

File No. 220536

Committee Item No. 1

Board Item No. 1

# COMMITTEE/BOARD OF SUPERVISORS

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Completed by: Brent Jalipa Date June 24, 2022

Completed by: Brent Jalipa Date July 6, 2022

1 [Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation  
2 Authority]

3 **Ordinance approving a new 2022 Transportation Expenditure Plan for the County**  
4 **Transportation Authority and submitting to the voters at an election to be held on**  
5 **November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to**  
6 **continue in effect the existing local transactions and use tax at the existing rate of 0.5%**  
7 **for 30 years to fund transportation improvements under the 2022 Transportation**  
8 **Expenditure Plan; increasing the Transportation Authority’s appropriations limit by the**  
9 **amount collected under the transactions and use tax for four years from**  
10 **November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds**  
11 **secured by transactions and use tax revenues; affirming the Transportation Authority’s**  
12 **determination under the California Environmental Quality Act; and making findings of**  
13 **consistency with the General Plan, and the eight priority policies of Planning Code,**  
14 **Section 101.1.**

15 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
16 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
17 **Deletions to Codes** are in ~~*italics Times New Roman font*~~.  
18 **Board amendment additions** are in Arial font.  
19 **Board amendment deletions** are in ~~Arial font~~.  
20 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
21 subsections or parts of tables.

22 Be it ordained by the People of the City and County of San Francisco:

23 Section 1. History and Background.

24 (a) Pursuant to California Public Utilities Code (“Public Utilities Code”) Section 131000  
25 *et seq.*, and as approved by the voters at the November 7, 1989 election as Proposition B, the  
San Francisco County Transportation Authority (“Authority”) imposed a local retail

1 transactions and use tax (“tax”) of 0.5% for 20 years, with the revenues of the tax to be spent  
2 on projects specified in the Transportation Expenditure Plan adopted by the Authority and the  
3 issuance of up to \$742,000,000 in limited tax bonds by the Authority. At the November 4,  
4 2003 election, the voters approved Proposition K, which adopted a New Transportation  
5 Expenditure Plan that superseded Proposition B’s Transportation Expenditure Plan and  
6 authorized the Authority to issue up to an aggregate amount of \$1,880,000,000 of limited tax  
7 bonds, funded by continuing the tax at the same 0.5% rate, subject to approval of future  
8 updates of the New Transportation Expenditure Plan pursuant to Public Utilities Code  
9 Section 131056.

10 (b) As provided in Public Utilities Code Section 131056, the Authority has prepared a  
11 new county transportation expenditure plan (“2022 Transportation Expenditure Plan”), which  
12 will supersede the New Transportation Expenditure Plan adopted as part of Proposition K in  
13 November 2003. The 2022 Transportation Expenditure Plan provides for funding of  
14 transportation projects for 30 years, and has been recommended by the Expenditure Plan  
15 Advisory Committee established by the Authority, approved by the Metropolitan  
16 Transportation Commission, and endorsed by the Authority. The Authority has recommended  
17 that the Board of Supervisors submit to the voters for approval by a two-thirds majority at the  
18 November 8, 2022 election the 2022 Transportation Expenditure Plan, the continuation of the  
19 Authority’s existing 0.5% tax to fund the 2022 Transportation Expenditure Plan, and the  
20 authority to issue limited tax bonds in an aggregate principal amount not to exceed  
21 \$1,910,000,000.

22 (c) This ordinance should be interpreted to achieve the following purposes:

23 (1) To continue the Authority in effect as currently constituted to impose the tax,  
24 administer the 2022 Transportation Expenditure Plan, and issue the authorized limited tax  
25 bonds at the Authority’s discretion.

1                   (2) To continue in effect the existing tax at the existing 0.5% rate to fund the  
2 2022 Transportation Expenditure Plan for 30 years from the operative date of the  
3 amendments to Business and Tax Regulations Code Article 14 approved by the voters at the  
4 November 8, 2022 election in accordance with the provisions of Part 1.6 (commencing with  
5 Section 7251) of Division 2 of the California Revenue and Taxation Code and Division 12.5  
6 (commencing with Section 131000) of the California Public Utilities Code.

7                   (3) To implement the 2022 Transportation Expenditure Plan, which supersedes  
8 the existing New Transportation Expenditure Plan adopted as Proposition K in  
9 November 2003. The 2022 Transportation Expenditure Plan sets forth the transportation  
10 projects, programs, and other improvements to be funded with the revenues from the tax, and  
11 specifies eligibility and other conditions and criteria under which such revenues shall be made  
12 available for expenditure.

13                   (4) To authorize the issuance from time to time of limited tax bonds not to  
14 exceed an aggregate principal amount of \$1,910,000,000 to finance the projects specified in  
15 the 2022 Transportation Expenditure Plan.

16                   (5) To increase the appropriations limit for the Authority pursuant to California  
17 Constitution Article XIII B.

18  
19                   Section 2. Article 14 of the Business and Tax Regulations Code is hereby amended by  
20 revising Sections 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412,  
21 1413, 1414, 1415, 1416, 1417, 1418, and 1419, and by adding Section 1420, to read as  
22 follows:  
23  
24  
25



1     **SEC. 1401. TITLE; TAX RATE; USE OF PROCEEDS.**

2             ~~This ordinance~~(a) The tax imposed by this Article 14 shall be known as the “San Francisco  
3 County Transportation Authority ~~Reauthorization Ordinance~~Tax,” and may be referred to herein as  
4 the “Tax.” ~~which continues in effect the existing local transactions and use tax (commonly referred to~~  
5 ~~as the “sales and use tax”)~~ approved by the voters as Proposition B at the November 7, 1989 election  
6 and authorizes implementation of a New Transportation Expenditure Plan for the use of the additional  
7 revenues.

8             (b) The Tax is a local retail transactions and use tax of 0.5%, as provided in Sections 1406  
9 and 1408 of this Article 14.

10            (c) The proceeds from the Tax shall be spent solely for the purposes set forth in Section 1414 of  
11 this Article 14.

12  
13     **SEC. 1402. DEFINITIONS.**

14            For the purposes of this ~~ordinance~~Article 14, ~~the following words shall have the meanings~~  
15 ~~ascribed to them by this Section.~~ (a) “Authority:” means ~~The existing~~ San Francisco County  
16 Transportation Authority., and (b) “District:” means ~~The~~ City and County of San Francisco.

17            (c) “Effective date.” The date of adoption of this ordinance which shall take effect at the close  
18 of the polls on the day of the election scheduled for November 4, 2003 at which the proposition is  
19 adopted by a two-thirds vote of the electors voting on the measure.

20            (d) “Operative date.” The date that this ordinance becomes operative, which shall be the first  
21 day of the first calendar quarter commencing more than 120 days after adoption of this ordinance at  
22 the election scheduled for November 4, 2003, pursuant to Public Utilities Code Section 131105(a).

