congestion.

Mr. Pickford said the event still advocated for bicycling as a commute mode.

Mr. Knox-White acknowledged that commute patterns had changed with the advent of the COVID pandemic, and said as commute patterns returned to normal the focus of Bike to Work Day would return to commuter trips.

Member Nancy Buffum expressed support for advocating bicycling "wherever" and "everywhere." She said in District 4, residents bicycled to many destinations besides downtown workplaces and said "Bike to Wherever" was more inclusive of children and other non-commute bicyclists.

During public comment, Edward Mason expressed apprehension that SFMTA's Core Capacity Study would recommend excluding single-car or even double-car J trains from the subway. He said the result of such an exclusion would be forced transfers on Market Street, which would be an inconvenience to mobility impaired people and to everyone in inclement weather. He also warned that any recommendation for the M-line becoming a subway should include an assurance that SFMTA would have the resources to maintain the line in a state of good repair. He said the capital costs of an improvement were not the only costs and the study should estimate the long term costs of maintaining recommended improvements.



Peter Tannen motioned to approve the item, seconded by Eric Rozell.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Larson, Levine, Ortiz, Rozell, Siegal, Tannen, Tupuola (10)

Absent: Klein (1)

7. San Francisco's Climate Action Plan 2021 Update - INFORMATION

Rich Chien, San Francisco Department of the Environment (SFE) Senior Environmental Specialist, presented the item per the staff memorandum.

Chair Larson asked if there was a plan or incentive program to get people into electric vehicles (EVs) which were expensive, and presumably costs would go down eventually, that would more aggressively get people into EVs than tax rebates.

Mr. Chien responded that the market would play a big role in reaching adoption rates set in SFE's plan, with prices decreasing as the market evolved. He said there were issues around getting people comfortable with the charging technologies that were available and the range anxiety of how far the vehicle could get, along with other factors in the decision making process. Mr. Chien further commented that the City may not feel it is its responsibility to move that market but could with a lot of education and if there were dollars or incentives to reduce the cost of EVs, they would go to those that need it the most. He also said that over time the availability of the vehicles and the price points would be more aligned. Mr. Chien noted that Governor Gavin Newsom had made strong statements about all vehicles in California being electric by a certain date. He said it was still a consumer choice and the market needed to provide availability, price points, and the right options that fit different lifestyles.

Chair Larson responded that it might get to the point where agencies needed to be aggressive in getting people into EVs and to make them affordable.

Mr. Chien responded that the prices are coming down and the availability was going to increase with activity occurring at the state and national level, as well as working with manufacturers. He emphasized that the public investment of the City and County of San Francisco should be going towards things that are shared by the entire community like public transit, active transportation, and solve for the land use issue so that people don't need to drive as much, providing better quality of life and health outcomes for all San Franciscans.

Member Nancy Buffum asked about carbon sequestering and said it seemed to be the least developed in terms of having goals or concrete plans, and not well described. She expressed concern about it having a major effect on things like reducing vehicle trips so people could recreate or encouraging people to bike and walk on healthy green public space and asked if there was funding or partnerships towards advancing the goal.

Mr. Chien responded that there were not quantitative goals around healthy eco systems. He said in a climate action plan, the focus was about mitigating climate emissions and he said that carbon sequestering was still an emerging science to understand how to quantify what natural sequestering can impact through even local efforts like using park land and street trees. Mr. Chien continued that there were ways to calculate in development, and the plan emphasized the benefits of using healthy eco systems.



Ms. Buffum responded that it was an equity issue and provided an example with District 10 which had the least canopy of trees and largest amount of paved over neglected areas, which greenscaping would make healthier. She said the conversation and attention should get elevated as a positive and would make a difference in moving the strategy forward.

Mr. Chien agreed and added that staff did make a strong attempt in the plan to highlight all the positive things that could come from pursuing all those strategies.

Mr. Levine noted that the Projected Impacts of Strategies chart showed a minimal impact to emissions reductions from biking and walking and asked how could biking and walking be put forth as more impactful.

Mr. Chien responded that the analysis was truthful about emissions impact so the focus was made on all the other benefits associated with the actions. He said that bike lanes gave people options instead of driving that were healthier for the city, people, and the environment; helped to address some of the congestion and traffic issues in the city; and added to the benefit of reduced emissions.

Member Jerry Levine responded that from the standpoint of the commitment that the city had towards emission reductions through substantial investment in bike lanes and other infrastructure investments, maybe a different strategy was needed. He noted that he was very supportive of bike lanes and alternative transportation modes but wanted to see something that showed more emissions reduction.

Drew Cooper, Senior Transportation Modeler with the Transportation Authority, responded that many things fell under the category of Transportation Demand Management, including roadway pricing and parking pricing, which could add a big impact, as emissions were coming from cars which needed to be reduced or made clean. He continued that biking and walking supportive infrastructure helped but wouldn't get as far as needed to reach the emissions goals.

Chair Larson commented that San Francisco was not like Amsterdam or the Netherlands, otherwise biking and walking would make a bigger impact.

Member Sophia Tupuola commented that past studies about increasing the bridge toll and Treasure Island tolling wouldn't impact the types of cars on the road. She raised a concern about communities of concern not having the ability to move around as freely and openly with something like biking or walking because people in the community were often targets to others, including authorities. Ms. Tupuola asked how public transportation and access could be improved within the plan for communities of concern with an understanding for their needs.

Mr. Chien responded that the Climate Action Plan emphasized racial equity as an equal importance as emissions reduction. He said all actions were put through a racial equity evaluation tool to understand how these actions can get at root causes of structural racism that presented challenges today. Mr. Chien encouraged people to read the plan to see the details on racial equity and the emphasis on considering the voices of these communities when developing policy and building infrastructure.

Member Kat Siegal asked about the Projected Impacts of Strategies chart, whether each line item was additive or stand alone in reducing emissions.

Mr. Chien invited Mr. Cooper to confirm and commented that the chart did consider the synergistic effects of different strategies being successfully implemented over time.



