

## 2022 Transportation Expenditure Plan

### 1. Introduction

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

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 as Proposition B and the second in November 2003 as Proposition K. 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 Transportation 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 2022 Transportation Expenditure Plan was recommended by the Transportation Authority Board on March 22, 2022.

Guided by the EPAC, equity has been at the forefront of the process to develop the 2022 Transportation 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 Transportation Expenditure Plan included robust outreach and engagement in multiple languages, with a focus on reaching EPCs and populations that do not typically engage in transportation planning.

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

Administration of the 2022 Transportation 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 Transportation 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 Transportation 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 Transportation Expenditure Plan is to implement the priorities of the SFTP 2050 through investment in projects and programs that include planning, maintenance, 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 Transportation Expenditure

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

- ii. It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because San Mateo, Alameda, Contra Costa, Marin, and 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 Transportation 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: 2022 Transportation Expenditure Plan Summary Table summarizes the Plan's investment detail (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 Transportation 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 Transportation Expenditure Plan.

Revenues from the 2022 Sales Tax are estimated under two scenarios over the 30-year period of the 2022 Transportation Expenditure Plan, both of which are net of 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 Transportation Expenditure Plan is fiscally constrained to the total funding expected to be available for each category (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:

- 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 Transportation 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 territorial 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 2022 Sales Tax consistent with the 2022 Transportation 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 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.
- iv. **Administration Costs.** Pursuant to Public Utilities Code Section 131107, not more than one percent of the annual net amount of revenues raised by the 2022 Sales Tax may be used to administer the 2022 Transportation Expenditure Plan.

**D. Successor Program.** The 2022 Transportation 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 K grants, and for other financial liabilities arising from the Proposition K program. All assets of the Proposition K program shall become Proposition L program assets.

- E. Bonding Authority.** The Transportation Authority shall be authorized to issue, from time to time, limited tax bonds in an aggregate principal amount not to exceed \$1.91 billion, payable from the sales tax revenues generated pursuant to the 2022 Sales Tax. 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 Proposition L 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, including 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 2022 Transportation Expenditure Plan. The 2022 Transportation 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 2022 Transportation 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. 2022 Transportation 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. Programs are indicated with numbers.

The 2022 Transportation 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 Transportation Expenditure Plan. This approach provides certainty about the types of investments that will be made balanced with the flexibility needed for a 30-year plan.

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

	<b>Total Expected Funding<sup>1</sup></b>	<b>Total Prop L<sup>2</sup></b>	<b>% of Prop L Funding<sup>3</sup></b>
<b>A. Major Transit Projects</b>	<b>\$ 10,354.7</b>	<b>\$ 587.0</b>	<b>22.6%</b>
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>B. Transit Maintenance and Enhancements</b>	<b>\$ 10,065.3</b>	<b>\$ 1,070.0</b>	<b>41.2%</b>
i. Transit Maintenance, Rehabilitation, and Replacement	<b>\$ 9,047.1</b>	<b>\$ 975.0</b>	
1. Muni	\$ 7,934.8	\$ 825.0	
2. BART	\$ 547.7	\$ 45.0	
3. Caltrain	\$ 550.3	\$ 100.0	
4. Ferry	\$ 14.3	\$ 5.0	
ii. Transit Enhancements	<b>\$ 1,018.2</b>	<b>\$ 95.0</b>	
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	
<b>C. Paratransit<sup>4</sup></b>	<b>\$ 1,270.0</b>	<b>\$ 297.0</b>	<b>11.4%</b>
<b>D. Streets and Freeways</b>	<b>\$ 3,767.1</b>	<b>\$ 492.0</b>	<b>18.9%</b>
i. Maintenance, Rehabilitation, and Replacement	<b>\$ 2,194.7</b>	<b>\$ 214.0</b>	
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	<b>\$ 1,114.8</b>	<b>\$ 240.0</b>	
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	<b>\$ 457.6</b>	<b>\$ 38.0</b>	
1. Vision Zero Ramps	\$ 27.5	\$ 8.0	
2. Managed Lanes and Express Bus	\$ 206.0	\$ 10.0	



#### **4. Description of Programs.**

This section contains descriptions of the categories, subcategories, and programs in the 2022 Transportation 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 2022 Transportation 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 and Enhancements - 41.2%, Paratransit - 11.4%, Streets and Freeways - 18.9%, and Transportation System Development and 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 but are not limited to: 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 include but are not limited to 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 but are not limited to: 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 to operate up to eight trains per direction per hour consistent with the Caltrain Business Plan Service Vision. Eligible project types include, but are not limited to: additional fleet, level boarding at station platforms, additional train storage, track work, and station improvements. Includes planning, project development, and capital costs. Includes \$10M in Priority 2 funding. Sponsor Agency: PCJPB. Total Funding: \$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 AND ENHANCEMENTS**