1     **SEC. 1403. PURPOSE.**

2             ~~Pursuant to Division 12.5 of the Public Utilities Code, the San Francisco County~~  
3 ~~Transportation Authority, upon the unanimous recommendation of the Expenditure Plan Advisory~~  
4 ~~Committee established by the Authority, has recommended that the Board of Supervisors submit to the~~  
5 ~~voters of the City and County of San Francisco for their approval an ordinance which would, if so~~  
6 ~~approved, continue in effect the existing local transactions and use tax of one-half of one percent~~  
7 ~~approved by the voters as Proposition B at the November 7, 1989 election; authorize implementation of~~  
8 ~~a New Transportation Expenditure Plan setting forth the projects to be funded over the next 30 years~~  
9 ~~with revenues from the continuation of the tax; continue in effect the San Francisco County~~  
10 ~~Transportation Authority; and authorize the San Francisco County Transportation Authority to issue~~  
11 ~~limited tax bonds in a total outstanding aggregate amount not to exceed \$1,880,000,000. Hence, this~~  
12 ~~ordinance should be interpreted so as to achieve the purposes set forth herein:~~

13             ~~(a) To continue in effect the San Francisco County Transportation Authority.~~

14             ~~(b) To continue in effect the existing one-half of one percent transactions and use tax in~~  
15 ~~accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the~~  
16 ~~California Revenue and Taxation Code and Sections 131100 et seq. of the California Public Utilities~~  
17 ~~Code, which directs the County Board of Supervisors to adopt the tax ordinance for voter approval,~~  
18 ~~exercising the taxing power granted to the San Francisco County Transportation Authority in Public~~  
19 ~~Utilities Code Section 131102 on behalf of said Authority.~~

20             ~~(c) To implement a New Transportation Expenditure Plan which supersedes the existing~~  
21 ~~Transportation Expenditure Plan adopted in 1989, sets forth the transportation projects, programs and~~  
22 ~~other improvements to be funded over the next 30 years with the revenues resulting from the~~  
23 ~~continuation of the tax, specifies eligibility and other conditions and criteria under which such~~  
24 ~~revenues shall be made available, and makes provisions for the adoption of future expenditure plan~~  
25 ~~updates.~~

1            This Article 14 is intended to achieve the following, among other purposes, and directs that the  
2 provisions of this Article be interpreted to accomplish these purposes:

3            ~~(d)~~(a) To incorporate provisions identical to those of the Sales and Use Tax Law of the  
4 State of California insofar as those provisions are not inconsistent with the requirements and  
5 limitations contained in Part 1.6 (commencing with Section 7251) of Division 2 of the California  
6 Revenue and Taxation Code.

7            ~~(e)~~(b) To impose a transactions and use tax in accordance with the provisions of Part 1.6  
8 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and  
9 Division 12.5 (commencing with section 131000) of the California Public Utilities Code and provide a  
10 measure therefor that can be administered and collected by the ~~State Board of~~  
11 ~~Equalization~~California Department of Tax and Fee Administration in a manner that adapts itself as  
12 fully as practicable to, and requires the least possible deviation from, the existing statutory  
13 and administrative procedures followed by the ~~State Board of Equalization~~California Department  
14 of Tax and Fee Administration in administering and collecting the California State Sales and Use  
15 Tax.

16            ~~(f)~~(c) To authorize administration of a transactions and use tax in a manner that will, to  
17 the highest degree possible consistent with the provisions of Part 1.6 (commencing with  
18 Section 7251) of Division 2 of the California Revenue and Taxation Code, minimize the cost of  
19 collecting the ~~transactions and use taxes~~Tax and at the same time minimize the burden of  
20 recordkeeping upon persons subject to taxation under the provisions of this  
21 ~~ordinance~~Article 14.

22            ~~(g) To improve or cause the improvement, construction, maintenance, operation, development~~  
23 ~~of and/or planning for, transportation projects facilities and/or programs contained in the New~~  
24 ~~Transportation Expenditure Plan recommended by the Expenditure Plan Advisory Committee and~~  
25 ~~adopted by the Board of Supervisors of the City and County of San Francisco, which plan is~~

1 ~~incorporated here by this reference as though fully set forth herein, and as that Plan may be amended~~  
2 ~~from time to time pursuant to applicable law.~~

3 ~~(h) To continue this tax pursuant to the authority granted by Section 131102 of the Public~~  
4 ~~Utilities Code, permanently and subject to approval of future updates of the New Expenditure Plan~~  
5 ~~pursuant to Section 131056 of the Public Utilities Code.~~

6 ~~(i) To authorize the issuance from time to time of limited tax bonds not to exceed a total~~  
7 ~~outstanding aggregate amount of \$1,880,000,000 to finance the projects specified in the Plan.~~

8 ~~(j) To establish an expenditure limit for the Authority pursuant to California Constitution~~  
9 ~~Article XIII B.~~

10  
11 **SEC. 1404. ~~CONTINUATION OF~~ ADMINISTRATION BY AUTHORITY.**

12 Upon voter approval of ~~this ordinance~~ the 2022 Transportation Expenditure Plan and the  
13 amendments to this Article 14 passed by the voters at the November 8, 2022 election, the Authority  
14 shall continue in effect as ~~currently~~ constituted immediately prior to that voter approval except as  
15 otherwise provided by law. The Authority shall have all of the powers set forth in Division 12.5  
16 (commencing with Section 1311000) of the California Public Utilities Code, all of the powers  
17 set forth in the ~~New~~ 2022 Transportation Expenditure Plan, and all powers incidental or  
18 necessary to imposing and collecting the ~~€~~ Tax and administering the ~~€~~ Tax proceeds and the  
19 2022 Transportation Expenditure Plan, and causing and overseeing the delivery of the  
20 transportation improvements therein contained. ~~The Authority may allocate and reallocate the tax~~  
21 ~~proceeds to meet project cash flow needs consistent with the provisions of the Plan. In the event a~~  
22 ~~project is infeasible, the Authority shall reallocate the tax proceeds for that project to other projects in~~  
23 ~~accordance with the provisions of the Plan.~~

1     **SEC. 1405. CONTRACT WITH STATE.**

2             Prior to ~~the operative date~~April 1, 2023, the Authority shall contract with the ~~State Board of~~  
3 ~~Equalization~~California Department of Tax and Fee Administration to perform all functions incident  
4 to the administration and operation of the Tax, in which case the operative date of the  
5 2022 Transportation Expenditure Plan and the amendments to this Article 14 passed by the voters at  
6 the November 8, 2022 election shall be April 1, 2023~~transactions and use tax authorized by this~~  
7 ~~ordinance~~; provided that, if the Authority ~~shall not have~~has not contracted with the ~~State Board of~~  
8 ~~Equalization~~California Department of Tax and Fee Administration prior to ~~the operative~~  
9 ~~date~~April 1, 2023, it shall nevertheless so contract and in such a case the operative date of the  
10 2022 Transportation Expenditure Plan and the amendments to this Article 14 passed by the voters at  
11 the November 8, 2022 election shall be the first day of the first calendar quarter following the  
12 execution of such a contract.

13  
14     **SEC. 1406. TRANSACTIONS TAX AND RATE OF 0.5%~~ONE-HALF OF ONE PERCENT.~~**

15             For the privilege of selling tangible personal property at retail, the ~~existing~~Tax is hereby  
16 ~~continued to be~~ imposed upon all retailers in this District at the rate of 0.5%~~one-half of one percent~~  
17 of the gross receipts of any retailer from the sale of all tangible personal property sold at retail  
18 in this District on and after ~~the operative date~~April 1, 1990.