Mr. Cooper affirmed that it considered interactive effects and responded that those efforts may actually be competitive in some places.

Ms. Siegal asked if transit and biking and walking was a measure of the impact of complete replacement of auto trips or if it was the total impact of what could be done within the plan.

Mr. Cooper responded that it was an effort to understand the effects that could be achieved by building out the elements of the Climate Action Plan. He continued it was not saying walking is not as good as driving but rather that there were limits to how much the city could get people to walk instead of drive.

Member Kevin Ortiz noted the need for action on the climate crisis and that San Francisco should be the leading model in making sure people are driving clean cars or taking transportation to reduce emissions. He expressed concern over how the City would ensure a fool-proof plan to get people out of fossil fuel vehicles. Mr. Ortiz asked what federal funding aid the Transportation Authority was planning on applying for to allocate it directly to the city to get people on bikes and buses. He asked for emphasis on operational funding as well.

Maria Lombardo, Chief Deputy Director, responded that the Transportation Authority was working with the City partners to decide which projects to put forth for federal, state, and regional funding, as well as encouraging the region to do a similar effort. She said that staff would report this information back to the CAC as a legislative item.

Member Eric Rozell commented that as far as moving towards a transit green system, he did not see more information on ferries and asked if there were plan to switch to electric or hydrogen fuel.

Mr. Chien responded that the impact of those changes were at the margins. He said the main source of emissions was private cars and trucks that being driven around the city and ferry operators would need to make those decisions at the end of the life cycle of those ferries.

During public comment, Patricia Arack commented that the strategies to reduce greenhouse gases don't consider working or disabled people and provided no support in converting to electric vehicles, which only made people angry and resentful about having to give up their cars. She noted the most effective strategy is EVs and there was no word on what the city was doing to get people into EVs. She said people won't give up their cars, in some neighborhoods where they need to drive and the transit system is unsafe and doesn't work.

8. Update on the Development of a New Expenditure Plan for the Half-Cent Transportation Sales Tax - INFORMATION*

Michelle Beaulieu, Principal Transportation Planner, presented the item per the staff memorandum.

Member Peter Tannen said the item looked comprehensive and asked if the key finding of both strong support and opposition to Slow Streets noted in virtual Town Halls held true across other outreach events as well.

Ms. Beaulieu said yes, staff had heard a variety of opinions on Slow Streets across other outreach events as well. She said there was no one-size-fits-all approach which emphasized the need for community-based planning, which was proposed to receive an increase in funding in the draft 2022 Expenditure Plan.



Chair Larson said he was glad to see the Neighborhood Transportation Program become ingrained into the Expenditure Plan and said the program had led to interesting and worthwhile projects and was a good opportunity for community-based planning.

There was no public comment.

Other Items

9. Introduction of New Business - INFORMATION

Mr. Ortiz requested an update and overview on the City's and County's plan on charging stations for electric vehicles, particularly within communities of color.

Mr. Tannen requested that packets be mailed out earlier since he did not receive his until the afternoon of the meeting, especially during the weekend before a holiday. Chair Larson said staff would follow up on that.

Chair Larson requested an update on the M line infrastructure plan in regard to the Core Capacity Study (building above ground versus below ground), in particular the direction going out towards San Francisco State University and Park Merced area.

During public comment, a caller agreed with Chair Larson on the M line infrastructure development at Park Merced and said the study did not seem to reflect future demographics.

10. Public Comment

During general public comment, Edward Mason commented that the corporate commuter buses had damaged a recent asphalt on the corner of 24th and Castro streets. He also said the commuter buses were running without passengers and there seemed to be no discussion on removing commuter buses off the streets.

11. Adjournment

The meeting was adjourned in memory of Bob Planthold, who had spent many years as a major advocate for disabled residents, at 8:07 p.m.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 15, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chan, Mar, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent at Roll Call: Commissioner Haney (1)

Chair Mandelman made a motion to excuse Commissioner Haney from the meeting, which was approved without objection.

2. Chair's Report - INFORMATION

Chair Mandelman began the meeting in memory of District 8 resident, J Church rider, and veteran transit and disability advocate Bob Planthold, who died earlier in the month. He noted Mr. Planthold was a longtime advocate for seniors, pedestrians, and people with disabilities, seeking for all to have access to safe, affordable, and reliable transportation. He also noted Mr. Planthold as an early leader with the Senior Disability Action organization and volunteered on numerous advisory committees and task forces throughout the city and region, including the SFMTA Paratransit Council, Mayor's Disability Council, the Metropolitan Transportation Commission (MTC)'s Policy Advisory Committee, the Association of Bay Area Governments' Housing Methodology Committee, and most recently on the Transbay Joint Powers Authority (TJPA)'s Citizens Advisory Committee. The Chair continued that Mr. Planthold was owed a great debt for making streets and transit better for everyone and wanted to close the meeting in Mr. Planthold's memory.

Chair Mandelman also thanked and congratulated Commissioner Ronen and staff for advocating for funding endorsements from the MTC for Muni's Core Capacity Program and TJPA's Downtown Rail Extension project at a recent meeting and said the Board looked forward to working with the region to advocate for all of the Bay Area's transportation priorities, including Caltrain electrification and BART Core Capacity in the state budget process. He continued the region's needs were large, many, and varied and prioritization would not be easy but he was hopeful that working together with partner entities like the state, they could increase funding sources for transportation, green infrastructure, and well-paying jobs.

Chair Mandelman concluded his remarks by thanking the staff, the Mayor's Office, and City departments for joining himself and Vice Chair Peskin for an executive roundtable discussion last month as part of the Transportation Authority's Capital Projects Delivery Study. He said the study is seeking to identify ways to improve project delivery outcomes for transportation projects in San Francisco. He continued that the team had a robust discussion of the barriers to efficient capital project delivery and identified the initial strategies, policies, and practices that could help



produce better results for large, complex infrastructure projects in the city. The Chair said he was hopeful that through the study and its resulting findings and recommendations that the city could find ways to raise the bar significantly on multi-agency collaboration and accountability in the transportation sector.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

There was no public comment.