### **i. Maintenance, Rehabilitation, and Replacement**

- 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 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 2022 Sales Tax funds for this program 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

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; and 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 for discretionary funds to complete project development and implementation. Eligible projects may include but are not limited to a 19<sup>th</sup> Avenue/Geary subway, extending the Central Subway, Link21 (including a potential second transbay tube), and 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

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

#### 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, including 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

#### 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 but are not limited to:

- Traffic calming to reduce vehicular speeds and improve safety; new or improved pedestrian safety measures such as ladder crosswalks, corner bulb-outs, and pedestrian islands in the medians of major thoroughfares; new and upgraded bike lanes and paths; traffic striping and channelization; bicycle and personal mobility device parking facilities such as bike/scooter racks and lockers. Quick builds (e.g., paint and safe-hit posts), pilots, permanent improvements, intersection redesigns, and larger corridor projects are eligible. Landscaping may be included as a minor element of a larger safety project.
- Installation (new), maintenance, and upgrade of traffic signs and signals (including for pedestrians and bicyclists); red light enforcement cameras and closed-circuit TV and communications systems (e.g., Variable Message Signs) for incident and special event traffic management.
- Multi-modal street improvements to improve pedestrian, bicycle, transit, and vehicle circulation and connectivity.
- Bicycle, pedestrian, and Vision Zero outreach and education programs such as Safe Routes to School; development of neighborhood and school area safety plans.

Includes project development and capital costs. Sponsor Agencies: SFMTA, SFPW, SFCTA. Includes \$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

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 include but are not limited to high occupancy vehicle lanes, ramp re-striping or re-designs, signs and signalization, and 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 and Major Street Projects.** Planning and project development for transformative multi-modal improvements that are designed to improve safety, enhance multi-modal connectivity, and/or reconnect communities and repair the harm created by past freeway and street projects. By funding planning, outreach, and early project development, the intent is to set up these projects to be competitive for discretionary funds to complete project development and implementation. Eligible project types 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 AND MANAGEMENT**

### **i. 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**

- 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 2022 Transportation Expenditure Plan programs and result in public-facing benefits. Additional project types include: transportation policy studies, pilots, and projects to address climate change (e.g., electric vehicle charging infrastructure) and gaps in equitable access. Includes planning, project development, and capital costs. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. Includes \$41M in Priority 1 and the remainder is Priority 2. Total Funding: \$191.2M; EP: \$46M.
- 2. Equity Priority Transportation Program.** The Equity Priority Transportation Program (EPTP) funds equity priority community-based projects in underserved neighborhoods and areas with vulnerable populations (e.g., low-income communities, seniors,

children, and/or people with disabilities) as well as citywide equity evaluations and planning efforts. The EPTP has a planning component to fund community-based planning efforts, and a capital component to provide local match funds to help advance and implement capital investment and pilot recommendations stemming from community-based planning and equity assessments. Eligible project types are those that are eligible for other 2022 Transportation 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 Transportation 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 Transportation 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 (5YPPs) (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 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 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; and documented community support as appropriate.
2. Funding plan, including sources other than the 2022 Sales Tax.
3. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment, and services.
4. How the project would advance equity or seek to mitigate any impacts on equity.
5. Project benefits including but not limited to how the project advances the goals of the SFTP.
6. A prioritization mechanism to rank projects within the 5YPP, that includes at a minimum the following required criteria:
  - a. Relative level of need or urgency.
  - b. Cost-effectiveness.
  - c. A fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
  - d. Level and diversity of community support. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically harmed by displacement, transportation policies, and projects 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 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 EPCs and/or benefiting disadvantaged populations.

Designated agencies shall be eligible for planning funds from the relevant 2022 Transportation 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 Transportation 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 Transportation 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 2022 Transportation 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 2.B, 5.B, and 5.D.
- E. Cost Savings and Remaining Funds.** If the eligible sponsoring agency or agencies complete delivery of a 2022 Transportation 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 2.B, 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 2022 Transportation Expenditure Plan programs with the same category.



**The following abbreviations are used in the 2022 Transportation Expenditure Plan:**

BART - San Francisco Bay Area Rapid Transit District; EP - Expenditure Plan; 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 Transportation Authority; SFE - San Francisco Department of Environment; SFMTA - San Francisco Municipal Transportation Agency; SFPW - San Francisco Public Works; 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 performed 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. 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