19  
20     **SEC. 1407. PLACE OF SALE.**

21             For the purposes of this ~~ordinance~~Article 14, all retail sales are consummated at the  
22 place of business of the retailer unless the tangible personal property sold is delivered by the  
23 retailer or ~~his~~the retailer's agent to an out-of-state destination or to a common carrier for  
24 delivery to an out-of-state destination. The gross receipts from such sales shall include  
25 delivery charges, when such charges are subject to the state sales and use tax, regardless of

1 the place to which delivery is made. In the event a retailer has no permanent place of  
2 business in the state or has more than one place of business, the place or places at which the  
3 retail sales are consummated shall be determined under rules and regulations to be  
4 prescribed and adopted by the ~~State Board of Equalization~~ California Department of Tax and Fee  
5 Administration.

6  
7 **SEC. 1408. USE TAX AND RATE OF 0.5%~~ONE-HALF OF ONE PERCENT~~.**

8 The ~~existing excise~~ Tax is hereby ~~continued to be~~ imposed on the storage, use, or other  
9 consumption in this District of tangible personal property purchases d from any retailer on and  
10 after ~~the operative date~~ April 1, 1990 for storage, use, or other consumption in this District at the  
11 rate of 0.5%~~one-half of one percent~~ of the sales price of the property. The sales price shall  
12 include delivery when such charges are subject to state sales or use tax regardless of the  
13 place to which delivery is made.

14  
15 **SEC. 1409. ADOPTION OF PROVISIONS OF STATE LAW.**

16 Except as otherwise provided in this Article 14 ordinance and except insofar as they are  
17 inconsistent with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the  
18 California Revenue and Taxation Code, all of the provisions of Part 1 (commencing with  
19 Section 6001) of Division 2 of the California Revenue and Taxation Code (~~commencing with~~  
20 ~~Section 6001~~) are hereby adopted and made a part of this Article 14 ordinance as though fully  
21 set forth herein.

1 **SEC. 1410. LIMITATIONS ON ADOPTION OF PROVISIONS OF STATE LAW AND**  
2 **COLLECTION OF USE TAXES.**

3 (a) In adopting the provisions of Part 1 (commencing with Section 6001) of Division 2 of  
4 the California Revenue and Taxation Code, wherever the State of California is named or  
5 referred to as the taxing agency, the name of the Authority shall be substituted therefor. The  
6 substitution, however, shall not be made: ~~when~~

7 (1) When the word "State" is used as part of the title of the State Controller, the  
8 State Treasurer, ~~the State Board of Control, the State Board of Equalization,~~ the State Treasury, or  
9 the Constitution of the State of California;

10 (2) When the result of that substitution would require action to be taken by or  
11 against the Authority or any agency, officer, or employee thereof rather than by or against the  
12 ~~State Board of Equalization~~ California Department of Tax and Fee Administration, in performing the  
13 functions incident to the administration or operation of this ~~ordinance~~ Article 14;

14 (3) the substitution shall not be made in those sections, including, but not  
15 necessarily limited to, sections referring to the exterior boundaries of the State of California,  
16 where the result of the substitution would be to:

17 (A) pProvide an exemption from this ~~tax~~ Tax with respect to certain sales,  
18 storage, use, or other consumption of tangible personal property which would not otherwise  
19 be exempt from this ~~tax~~ Tax while such sales, storage, use, or other consumption remains  
20 subject to tax by the ~~s~~ State under the provisions of ~~that code~~ Part 1 (commencing with  
21 Section 6001) of Division 2 of the Revenue and Taxation Code; or

22 (B) Impose this Tax with respect to certain sales, storage, use, or other  
23 consumption of tangible personal property which would not be subject to tax by the State under the  
24 provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code;

1                    ~~(4) the substitution shall not be made i~~In Sections 6701, 6702; (except in the last  
2 sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the California Revenue and Taxation  
3 Code.

4                    ~~(b) The name of the word~~ “District” shall be substituted for the word “state” in the phrase  
5 “retailer engaged in business in this state” in Section 6203 and in the definition of that phrase  
6 in Section 6203. “A retailer engaged in business in the District” shall also include any retailer that,  
7 in the preceding calendar year or the current calendar year, has total combined sales of tangible  
8 personal property in this State or for delivery in the State by the retailer and all persons related to the  
9 retailer that exceed \$500,000. For purposes of this subsection (b), a person is related to another  
10 person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United  
11 States Code and the regulations thereunder.

12  
13 **SEC. 1411. PERMIT NOT REQUIRED.**

14                    If a seller’s permit has been issued to a retailer under ~~Section 6067 of the California~~  
15 Revenue and Taxation Code Section 6067, an additional transactor’s permit shall not be  
16 required by this ~~ordinance~~Article 14.

17  
18 **SEC. 1412. EXEMPTIONS, EXCLUSIONS, AND CREDITS.**

19                    (a) There shall be excluded from the measure of the transactions ~~the~~the amount of any sales tax or use tax imposed by the State of California or by any city,  
20 ~~the~~the amount of any sales tax or use tax imposed by the State of California or by any city,  
21 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax  
22 Law or the amount of any state-administered transactions or use tax.

23                    (b) There are exempted from the computation of the amount of transactions ~~the~~the gross  
24 receipts when they are from:  
25



1 (1) Sales of tangible personal property other than fuel or petroleum products to  
2 operators of aircraft to be used or consumed principally outside the ~~City and County of San~~  
3 ~~Francisco~~ county in which the sale is made and directly and exclusively in the use of such aircraft  
4 as common carriers of persons or property under the authority of the laws of this ~~s~~State, the  
5 United States, or any foreign government.

6 (2) Sales of property to be used outside the District which is shipped to a point  
7 outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or  
8 ~~his~~ the retailer's agent, or by delivery by the retailer to a carrier for shipment to a consignee at  
9 such point. For the purposes of this ~~paragraph~~ subsection (b)(2), delivery to a point outside the  
10 District shall be satisfied:

11 (iA) with respect to vehicles (other than commercial vehicles) subject to  
12 registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the  
13 California Vehicle Code, aircraft licensed in compliance with Section 21411 of the California  
14 Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5  
15 (commencing with Section ~~9850~~ 9840) of the California Vehicle Code by registration to an  
16 out-of-District address and by a declaration under penalty of perjury, signed by the buyer,  
17 stating that such address is, in fact, ~~his~~ the buyer's principal place of residence.

18 (iiB) with respect to commercial vehicles, by registration to a place of  
19 business out-of-District, and a declaration under penalty of perjury, signed by the buyer, that  
20 the vehicle will be operated from that address.

21 (3) the sale of tangible personal property if the seller is obligated to furnish the  
22 property for a fixed price pursuant to a contract entered into prior to ~~the operative date of this~~  
23 ~~ordinance~~ April 1, 1990.

1 (4) a lease of tangible personal property which is a continuing sale of such  
2 property, for any period of time for which the lessor is obligated to lease the property for an  
3 amount fixed by the lease prior to ~~the operative date of this ordinance~~ April 1, 1990.