4. Approve the Minutes of the February 8, 2022 Meeting - ACTION*

There was no public comment.

Commissioner Preston moved to approve the minutes, seconded by Commissioner Chan.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Mar, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Haney (1)

Consent Agenda

5. **[Final Approval] Appoint Kat Siegal to the Community Advisory Committee - ACTION***
6. **[Final Approval] Adopt Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION***
7. **[Final Approval] Approve the 2022 State and Federal Legislative Program - ACTION***
8. **[Final Approval] Award Contracts to Ten Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$3,000,000 for On-Call Transportation Planning Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions - ACTION***

Commissioner Preston moved to approve the consent agenda, seconded by Commissioner Chan.

The consent agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Mar, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Haney (1)

End of Consent Agenda

9. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2021 - INFORMATION**

Cynthia Fong, Deputy Director for Administration and Finance, presented the item.



There was no public comment.

10. San Francisco Municipal Transportation Agency Transit Recovery Update - INFORMATION

Jeffrey Tumlin, Director of Transportation with SFMTA, introduced the item and Julie Kirschbaum, Director of Transit with SFMTA, presented the item.

Commissioner Preston thanked Ms. Kirschbaum for the presentation and appreciated how hard the situation was for SFMTA. He observed the city was in a daily public transit crisis with lines overcrowded, delayed, or without service and some lines still suspended after two years. Commissioner Preston acknowledged the disappointment that transit riders had with further delay of restoration of service. He said he didn't sense from anyone in City leadership that the situation was being treated as a crisis requiring an emergency response as with other aspects of city life like trash cleanup, noting transit riders were being left at the curb with their needs going unmet. Commissioner Preston continued that most city leaders were not riding public transit every day and a big portion of the city didn't ride transit. He asked Director Tumlin what was being done at a leadership level, including the Mayor's office, operators' union, etc., to figure this out and what were the asks to move the city forward.

Director Tumlin replied that SFMTA had been repeating consistently throughout the pandemic that there was no path to full service restoration without new revenues. He said SFMTA was dependent on the voters to approve new revenues and were challenged because of the way San Franciscans were suffering economically. Director Tumlin said the city could look to the San Francisco Board of Supervisors (BOS) to help with the path to service restoration and welcomed partnership with the BOS and were happy to share the strategy work that SFMTA was doing at the SFMTA Board.

Commissioner Preston responded that funding wasn't the barrier.

Director Tumlin reiterated that the barrier was funding, clarifying that hiring impacted the pace of restoration but funding remained a crisis despite the temporary relief of federal assistance that had helped the agency delay 1200 agency-wide layoffs. He continued that there was no other path for the agency to get funding relief for the past two years despite persistent efforts and the agency was completely dependent upon the voters to approve new funding streams. Director Tumlin acknowledge the economic challenges given the ways San Franciscans had been suffering economically during this crisis and said SFMTA looked to partner with the BOS to create solutions.

Commissioner Preston reiterated his question about what leadership, as a whole, could do to treat the situation as a crisis and move the city forward to restoration of service and said funding was not the barrier, that service would still be down even with funding in place. He asked Director Tumlin to explain the continued delays which had to do with the omicron variant, staffing, and a number of issues not related to funding.

Director Tumlin responded that funding was in fact the primary barrier to service restoration and that the pace of restoration was related to the agency's ability to hire and train new employees. He said the pandemic was also affecting the agency's workforce numbers, noting the larger amount of COVID infection cases in operators at the beginning of 2022 exceeding all of 2021.



Commissioner Preston asked about the impact of the pandemic that had led to the 25% reduction from already depleted service and what was being done about it.

Director Tumlin answered that the agency was protecting the health and safety of its workforce and customers.

Commissioner Preston asked what was being done at a leadership level in the city to get the support the agency needed to address and minimize the impacts of an additional three-month delay for further service restoration and the unreliability of the system to get people around and what were the asks of other policy bodies in how they could assist to minimize the immediate crisis.

Director Tumlin answered there was nothing the BOS could do to help the agency with the immediate public health crisis of the pandemic. He emphasized that the agency needed the BOS's assistance find a path to ongoing and sustained service restoration which was entirely about funding.

Commissioner Preston responded that he would love to see the asks from all the stakeholders of how to support and see an emergency response to the situation. He said he appreciated the updates and the transparency on the problems but did not see solutions being offered to the short-term problem. Commissioner Preston asked if there were ways like additional bonuses to get staff to do more shifts and commented he saw nothing proposed that would change things in the next few weeks or months. He continued that if San Francisco was a transit first city and serious about people using public transportation, city leadership should address these short-term problems and Muni should be fare free since people could not rely on the public transit system in San Francisco.

Commissioner Chan thanked Commissioner Preston for his line of questioning and agreed that there were limited options, whether people relied mainly on public transit to get around or used it occasionally, and even if people wanted to support public transit, they couldn't depend on it in their daily lives. She expressed that she would like to ride transit but it was frustrating to constantly see announcements about serious delays and route options for her were limited as well. Commissioner Chan concurred with Commissioner Preston's call for a sense of urgency and agreed with the analogy of treating the situation as a daily livelihood need like trash collection. She said she was disappointed to hear about further delays until June and looked forward to more information and data.

There was no public comment.

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

There was no general public comment.

13. Adjournment

The meeting was adjourned in honor of Bob Planthold at 11:02 a.m.



RESOLUTION APPOINTING ONE MEMBER TO THE COMMUNITY ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its March 8, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing one member to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints one member to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

AGENDA ITEM 5

DATE: March 1, 2022
TO: Transportation Authority Board
FROM: Maria Lombardo – Chief Deputy Director
SUBJECT: 03/08/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

| | |
|--|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the eleven-member CAC requiring Board action. The vacancy is a result of the term expiration of Peter Tannen (District 8 representative). There are currently 16 applicants to consider for the open seat (Attachment 2).</p> | <p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p> |
|--|---|

BACKGROUND

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.