4 (5) for the purposes of subsections (43) and (54) ~~of this subsection (b)~~, the sale or  
5 lease of tangible personal property shall be deemed not to be obligated pursuant to a contract  
6 or lease for any period of time for which any party to the contract or lease has the  
7 unconditional right to terminate the contract upon notice, whether or not such right is  
8 exercised.

9 (c) There ~~isare~~ isare exempted from the use ~~of~~ of Tax imposed by this ~~ordinance~~ Article 14, the  
10 storage, use, or other consumption in this District of tangible personal property:

11 (1) the gross receipts from the sale of which have been subject to a  
12 transactions tax under any state-administered transactions and use tax ordinance.

13 (2) ~~other than fuel or petroleum products,~~ other than fuel or petroleum products, purchased by operators of aircraft and  
14 used or consumed by such operators directly and exclusively in the use of such aircraft as  
15 common carriers of persons or property for hire ~~efor~~ for compensation under a certificate of public  
16 convenience and necessity issued pursuant to the laws of this ~~s~~ s State, the United States, or  
17 any foreign government. This exemption is in addition to the exemptions provided in  
18 Sections 6366 and 6366.1 of the California Revenue and Taxation Code ~~of the State of~~  
19 California.

20 (3) if the purchaser is obligated to purchase the property for a fixed price  
21 pursuant to a contract entered into prior to ~~the operative date of this ordinance~~ April 1, 1990.

22 (4) ~~orif~~ orif the possession of, or the exercise of any right or power over, the tangible  
23 personal property arises under a lease which is a continuing purchase of such property for any  
24 period of time for which the lessee is obligated to lease the property for an amount fixed by a  
25 lease prior to ~~the operative date of this ordinance~~ April 1, 1990.

1 (5) for the purposes of subsections (3) and (4) of this subsection (c), storage, use,  
2 or other consumption, or possession of, or exercise of any right ~~to~~ power over, tangible  
3 personal property shall be deemed not to be obligated pursuant to a contract or lease for any  
4 period of time during which any party to the contract or lease has the unconditional right to  
5 terminate the contract or lease upon notice, whether or not such right is exercised.

6 (6) Except as provided in ~~subparagraph~~ subsection (7) of this subsection (c), a  
7 retailer engaged in business in the District shall not be required to collect use ~~tax~~ Tax from the  
8 purchaser of tangible personal property, unless the retailer ships or delivers the property into  
9 the District or participates within the District in making the sale of the property, including, but  
10 not limited to, soliciting or receiving the order, either directly or indirectly, at a place of  
11 business of the retailer in the District or through any representative, agent, canvasser, solicitor,  
12 subsidiary, or person in the District under the authority of the retailer.

13 (7) "A retailer engaged in business in the District" shall also include any retailer  
14 of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing  
15 with Section 4000) of Division 3 of the California Vehicle Code, aircraft licensed in compliance  
16 with Section 21411 of the California Public Utilities Code, or undocumented vessels registered  
17 under ~~Chapter 2 of~~ Division 3.5 (commencing with Section ~~98509840~~) of the California Vehicle  
18 Code. That retailer shall be required to collect use ~~tax~~ Tax from any purchaser who registers or  
19 licenses the vehicle, vessel, or aircraft at an address in the District.

20 (d) Any person subject to use ~~tax~~ Tax under this ~~ordinance~~ Article 14 may credit against  
21 that ~~tax~~ Tax any transactions tax or reimbursement for transactions tax paid to a district imposing,  
22 or retailer ~~imposing~~ liable for, a transactions tax pursuant to Part 1.6 (commencing with  
23 Section 7251) and Part 1.7 (commencing with Section 7280) of Division 2 of the California Revenue  
24 and Taxation Code with respect to the sale to the person of the property, the storage, use, or  
25 other consumption of which is subject to the use ~~tax~~ Tax.

1 **SEC. 1413. AUTHORIZATION AND LIMITATION ON ISSUANCE OF BONDS.**

2 The Authority is hereby authorized to issue from time to time limited tax bonds pursuant  
3 to ~~the provisions of~~ California Public Utilities Code Sections 131109 et seq. in an ~~total~~  
4 ~~outstanding~~ aggregate principal amount not to exceed ~~\$1,880,00,000~~ \$1,910,000,000.

5  
6 **SEC. 1414. USE OF PROCEEDS.**

7 (a) The proceeds of the ~~taxes~~ imposed by this Article 14 prior to the operative date of the  
8 amendments to this Article 14 passed by the voters at the November 8, 2022 election ~~ordinance~~ shall be  
9 used solely for the projects and purposes set forth in the New Transportation Expenditure  
10 Plan approved by the voters as part of Proposition K at the November 4, 2003 election and its updates  
11 and for the administration thereof.

12 (b) The proceeds of the Taxes imposed by this Article 14 on or after the operative date of the  
13 amendments to this Article 14 passed by the voters at the November 8, 2022 election shall be used  
14 solely for the following purposes:

15 (1) The projects and purposes set forth in the 2022 Transportation Expenditure Plan  
16 referenced in subsection (c) of this Section 1414, and any updates or revisions to such Plan  
17 expenditures or other expenditures allowed or permitted by Division 12.5 (commencing with Section  
18 131000) of the California Public Utilities Code as those provisions existed on November 8, 2022, and  
19 Articles XIII A and XIII C of the California Constitution;

20 (2) To pay interest and principal on the bonds authorized and issued under  
21 Section 1413 of this Article 14; and

22 (3) To pay the cost of administration of the Tax.

23 (c) The 2022 Transportation Expenditure Plan is in Section 3 of the ordinance containing  
24 amendments to this Article 14 passed by the voters at the November 8, 2022 election, and, as part of  
25

1 that ordinance, shall be placed in the Appendix to the Administrative Code containing voter-approved  
2 measures.

3 ~~*In accordance with the legislative intent expressed in California Public Utilities Code*~~  
4 ~~*Section 131100 such proceeds shall not replace funds previously provided by property tax revenues for*~~  
5 ~~*public transportation purposes. As a condition for allocation of funds by the Authority, the recipient*~~  
6 ~~*department or agency shall certify to the Authority that the funds will not be substituted for property tax*~~  
7 ~~*funds which are currently utilized to fund existing local transportation programs.*~~

8  
9 **SEC. 1415. APPROPRIATIONS LIMIT.**

10 (a) Except as provided in subsection (b) of this Section 1415, ~~F~~for purposes of California  
11 Constitution Article XIII B ~~of the State Constitution~~, the appropriations limit for the Authority for  
12 fiscal year 2003-04 and each year thereafter shall be \$485,175,000 unless that amount  
13 should be amended pursuant to applicable law.

14 (b) Pursuant to California Constitution Article XIII B and applicable laws, for four years from  
15 November 8, 2022, the appropriations limit for the Authority shall be increased by the aggregate sum  
16 collected by the levy of the Tax imposed under Article 14 of the Business and Tax Regulations Code.

17  
18 **SEC. 1416. AMENDMENTS.**

19 All amendments to Part 1 (commencing with Section 6001) of Division 2 of the California  
20 Revenue and Taxation Code made subsequent to ~~the effective date of this~~  
21 ~~ordinance~~ November 7, 1989 that ~~which~~ relate to sales and use taxes and ~~that~~ ~~which~~ are not  
22 inconsistent with Part 1.6 (commencing with Section 7251) and Part 1.7 (commencing with  
23 Section 7280) of Division 2 of the California Revenue and Taxation Code and all amendments  
24 to Part 1.6 and Part 1.7 of Division 2 of the California Revenue and Taxation Code, shall  
25

1 automatically become a part of this ~~ordinance~~Article 14; provided, however, that no such  
2 amendment shall operate so as to affect the rate of tax imposed by this ~~ordinance~~Article 14.

3  
4 **SEC. 1417. PENALTIES.**

5 Any person violating any of the provisions of this Article 14~~ordinance~~ shall be deemed  
6 guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not  
7 more than ~~five hundred dollars (\$500.00)~~ or by imprisonment for a period of not more than six  
8 months, or by both such fine and imprisonment.

9  
10 **SEC. 1418. SEVERABILITY.**

11 If any provision of this ~~ordinance~~Article 14 or the application thereof to any person or  
12 circumstance is held invalid, the remainder of ~~the ordinance~~this Article 14 and the application of  
13 such provision to other persons or circumstances shall not be affected thereby.

14  
15 **SEC. 1419. ENJOINING COLLECTION FORBIDDEN.**

16 No injunction or writ of mandate or other legal or equitable process shall issue in any  
17 suit, action, or proceeding in any court against the State ~~of California~~ or the Authority, or  
18 against any officer of the State or the Authority, to prevent or enjoin the collection under this  
19 ~~ordinance~~Article 14, or Part 1.6 (commencing with Section 7251) of Division 2 of the California  
20 Revenue and Taxation Code, of any ~~tax~~ or any amount of ~~tax~~ required to be collected.

21  
22 **SEC. 1420. TERMINATION DATES.**

23 (a) The New Transportation Expenditure Plan approved by the voters as part of Proposition K  
24 at the November 4, 2003 election and the authority to levy the Tax imposed by this Article 14 prior to  
25 the operative date of the amendments to this Article 14 passed by the voters at the November 8, 2022

1 election shall terminate immediately prior to the operative date of the amendments to this Article 14  
2 passed by the voters at the November 8, 2022 election.

3 (b) The 2022 Transportation Expenditure Plan, referenced in subsection (c) of Section 1414,  
4 and the authority to levy the Tax imposed by the amendments to this Article 14 passed by the voters at  
5 the November 8, 2022 election shall expire 30 years from the operative date of the amendments to this  
6 Article 14 passed by the voters at the November 8, 2022 election, unless earlier terminated as provided  
7 in California Public Utilities Code Section 131280, as that section existed on November 8, 2022.

8  
9 Section 3. Pursuant to California Public Utilities Code Section 131055, the Board of  
10 Supervisors hereby adopts the following 2022 Transportation Expenditure Plan. In  
11 accordance with Business and Tax Regulations Code Article 14, Section 1414, subsection (c),  
12 the 2022 Transportation Expenditure Plan shall be placed in the Appendix to the  
13 Administrative Code containing voter-approved measures, as part of the ordinance containing  
14 amendments to Article 14 passed by the voters at the November 8, 2022 election.

## 2022 Transportation Expenditure Plan

### 1. Introduction

18 **A. Summary.** The 2022 Transportation Expenditure Plan identifies transportation  
19 improvements to be funded from the retail transactions and use tax (“sales tax”)  
20 authorized under Public Utilities Code Section 131000 et seq. and passed by  
21 San Francisco voters at the November 2022 election as Proposition \_ (“2022  
22 Sales Tax”). The programs included in the 2022 Transportation Expenditure  
23 Plan are designed to be implemented over the next 30 years. The 2022  
24 Transportation Expenditure Plan includes investments in five major categories:  
25 Major Transit Projects to support more reliable buses and trains and core

1 capacity improvements; Transit Maintenance and Enhancements to help keep  
2 transit running safely and make connectivity, accessibility, and reliability  
3 improvements; Paratransit services for seniors and people with disabilities;  
4 Streets and Freeways to deliver safer, smoother streets including bicycle and  
5 pedestrian improvements and street resurfacing; and Transportation System  
6 Development and Management to fund programs that reduce congestion and  
7 improve air quality and transportation/land use coordination.

8 Since 1990, San Francisco has had a one-half of one percent transactions and  
9 use tax authorized under Public Utilities Code Section 131000 et seq. dedicated  
10 to funding transportation improvements. San Francisco voters approved the first  
11 such sales tax and expenditure plan in November 1989 as Proposition B and the  
12 second in November 2003 as Proposition K. The San Francisco County  
13 Transportation Authority (Transportation Authority) was established through the  
14 1989 ballot measure to administer the sales tax and subsequently was  
15 designated as administrator of the 2003 successor measure.

16 The 2022 Transportation Expenditure Plan for the use of funds from the 2022  
17 Sales Tax was developed by the Expenditure Plan Advisory Committee (EPAC),  
18 established by the Transportation Authority Board, with technical assistance  
19 provided by the Transportation Authority and other transportation agencies. The  
20 roster of EPAC members is provided in Attachment 1. The 2022 Transportation  
21 Expenditure Plan was recommended by the Transportation Authority Board on  
22 March 22, 2022.

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



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

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

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

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

19 The 2022 Transportation Expenditure Plan contains a list of transportation  
20 programs describing the types of transportation investments that will be given  
21 priority for 2022 Sales Tax funding. As such, the 2022 Transportation  
22 Expenditure Plan shall be amended into the Capital Improvement Program of  
23 the Congestion Management Program, developed pursuant to Section 65089 of  
24 the California Government Code. These programs are intended to help  
25 implement the long-range vision for the development and improvement of San

1 Francisco's transportation system, as articulated in the San Francisco  
2 Transportation Plan (SFTP) 2050.

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

7 **B. Goals.** The purpose of the 2022 Transportation Expenditure Plan is to  
8 implement the priorities of the SFTP 2050 through investment in projects and  
9 programs that include planning, maintenance, rehabilitation of, and  
10 improvements to the city's multi-modal transportation system. The SFTP 2050  
11 is part of the ConnectSF initiative, a multi-agency collaborative process to build  
12 an effective, equitable, and sustainable transportation system for San  
13 Francisco's future. The goals of ConnectSF and of the SFTP 2050 are:

- 14 • **Equity.** San Francisco is an inclusive, diverse, and equitable city that  
15 offers high-quality, affordable access to desired goods, services,  
16 activities, and destinations.
- 17 • **Economic Vitality.** To support a thriving economy, people and  
18 businesses easily access key destinations for jobs and commerce in  
19 established and growing neighborhoods both within San Francisco and  
20 the region.
- 21 • **Environmental Sustainability.** The transportation and land use system  
22 support a healthy, resilient environment and sustainable choices for  
23 future generations.

- 1 • **Safety and Livability.** People have attractive and safe travel options  
2 that improve public health, support livable neighborhoods, and address  
3 the needs of all users.
- 4 • **Accountability and Engagement.** San Francisco agencies, the broader  
5 community, and elected officials work together to understand the City's  
6 transportation needs and deliver projects, programs, and services in a  
7 clear, concise, and timely fashion.