DISCUSSION

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Board.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2021/22 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of CAC Members
- Attachment 2 - Matrix of CAC Applicants
- Enclosure 1 - CAC Applications

COMMUNITY ADVISORY COMMITTEE MEMBERS ¹

| Name | Gender | Ethnicity | District | Neighborhood | Affiliation | First Appointed | Term Expiration |
|-------------------------|--------|-----------|----------|-----------------------|--|-----------------|-----------------|
| Peter Tannen | M | C | 8 | Inner Mission | Environmental, Neighborhood, Public Policy | Feb 2008 | Feb 2022 |
| John Larson, Chair | M | NP | 7 | Miraloma Park | Environment, Neighborhood, Public Policy | Mar 2014 | Mar 2022 |
| Nancy Buffum | F | C | 4 | Sunset | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Seniors | Sept 2020 | Sept 2022 |
| Robert Gower | M | C | 11 | Mission Terrace | Disabled, Environment, Neighborhood, Public Policy, Seniors | Sept 2018 | Sept 2022 |
| David Klein, Vice-Chair | M | C | 1 | Outer Richmond | Environment, Labor, Neighborhood, Public Policy, Seniors | Sept 2018 | Sept 2022 |
| Jerry Levine | M | C | 2 | Cow Hollow | Business, Neighborhood, Public Policy | Nov 2018 | Nov 2022 |
| Sophia Tupuola | F | NH | 10 | Bayview Hunters Point | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Seniors | Mar 2019 | Mar 2023 |
| Rosa Chen | F | A | 3 | Chinatown | Business, Disabled, Environment, Neighborhood, Public Policy, Seniors | Mar 2021 | Mar 2023 |
| Kevin Ortiz | M | H/L | 9 | Mission | Neighborhood, Public Policy | Dec 2019 | Dec 2023 |
| Eric Rozell | M | C | 6 | Tenderloin | Disabled, Neighborhood, Seniors | Jan 2022 | Jan 2024 |
| Kat Siegal | F | C | 5 | NP | NP | Feb 2022 | Feb 2024 |

*A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian | H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information)

COMMUNITY ADVISORY COMMITTEE APPLICANTS ¹

| | Name | Gender | Ethnicity | District | Neighborhood | Affiliation/Interest |
|----|---------------------|--------|-----------|----------|-----------------------------------|--|
| 1 | Sauod Alzahrani | M | ME | 6 | N/A | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior, and Social and Racial Injustice |
| 2 | Christine Auwarter* | F | C | 5 | Western Addition / Inner Richmond | Disabled, Environment, Social and Racial Injustice, Neighborhood, Public Policy |
| 3 | Tre Ely | M | AA | 6 | SOMA | Business, Environment, Homelessness, Public Policy, Social and Racial Injustice |
| 4 | Lun Esex* | M | NP | 5 | Haight-Ashbury | Business, Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior |
| 5 | Matthew Gerson* | M | C | 5 | Lower Haight | Environment, Social and Racial Injustice, Neighborhood, Public Policy |
| 6 | Genna Gores | F | C | 5 | NOPA | Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy |
| 7 | Kay Hones* | F | C | 5 | Mission | Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior, Youth |
| 8 | Sarah Katz-Hyman* | F | C | 5 | Alamo Square | Environment, Social and Racial Injustice, Neighborhood |
| 9 | Kimra McPherson* | F | C | 5 | Inner Sunset | Neighborhood |
| 10 | Evan Oravec* | M | NP | 5 | Haight- Ashbury | Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior |
| 12 | Peter Sengh* | M | A | 6 | East Cut | Business, Environment, Neighborhood, Public Policy, Senior |
| 13 | Ronaldo Smith* | M | C | 6 | SOMA | Environment, Neighborhood |
| 14 | Prodan Statev | M | C | 6 | East Cut | Business, Labor, Neighborhood, Public Policy |
| 15 | Peter Tannen | M | C | 8 | Inner Mission | Environment; Neighborhood; Senior |
| 16 | Tony Wessling | M | C | 3 | North Beach/Russian Hill | Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior |

*Applicant has not appeared before the Board A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian | H/L – Hispanic or Latino
 | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information) | ME – Middle Eastern

[this page intentionally left blank]



San Francisco
County Transportation
Authority



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

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~~ 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 Plan SFTP](#) 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 aide 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

57

| 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

61



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



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

63

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

66 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

67

\$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):