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

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

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

22 The 2022 Transportation Expenditure Plan is organized into five sections.  
23 Section 1: Introduction provides background on the Plan's goals and  
24 development. Section 2: General Provisions provides further context on  
25 the Plan's policies and administration. Section 3: 2022 Transportation

1 Expenditure Plan Summary Table summarizes the Plan's investment  
2 detail (i.e., recommended funding distribution) by category, sub-category,  
3 and program. Section 4: Description of Programs contains descriptions  
4 of the programs (organized by category and subcategory), including the  
5 types of projects that are eligible for funding under each of them.  
6 Section 5: Implementation Provisions describes the process for  
7 prioritizing and allocating funds from the 2022 Sales Tax following  
8 adoption of the Plan.

9 **2. General Provisions**

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

16 Revenues from the 2022 Sales Tax are estimated under two scenarios over the  
17 30-year period of the 2022 Transportation Expenditure Plan, both of which are  
18 net of an estimated \$550 million in Proposition K financial liabilities (See  
19 Section D, Successor Program). The conservative projection, which  
20 corresponds to Priority 1 funding levels, puts the total revenue level at \$2.378  
21 billion (2020 dollars). This scenario reflects an average growth rate of 2.1%,  
22 and an inflation-based discount rate of 3%. The more optimistic revenue  
23 projection, which corresponds to Priority 2 funding levels, reflects an average  
24 growth rate of 2.6%, and an inflation-based discount of 3%.

1           **B. Fiscal Constraint.** The 2022 Transportation Expenditure Plan is fiscally  
2           constrained to the total funding expected to be available for each category (i.e.,  
3           percent of revenues designated for each category) and by the funding caps  
4           established for each program. The financial constraint is further detailed within  
5           each program through the specification of funding priority levels, i.e., Priority 1  
6           and Priority 2 (See Section 4 Description of Programs).

7           **C. Restriction of Funds.** 2022 Sales Tax revenues shall be spent on capital  
8           projects rather than to fund operations and maintenance of existing  
9           transportation services, unless otherwise explicitly specified in the Section 4,  
10          Description of Programs. In accordance with enabling legislation and adopted  
11          principles, 2022 Sales Tax revenues generated pursuant to this plan shall be  
12          subject to the following restrictions:

13          i.       **No Substitution.**

14               a.       2022 Sales Tax revenues shall be used to supplement and under  
15               no circumstance replace existing local revenues used for  
16               transportation purposes listed in the 2022 Transportation  
17               Expenditure Plan.

18               b.       Proceeds from the sale or liquidation of capital assets funded with  
19               2022 Sales Tax revenues shall be returned to the Transportation  
20               Authority (in proportion to the contribution of 2022 Sales Tax  
21               revenues to the total original cost of the asset), for re-allocation to  
22               eligible expenses within the program from which funds were  
23               expended for the original investment.

24          ii.       **No Expenditures Outside San Francisco.** Unless otherwise explicitly  
25          specified in Section 4, Description of Programs, no 2022 Sales Tax funds

1 shall be spent outside the territorial limits of the City and County of San  
2 Francisco except for cases that satisfy all the following conditions:

3 a. **Quantifiable Benefit.** The proposed project is eligible to be  
4 funded with the 2022 Sales Tax consistent with the 2022  
5 Transportation Expenditure Plan, and if planning or other studies  
6 developed in order to enable its implementation demonstrate that  
7 there will be a quantifiable benefit to the City and County's  
8 transportation program from the expenditure of funds beyond the  
9 City and County line. A quantifiable benefit is defined as a  
10 measurable increase in the cost-effectiveness of a project or group  
11 of transportation projects or services at least partially funded with  
12 2022 Sales Tax funds, located along the corridor or in the  
13 immediate geographic area of the City and County where the  
14 project in question is proposed to occur.

15 b. **Expenses Matched by Other Counties.** The proposed expense  
16 is matched by funding from the county where the expenditure of  
17 2022 Sales Tax funds is proposed to be made.

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

23 iii. **Funding Caps for Legacy Projects.** Projects carried forward from the  
24 Proposition K Expenditure Plan as legacy projects shall be eligible to  
25 receive Priority 1 funds from the designated programs, not to exceed the

1 unallocated amounts programmed in the Proposition K Strategic Plan as  
2 of the operative date of the 2022 Sales Tax.

3 iv. **Administration Costs.** Pursuant to Public Utilities Code Section  
4 131107, not more than one percent of the annual net amount of revenues  
5 raised by the 2022 Sales Tax may be used to administer the 2022  
6 Transportation Expenditure Plan.

7 **D. Successor Program.** The 2022 Transportation Expenditure Plan shall  
8 supersede the Proposition K Expenditure Plan, adopted in 2003, as of the  
9 operative date of the 2022 Sales Tax. As such it will bear responsibility for any  
10 outstanding debt incurred by the Proposition K program, for reimbursement of  
11 eligible costs for outstanding balances on Proposition K grants, and for other  
12 financial liabilities arising from the Proposition K program. All assets of the  
13 Proposition K program shall become Proposition \_ program assets.

14 **E. Bonding Authority.** The Transportation Authority shall be authorized to issue,  
15 from time to time, limited tax bonds in an aggregate principal amount not to  
16 exceed \$1.91 billion, payable from the sales tax revenues generated pursuant to  
17 the 2022 Sales Tax. The Transportation Authority's bonding capacity shall be  
18 separate and distinct from that of the City and County of San Francisco.

19 **F. Administration by the San Francisco County Transportation Authority.**  
20 The San Francisco County Transportation Authority, which currently allocates,  
21 administers, and oversees the expenditure of the existing Proposition K sales  
22 tax for transportation, shall allocate, administer, and oversee the expenditure of  
23 the Proposition \_ sales tax funds.

24 **G. Environmental Review.** Environmental reporting, review, and approval  
25 procedures as provided for under the National Environmental Policy Act (NEPA)

1 and/or the California Environmental Quality Act (CEQA) and other applicable  
2 laws shall be carried out as a prerequisite to the approval and implementation of  
3 any project, including legacy projects, to be funded partially or entirely with 2022  
4 Sales Tax funds. No definite commitment to any activity or project is made by  
5 the adoption of the 2022 Transportation Expenditure Plan. The 2022  
6 Transportation Expenditure Plan establishes a funding mechanism for  
7 transportation improvements which does not involve any commitment to any  
8 specific project which may result in a potentially significant physical impact on  
9 the environment. The 2022 Transportation Expenditure Plan also does not limit  
10 the discretion of agencies proposing to carry out eligible projects to select a “no  
11 action” or a “no project” alternative.

12 **3. 2022 Transportation Expenditure Plan Summary Table.** Table 1 below summarizes  
13 the proposed 2022 Sales Tax revenue allocations by category, subcategory, and  
14 program in constant 2020 dollars. There are five categories, identified with capital  
15 letters (A through E). The first subdivision level under each category is known as a  
16 subcategory. Subcategories are indicated with lower case Roman numerals. The level  
17 below a subcategory is known as a program. Programs are indicated with numbers.  
18 The 2022 Transportation Expenditure Plan identifies eligible expenditures through a set  
19 of programs that guides the types of transportation projects that will be funded by the  
20 2022 Sales Tax. The programs are set up to address allocation of funds to multi-year  
21 programs for a given purpose, such as street resurfacing or street safety  
22 improvements, for which not all specific project locations or improvements can be  
23 anticipated or identified at the time of adoption of the 2022 Transportation Expenditure  
24 Plan. This approach provides certainty about the types of investments that will be  
25 made balanced with the flexibility needed for a 30-year plan.



1 **Table 1: 2022 Transportation Expenditure Plan**  
 2 **Summary Table**  
 3 **2020 \$Millions**

	Total Expected Funding <sup>1</sup>	Total Prop _ <sup>2</sup>	% of Prop _ Funding <sup>3</sup>
<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	\$ 9,047.1	\$ 975.0	
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	\$ 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	
<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	\$ 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	

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

	<b>Total Expected Funding<sup>1</sup></b>	<b>Total Prop _<sup>2</sup></b>	<b>% of Prop _ Funding<sup>3</sup></b>
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	
<b>E. Transportation System Development and Management</b>	<b>\$ 824.8</b>	<b>\$ 152.0</b>	<b>5.9%</b>
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	
<b>Total</b>	<b>\$ 26,281.9</b>	<b>\$ 2,598.0</b>	<b>100.0%</b>
		Total Prop _ Priority 1	\$ 2,378.0
		Total Prop _ Priority 1 + 2	\$ 2,598.0

Notes:

<sup>1</sup>Total 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 Proposition \_ revenues. The amounts in this column are provided in fulfillment of Sections 131051(a)(1), (b) and (c) of the Public Utilities Code.

<sup>2</sup>The "Total Prop \_" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

<sup>3</sup>Percentages are based on Proposition \_ Priority 1 and 2 forecasts of \$2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

<sup>4</sup>With 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 Proposition \_ revenues, federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.

1       **4. Description of Programs.**

2       This section contains descriptions of the categories, subcategories, and programs in  
3       the 2022 Transportation Expenditure Plan and the types of projects that are eligible for  
4       funding under each of them. It also identifies the sponsoring agency or agencies for  
5       each program. The Total Funding figures correspond to the Total Expected Funding  
6       column in the 2022 Transportation Expenditure Plan Summary Table provided in  
7       Section 3, above. The percentage allocation of 2022 Sales Tax funds to each of the  
8       major categories is as follows: Major Transit Projects – 22.6%, Transit Maintenance  
9       and Enhancements – 41.2%, Paratransit – 11.4%, Streets and Freeways – 18.9%, and  
10      Transportation System Development and Management – 5.9%.

11      **A. MAJOR TRANSIT PROJECTS**

12            i.       **Muni Reliability and Efficiency Improvements**

13            Programmatic improvements that improve the reliability and speed of Muni bus  
14            and rail service. Eligible project types include but are not limited to: transit-only  
15            lanes; curb bulb-outs at Muni stops; traffic signal modifications; deployment of  
16            transit signal priority devices; relocation and upgrade of Muni stops; and other  
17            street design changes (e.g., highly visible crosswalks, median island refuges) to  
18            reduce delay for transit and enhance pedestrian safety. Includes \$10M in  
19            legacy funding for Geary Rapid Improvements Phase 2. Includes project  
20            development and capital costs. Sponsor Agency: SFMTA. Total Funding:  
21            \$1,088.3M; EP: \$110M.

1                   ii.       **Muni Rail Core Capacity**

2                   Programmatic improvements that increase the reliability and capacity of Muni's  
3                   rail system by supporting longer and more frequent trains. High priority shall be  
4                   given to installation of a next generation communications-based train control  
5                   system for the Muni surface and subway rail network. Engineering  
6                   improvements include but are not limited to lengthening existing platforms to  
7                   accommodate 3- and 4-car light rail trains in the Muni Metro Tunnel between  
8                   West Portal and Embarcadero stations, and 3-car trains on the N Judah line.  
9                   Upgrades to switches, crossovers, and other components to increase subway  
10                  reliability and throughput, and modifications to subway portals to minimize  
11                  conflicts. Purchase of additional light rail vehicles to increase the fleet's overall  
12                  capacity and new/upgraded maintenance and/or storage facilities to house  
13                  additional vehicles. Includes project development and capital costs. Sponsor  
14                  Agency: SFMTA. The first \$50M is Priority 1 and the remainder is Priority 2.  
15                  Total Funding: \$720M; EP: \$57M.

16                  iii.       **BART Core Capacity**

17                  Improvements that will allow BART to operate up to 30 ten-car trains per hour in  
18                  each direction through the existing Transbay Tube (an increase from the current  
19                  capacity of 23 trains per hour). Eligible project types include but are not limited  
20                  to: new (additional) rail cars; a new communications-based train control system;  
21                  a new rail car storage yard at the Hayward Maintenance Complex; and  
22                  additional traction power substations to provide the power needed for more  
23                  frequent service. Includes project development and capital costs. As a  
24                  prerequisite to allocation of funds, the Transportation Authority Board shall  
25                  consider whether Alameda and Contra Costa Counties have contributed a

1 commensurate amount to the BART Core Capacity Program. Sponsor Agency:  
2 BART. Total Funding: \$3,536.4M; EP: \$100M.

3 **iv. Caltrain Service Vision: Capital System Capacity Investments**

4 Programmatic capital improvements that will allow Caltrain service to operate up  
5 to eight trains per direction per hour consistent with the Caltrain Business Plan  
6 Service Vision. Eligible project types include, but are not limited to: additional  
7 fleet, level boarding at station platforms, additional train storage, track work, and  
8 station improvements. Includes planning, project development, and capital  
9 costs. Includes \$10M in Priority 2 funding. Sponsor Agency: PCJPB. Total  
10 Funding: \$10M; EP: \$10M.

11 **v. Caltrain Downtown Rail Extension and Pennsylvania Alignment**

12 Caltrain Downtown Rail Extension: The underground extension of the Caltrain  
13 commuter rail system from the current Caltrain San Francisco terminus into the  
14 Salesforce Transit Center. Project designed to accommodate blended service  
15 with future California High-Speed Rail. Includes a new station at 4th and  
16 Townsend Streets. Includes \$300M in Priority 1 funds.

17 Pennsylvania Alignment: Below-grade rail alignment extending south from the  
18 planned Downtown Rail Extension. Project will serve the Caltrain commuter rail  
19 system and future California High-Speed Rail service. Pennsylvania Alignment  
20 will separate rail from surface-level conflicts with street users at 16th Street and  
21 Mission Bay Drive. Includes \$10M in Priority 2 funds.

22 Includes project development and capital costs. Sponsor Agencies: TJPA,  
23 SFCTA. Total Funding: \$5,000M; EP: \$310M.