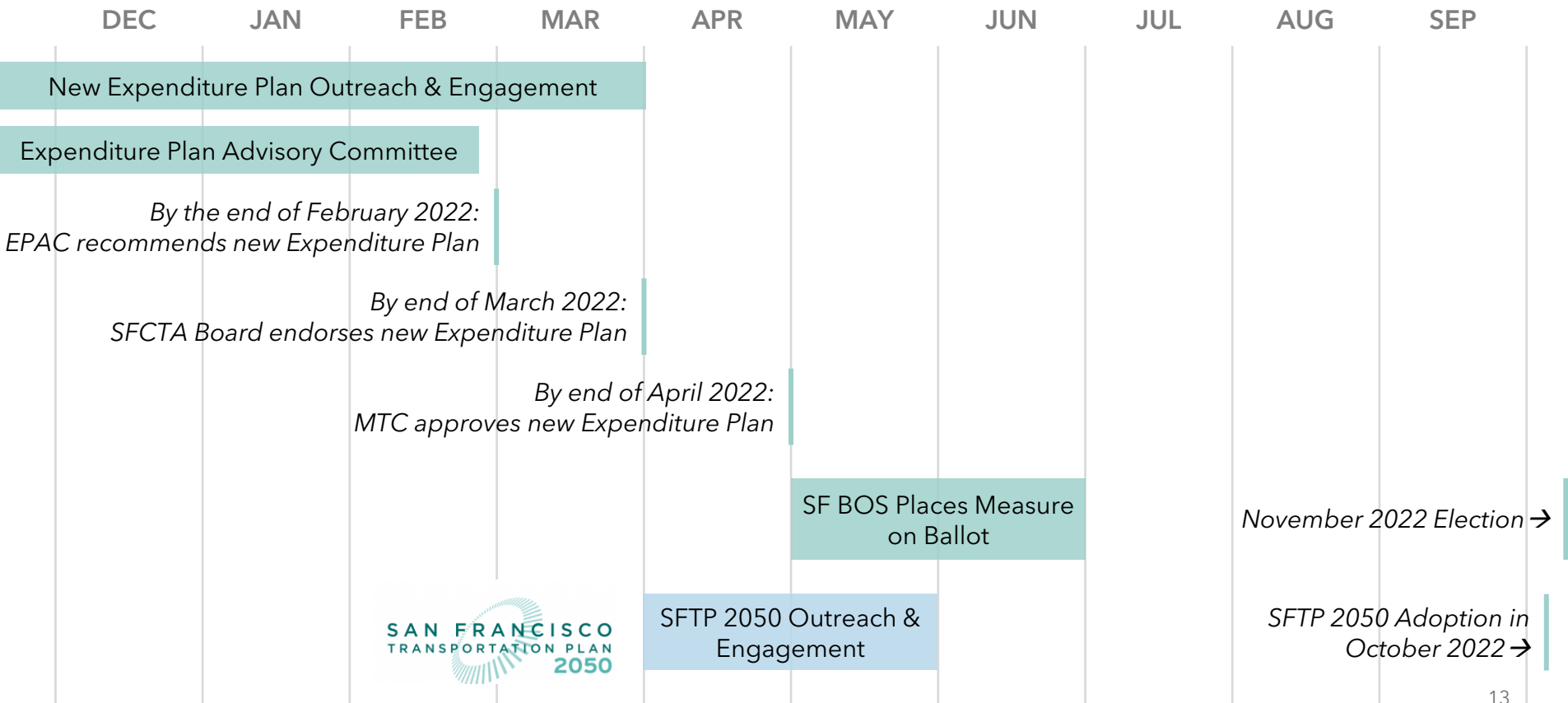
2. New required reporting on the distribution of allocations for transparency and accountability, both:
 - Citywide geographic distribution (e.g. by Supervisorial district)
 - Distribution of projects in Equity Priority Communities and/or benefitting disadvantaged populations
3. New project delivery 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

71



72 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

73

- 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



Angela Tsao <angela.tsao@sfcta.org>

3/8 Mtg Public Comment: Sales Tax Expenditure Plan

1 message

Cathy DeLuca <cathy@sfccommunityliving.org>

Thu, Mar 3, 2022 at 4:09 PM

To: clerk@sfcta.org

Cc: MandelmanStaff@sfgov.org, Kelly.Groth@sfgov.org, haneystaff@sfgov.org, "Imperial, Megan (BOS)" <megan.imperial@sfgov.org>, "Wright Edward (BOS)" <Edward.W.Wright@sfgov.org>, "Hepner, Lee (BOS)" <lee.hepner@sfgov.org>, "Kilgore, Preston (BOS)" <preston.kilgore@sfgov.org>, Bill.Barnes@sfgov.org, waltonstaff@sfgov.org, Dominica.Donovan@sfgov.org, RonenStaff@sfgov.org, "Cheng, Jonathan" <Jonathan.Cheng@sfmta.com>, Annette Williams <annette.williams@sfmta.com>

Dear SFCTA Chair Mandelman and Commissioners,

On behalf of Community Living Campaign, I am writing to **urge you to adopt the 2022 Expenditure Plan** recommended by the Expenditure Plan Advisory Committee (EPAC). If you do make adjustments, **we ask that you maintain the 11.4% allotment for Paratransit.**

Community Living Campaign works with older adults and adults with disabilities in San Francisco, and our Transportation Program helps our neighbors find accessible and safe transportation options. Many of our neighbors use Paratransit, and more and more they are relying on the Essential Trip Card, a new Paratransit program that provides discounted taxi rides to seniors and people with disabilities. 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.

Prop K assigned 8.6% of revenue to Paratransit. Recognizing that this wasn't meeting the program's current or future needs, the EPAC decided to increase the allotment to 11.4%. This increase is vital and must be maintained, for the following reasons:

- **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.
- **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. Future funding must meet future needs.

We ask that you preserve the 11.4% allotment to Paratransit in the 2022 Expenditure Plan. Thank you for ensuring the Plan serves older adults and people with disabilities in San Francisco.

Sincerely,
Cathy DeLuca

--

Cathy DeLuca (she/her)
Transportation Program Manager
Community Living Campaign
Cell: 415-638-9183
www.sfccommunityliving.org

[this page intentionally left blank]



San Francisco
County Transportation
Authority



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 2197
(MULLIN) AND AB 2336 (TING AND FRIEDMAN)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on AB 2197 (Mullin) and AB 2336 (Ting and Friedman), as shown in Attachment 1; and

WHEREAS, At its March 8, 2022 meeting, the Board reviewed and discussed AB 2197 (Mullin) and AB 2336 (Ting and Friedman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 2197 (Mullin) and AB 2336 (Ting and Friedman); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - March 2022

San Francisco County Transportation Authority

State Legislation - March 2022

(Updated March 3, 2022)

To view documents associated with the bill, click the bill number link.

Staff is recommending a new support position on Assembly Bill (AB) 2197 (Mullin) and AB 2336 (Ting and Friedman) and adding Senate Bill (SB) 917 (Becker), SB 922 (Wiener), SB 1049 (Dodd), and SB 1050 (Dodd) to the watch list as show in **Table 1**.

Table 2 shows the status of active bills on which the Board has already taken a position or has been monitoring.

Table 1. New Recommended Position

| Recommended Positions | Bill # Author | Title and Update |
|-----------------------|---|--|
| Support | AB 2197 Mullin | <p>Caltrain electrification project: funding.</p> <p>This bill would appropriate \$260 million from the General Fund to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p> <p>If approved, this amount could be combined with Caltrain bond financing to close the \$410 million project funding gap. However, with the Governor's proposal to direct billions in budget surplus funds to transportation as part of his January budget proposal, we anticipate project-specific funding requests may not advance at this time. However, we recommend registering support for the bill now to signal support for the project and raise awareness in the state legislature.</p> |
| Support | AB 2336 Ting D Friedman D | <p>Vehicles: Speed Safety System Pilot Program.</p> <p>This bill would authorize, until January 1, 2028, the cities of Los Angeles, Oakland, San Jose, San Francisco, and two others (TBD) to establish a Speed Safety System Pilot Program. The bill would require the adoption of a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program as well as a public information campaign at least 30 days before implementing the program. The bill would also require the participating cities to develop uniform guidelines for, among other things, the processing and storage of confidential information, including all photographic, video, or other visual or administrative records. For the first 30 days of the program, only warning notices, not fines, could be issued, and after that, violations would be subject only to civil penalties, with a diversion program for indigent violation recipients. The bill specifies a notification process for violations as well as an appeals process. Cities participating in the pilot program would be required to submit reports to the Legislature that evaluate the speed safety system to determine the system's impact on street safety and economic impact on the communities where it is utilized.</p> <p>Like AB 550 (Chiu), the similar speed safety camera bill that failed to advance last year, the San Francisco Municipal Transportation Agency (SFMTA) is strongly supportive of this bill and has been working with the authors on its development. They anticipate requesting a support position from the SFMTA Board and the City's State Legislation Committee.</p> |

San Francisco County Transportation Authority

| Recommended Positions | Bill # Author | Title and Update |
|-----------------------|--|---|
| Watch | SB 917 Becker D | <p>Seamless Transit Transformation Act.</p> <p>This bill would require the Metropolitan Transportation Commission (MTC) to adhere to a number of different requirements to advance the Transit Transformative Action Plan, which was approved when the regional Blue Ribbon Transit Recovery Task Force concluded last year. MTC would need to develop and adopt a Connected Network Plan, which would address connectivity issues across the region, including identifying key transit corridors and hubs, identifying ideal service levels with low income travelers in mind, identifying the capital and operating funds needed to implement the network, as well as potential governance issues. MTC would also have to adopt an integrated transit fare structure by December 31, 2023, and all Bay Area transit operators would have to comply with the proposal by July 1, 2024. Finally, MTC and transit operators would be required to develop and implement universal mapping and wayfinding and make real-time transit information available across all transit operators. If transit operators don't comply with any of these regional standards, they would not be eligible to receive key state funding for transit operations.</p> <p>While the action areas included in the bill are generally consistent with the issue areas addressed in the Transit Transformative Action Plan, it is prescriptive in some areas in advance of ongoing regional efforts to identify consensus solutions on how to best address them. It also sets deadlines to adopt outcomes that may not be achievable and endangers key operating funding for operators at a time where every dollar is needed as the region recovers from the pandemic. We have met with the project sponsor, Seamless Bay Area, and will engage with the author based on our analysis of the bill, our coordination with SFMTA and other transit operators, and feedback received from our commissioners. One of our main concerns is ensuring that San Francisco operators aren't disadvantaged in any redistribution of resources or other decisionmaking, especially given that San Francisco has, for a long time, significantly subsidized transit operations with local funding. Historically, many other jurisdictions across the region haven't invested in transit to the same extent, and they shouldn't benefit from that at the expense of cities that have been. We are also working with SFMTA to schedule an informational item on the Transit Transformative Action Plan at a future Board meeting.</p> |

| Recommended Positions | Bill # Author | Title and Update |
|-----------------------|--|--|
| Watch | SB 922 Wiener D | <p>California Environmental Quality Act: exemptions: transportation-related projects.</p> <p>This bill makes permanent the California Environmental Quality Act (CEQA) statutory exemptions authorized in SB 288 (Wiener, 2020), which will expire on January 1, 2023, and expands upon them. These exemptions would be available for transportation projects that are located entirely inside the public right of way and consistent with the state's greenhouse gas reduction and safety goals. Projects that were originally eligible under SB 288 would remain eligible, including walking and biking projects, transit priority projects, new bus rapid transit, bus, or light rail service, and zero-emission transit vehicle refueling projects. New types of projects that would become eligible under SB 922 include carpool lanes, installation of transit bulbs and boarding islands, and parking and transportation demand management. The bill does not exempt projects that add new auto capacity, and it requires use of skilled and trained labor. For eligible projects over \$100 million, the bill expands public and community participation requirements and requires the development of a cost-benefit business case, a racial and equity analysis, and a displacement risk analysis if 50% of the project is in a disadvantaged community, including recommended anti-displacement approaches.</p> <p>SFMTA has utilized the authority under SB 288 to accelerate delivery of a number of projects since January 1, 2021, including the Bayview Community Based Transportation Plan Quick Build Project, other quick build projects on Golden Gate Avenue, South Van Ness Avenue and Leavenworth Street and the Embarcadero Safety Project.</p> |
| Watch | SB 1049 Dodd D | <p>Transportation Resilience Program.</p> <p>The Bipartisan Infrastructure Law included a new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program for planning and implementation of projects that improve resilience of transportation infrastructure. A portion of these funds are appropriated to states via formula, with California anticipated to receive \$630 million over five years. This bill would establish the Transportation Resilience Program, to be funded with 100% of California's PROTECT funds as well as 15% of California's federal National Highway Performance Program funds. These are also distributed to states via formula and represent a significant share of California's highway funding, with an expected \$12.8 billion to be appropriated to the state over five years. The bill would authorize the California Transportation Commission to allocate funds from the new Transportation Resilience Program through a competitive process and would establish eligibility and prioritization criteria. Eligible climate adaptation planning and resilience improvements would address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards.</p> <p>Senator Dodd likely intends this new program to serve as a resource for the implementation of the SR-37 resiliency project (see SB 1050 (Dodd)), however it could also provide an opportunity for San Francisco resiliency projects, such as the Embarcadero Seawall or other SFMTA or BART priorities.</p> |

San Francisco County Transportation Authority

| Recommended Positions | Bill # Author | Title and Update |
|-----------------------|---|---|
| Watch | SB 1050 Dodd D | <p>State Route (SR) 37 Toll Bridge Act.</p> <p>This bill would create the SR-37 Toll Authority (Authority), which would be governed by the Bay Area Infrastructure Financing Authority (BAIFA) board. The bill would require the Authority to operate and maintain a tolling program on SR-37 and authorize the Authority to design and construct improvements to, among other things, help make the facility more resilient to sea level rise. The bill would authorize revenues from the toll bridge for specified purposes, including capital improvements to repair or rehabilitate the toll bridge, to expand toll bridge capacity, to improve toll bridge or corridor operations, to reduce the demand for travel in the corridor, and to increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the segment of State Route 37. The Authority would be charged with developing an expenditure plan and updating it every three years. The bill would require that the Authority's toll schedule provide a 50% discount to qualifying high-occupancy vehicles and between a 25% and 50%, inclusive, discount to low-income drivers who reside in the counties of Marin, Napa, Solano, or Sonoma.</p> <p>We will continue to monitor this bill, as it could serve as a model for a process to establish pricing/tolling authority, if the Transportation Authority Board and City of San Francisco act to pursue this in the future.</p> |

San Francisco County Transportation Authority

Table 2. Bill Status for Positions Taken in the 2021-22 Session

Below are updates for the two-year bills for which the Transportation Authority took a position or identified as a bill to monitor through approval of a watch position. These bills were carried over from the first year of the 2021-22 session.

Bills that were chaptered, vetoed, or otherwise died last year have been removed from the table.

| Adopted Positions / Monitoring Status | Bill # Author | Bill Title | Update to Bill Status ¹ (as of 02/28/2022) |
|---------------------------------------|--|--|--|
| Support | AB 117 Boerner Horvath D | Air Quality Improvement Program: electric bicycles. Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program. | Senate Appropriations |
| | AB 455 Wicks D Coauthor: Wiener D | Bay Bridge Fast Forward Program. Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. | Senate Transportation |
| Watch | ACA 1 Introduced by: Aguiar-Curry D Lorena Gonzalez D Chiu D Coauthors include: Wiener D Ting D | Local government financing: affordable housing and public infrastructure: voter approval. Amends the California Constitution to authorize local ad valorem property taxes to be approved by 55% of the voters if used for transit, streets and roads, and sea level rise protections. | Assembly Local Government |
| | SB 66 Allen D | California Council on the Future of Transportation: advisory committee: autonomous vehicle technology. Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles. | Assembly Appropriations |

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.



RESOLUTION ALLOCATING \$1,791,758 IN PROP K FUNDS, WITH CONDITIONS, AND
APPROPRIATING \$150,000 FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$1,941,758 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Other Transit Enhancements, Traffic Calming and Bicycle Circulation/ Safety; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, SFMTA's Bike to Work Day 2022 project is consistent with the relevant 5YPP for its requested funding category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Muni Metro Core Capacity Study and 20 MPH Speed Limit Reductions project require 5YPP amendments as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,791,758 in Prop K Funds, with conditions, and appropriating \$150,000 for three requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its February 23, 2022 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it



RESOLVED, That the Transportation Authority hereby amends the Prop K Other Transit Enhancements, Traffic Calming and Bicycle Circulation/ Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$1,791,758 in Prop K Funds, with conditions, and appropriates \$150,000 for three requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations



**San Francisco
County Transportation
Authority**

BD030822

RESOLUTION NO. 22-XX

4. Prop K Allocation Summaries - FY 2021/22

Enclosure:

Prop K Allocation Request Forms (3)

Attachment 1: Summary of Requests Received

| | | | | | | Leveraging | | | |
|--------------|---------------------------------------|---------------------------------|--------------------------------|---------------------------|---|---|--|-----------------------|-----------------------------|
| Source | EP Line No./ Category ¹ | Project Sponsor ² | Project Name | Current Prop K Request | Total Cost for Requested Phase(s) | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | Phase(s) Requested | District(s) |
| Prop K | 16 | SFMTA, SFCTA | Muni Metro Core Capacity Study | \$ 1,150,000 | \$ 1,650,000 | 74% | 30% | Planning | 3, 4, 5, 6, 7, 8, 10, 11 |
| Prop K | 38 | SFMTA | 20 MPH Speed Limit Reductions | \$ 750,000 | \$ 810,000 | 51% | 7% | Construction | Citywide |
| Prop K | 39 | SFMTA | Bike to Work Day 2022 | \$ 41,758 | \$ 41,758 | 28% | 0% | Construction | Citywide |
| TOTAL | | | | \$ 1,941,758 | \$ 2,501,758 | 66% | 22% | | |

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|--------------------------|--------------------|-----------------------------------|---------------------------|--|
| 16 | SFMTA, SFCTA | Muni Metro Core Capacity Study | \$ 1,150,000 | <p>The Muni Metro Core Capacity Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers faster, longer trains, providing a more reliable quality of service for time-sensitive trips. The outcome of the Study will be a package of projects that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity grant application to the Capital Investment Grant program, as well as further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.</p> <p>The Study will be conducted in two phases. Phase 1 includes but is not limited to prior study review, identifying performance targets, and an initial draft program of core capacity projects. Phase 2 would use inputs from Phase 1 to refine and advance a program of feasible projects that would achieve the target level of capacity improvement, and complete technical and analytical work to ready an application package for entry into the FTA Capital Investment Grant program. Phase 1 will be complete by September 2022. Phase 2 will be complete by March 2024.</p> <p>This request includes \$150,000 for SFCTA staff to perform an enhanced level of project support and technical oversight given the potential benefits to the entire Muni system and to help position projects to apply for a very competitive discretionary federal grant program.</p> |

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|--------------------------|--------------------|----------------------------------|---------------------------|--|
| 38 | SFMTA | 20 MPH Speed Limit Reductions | \$ 750,000 | Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. Beginning January 2022, the City has increased flexibility to reduce speed limits under Assembly Bill 43 (AB43). Using AB43, SFMTA plans to reduce speed limits from 25 mph to 20mph on key business activity districts. Requested Prop K funds would be used to reduce speed limits on up to 46 business activity districts throughout the city, and support with compliance strategies including education and outreach. Implementation is expected to begin in Summer 2022 and be complete in Fall 2024. A list of 35 potential corridors is included in the attached Allocation Request Form. The remaining 11 corridors will be identified and legislated by the end of 2022. |
| 39 | SFMTA | Bike to Work Day 2022 | \$ 41,758 | Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. This year BTWD will be held on May 20, 2022. Prop K funds will cover the sponsorship costs for BTWD through a contract between SFMTA and the San Francisco Bicycle Coalition. This request will fund event promotion and event-day services in all 11 supervisorial districts such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight. |
| TOTAL | | | \$1,941,758 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Recommendations |
|-----------------------|-----------------|--------------------------------|--------------------------|---|
| 16 | SFMTA, SFCTA | Muni Metro Core Capacity Study | \$ 1,150,000 | <p>Prop K 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation and appropriation are contingent upon amendment of the Other Transit Enhancements 5YPP. See attached 5YPP amendment for details.</p> <p>Deliverable: Upon substantial completion of Phase 1, SFMTA shall present to the Transportation Authority Board a summary of Study progress to date and a refined approach to Phase 2 activities.</p> |
| 38 | SFMTA | 20 MPH Speed Limit Reductions | \$ 750,000 | <p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendment for details.</p> <p>Special Condition: Reimbursement for implementation cost for the speed limit signs (\$521,164) is conditioned upon the SFMTA Board approval of the speed limit changes proposed in this project and SFMTA providing the final list of project corridors.</p> |
| 39 | SFMTA | Bike to Work Day 2022 | \$ 41,758 | <p>Special Condition: Funds are conditioned upon the San Francisco Bicycle Coalition locating one or more energizer station(s) per district.</p> |
| TOTAL | | | \$ 1,941,758 | |

¹ See Attachment 1 for footnotes.

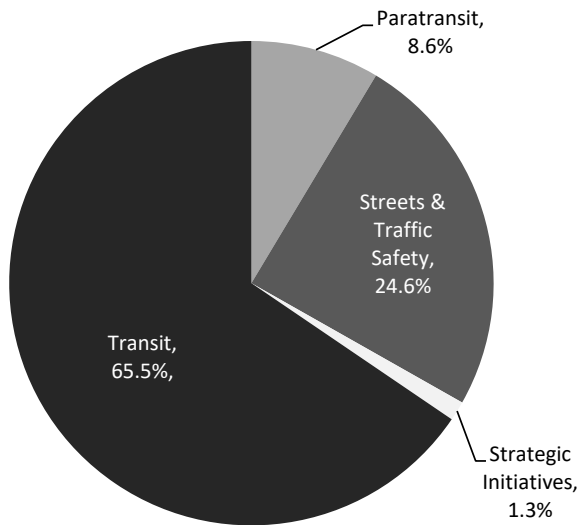
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

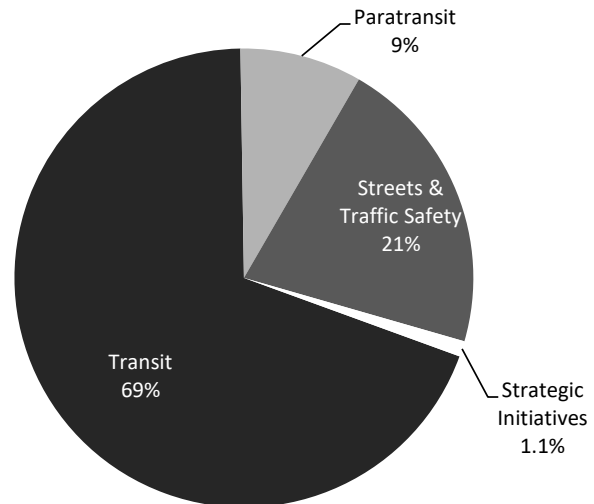
| FY2021/22 | Total | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2025/26 |
|-----------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Prior Allocations | \$ 49,416,818 | \$ 17,036,381 | \$ 20,661,684 | \$ 8,653,632 | \$ 2,181,909 | \$ 883,212 |
| Current Request(s) | \$ 1,941,758 | \$ 441,758 | \$ 655,000 | \$ 725,000 | \$ 120,000 | \$ - |
| New Total Allocations | \$ 51,358,576 | \$ 17,478,139 | \$ 21,316,684 | \$ 9,378,632 | \$ 2,301,909 | \$ 883,212 |

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date





Memorandum

AGENDA ITEM 8

DATE: February 24, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/8/2022 Board Meeting: Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests

| | |
|--|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>Allocate \$1,791,758 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Muni Metro Core Capacity Study (\$1,000,000) 2. 20 MPH Speed Limit Reductions (\$750,000) 3. Bike to Work Day 2022 (\$41,758) <p>Appropriate \$150,000 for:</p> <ol style="list-style-type: none"> 4. Muni Metro Core Capacity Study - Project Support and Technical Oversight <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p> | <p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p> |
|--|--|

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



FINANCIAL IMPACT

The recommended action would allocate and appropriate \$1,941,758 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2021/22 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2021/22 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC unanimously adopted a motion of support for the staff recommendation at its February 23, 2022 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2021/22
- Enclosure – Allocation Request Forms (3)