1 **B. TRANSIT MAINTENANCE AND ENHANCEMENTS**

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

3 **1. Muni.** Programmatic improvements for upgrade, rehabilitation,  
4 and replacement of Muni’s capital assets, including transit and  
5 paratransit vehicles, spare parts, and on-board equipment; transit  
6 facilities and facilities-related equipment; and transit guideways  
7 and associated equipment. Eligible project types include but are  
8 not limited to the following: rail car, trolley coach, and motor coach  
9 renovation and replacement of buses with zero emission vehicles,  
10 which may include additional vehicles added to the fleet to  
11 maintain current fleet passenger capacity (e.g., if electric buses  
12 have lower passenger capacity). Rehabilitation, upgrades, and/or  
13 replacement of: existing facilities for maintenance and operations,  
14 including equipment and upgrades to support the electrification of  
15 the Muni motor coach fleet and to improve resilience to climate  
16 change; rail stations including, but not limited to, platform edge  
17 tiles, elevators, escalators, and faregates; existing rail, overhead  
18 trolley wires, signals, traction power stations, and automatic train  
19 control systems, as well as upgrades to improve resilience to  
20 climate change. The intent is to implement transit priority and  
21 reliability improvements whenever guideways rehabilitation,  
22 upgrade, or replacement projects are undertaken. Includes project  
23 development and capital costs. Sponsor Agency: SFMTA. The  
24 first \$784M is Priority 1 and the remainder is Priority 2. Total  
25 Funding: \$7,934.8M; EP: \$825M.

- 1                   **2. BART.** Programmatic improvements for the upgrade,  
2 rehabilitation, and replacement of BART’s capital assets. Eligible  
3 project types include, but are not limited to, the upgrade,  
4 rehabilitation, and replacement of: transit vehicles and on-board  
5 equipment; transit stations including platform edge tiles, elevators,  
6 escalators, and faregates; transit facilities and facilities-related  
7 equipment; and guideways such as rail, train control, traction  
8 power, and related equipment. Facilities and guideways  
9 improvements may include upgrades to improve resilience to  
10 climate change. Additional elevators, escalators, and faregates  
11 are also eligible. In shared BART/Muni stations, elevator and  
12 escalator projects must include shared Muni access and/or  
13 redundancy where cost effective. Includes project development  
14 and capital costs. The first \$35M is Priority 1 and the remainder is  
15 Priority 2. Sponsor Agency: BART. Total Funding: \$547.7M; EP:  
16 \$45M.
- 17                   **3. Caltrain.** Provides San Francisco’s local match contribution for  
18 the Caltrain capital program, on behalf of the City and County of  
19 San Francisco until 2022 Sales Tax funds for this program run out.  
20 Programmatic improvements such as the upgrade, rehabilitation,  
21 and replacement of transit vehicles, spare parts, and on-board  
22 equipment; transit facilities (including stations) and facilities related  
23 equipment; and guideways such as rail, signals, communications,  
24 traction power equipment, and the overhead contact system.  
25 Facilities and guideways improvements may include upgrades to

1 improve resilience to climate change. Service planning and capital  
2 planning efforts are also eligible. Includes project development and  
3 capital costs. Sponsor Agency: PCJPB. Total Funding: \$550.3M;  
4 EP: \$100M.

- 5 **4. Ferry.** Programmatic improvements for the upgrade,  
6 rehabilitation, and replacement of landside ferry facilities,  
7 passenger-serving facilities, and facilities-related equipment. May  
8 also include improvements to San Francisco ferry terminals to  
9 accommodate increases in ferry ridership, electrification, and to  
10 improve resilience to climate change. Includes project  
11 development and capital costs. Sponsor Agencies: Port of SF,  
12 GGBHTD. Total Funding: \$14.3M; EP: \$5M.

13 **ii. Transit Enhancements**

- 14 **1. Transit Enhancements.** Customer-facing programmatic  
15 improvements that promote system connectivity, accessibility, and  
16 reliability, and improve transit service experience for riders. These  
17 are meant to be smaller to mid-sized projects that produce benefits  
18 directly experienced by transit riders. Eligible projects may include  
19 but are not limited to bus stop improvements (with priority for those  
20 serving disadvantaged communities); wayfinding; real-time  
21 information; new (additional) elevators or escalators; multimodal  
22 station access and safety improvements; bicycle parking/storage;  
23 purchase and rehab of historic streetcars; and purchase of motor  
24 coaches and paratransit expansion vehicles. Includes project  
25 development and capital costs. Sponsor Agencies: SFMTA,



- 1 BART, PCJPB, TIMMA. The first \$29M is Priority 1 and the  
2 remainder is Priority 2. Total Funding: \$777.4M; EP: \$36M.
- 3 **2. Bayview Caltrain Station.** Construction of a new or relocated  
4 Caltrain station in the Bayview. Includes \$4.73M in legacy funding  
5 for the Quint-Jerrold Connector Road, which will restore access  
6 eliminated by the construction of a Caltrain berm. Includes project  
7 development and capital costs. Sponsor Agencies: SFCTA,  
8 PCJPB, SFMTA, SFPW. Total Funding: \$100M; EP: \$27M.
- 9 **3. Mission Bay Ferry Landing.** A new ferry landing serving the  
10 Mission Bay neighborhood to enable regional ferry service.  
11 Includes capital costs. Sponsor Agency: Port of SF. Total  
12 Funding: \$53.8M; EP: \$5M.
- 13 **4. Next Generation Transit Investments.** Planning and project  
14 development for major transit capital projects that promote system  
15 connectivity and accessibility, close service gaps, and improve and  
16 expand transit service levels. By funding planning, outreach, and  
17 early project development, the intent is to set these projects up to  
18 be competitive for discretionary funds to complete project  
19 development and implementation. Eligible projects may include  
20 but are not limited to a 19<sup>th</sup> Avenue/Geary subway, extending the  
21 Central Subway, Link21 (including a potential second transbay  
22 tube), and local and regional express bus network development.  
23 Sponsor Agencies: SFCTA; SFMTA; BART; PCJPB. The first  
24 \$22M is Priority 1 and the remainder is Priority 2. Total Funding:  
25 \$87M; EP: \$27M.

1           **C.     PARATRANSIT**

2           Continued support for paratransit door-to-door van, taxi, and other transportation  
3           services for seniors and people with disabilities who are unable to use fixed  
4           route transit service. Includes operations support, replacement of accessible  
5           vans, and replacement and upgrades of supporting equipment such as debit  
6           card systems. Sponsor Agency: SFMTA. The first \$227M is Priority 1 and the  
7           remainder is Priority 2. Total Funding: \$1,270M; EP: \$297M.

8           **D.     STREETS AND FREEWAYS**

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

10          **1.     Street Resurfacing, Rehabilitation, and Maintenance.**

11          Repaving and reconstruction of city streets to prevent deterioration  
12          of the roadway system, based on an industry-standard pavement  
13          management system designed to inform cost-effective roadway  
14          maintenance. May include sidewalk rehabilitation and curb ramps  
15          and elements to improve resilience to climate change. Includes  
16          project development and capital costs. Sponsor Agency: SFPW.  
17          Total Funding: \$1,952M; EP: \$88M.

18          Replacement of street repair and cleaning equipment according to  
19          industry standards, including but not limited to asphalt pavers,  
20          dump trucks, sweepers, and front-end loaders. Includes capital  
21          costs only. Sponsor Agency: SAS. Total Funding: \$32M; EP:  
22          \$17M.

23          **2.     Pedestrian and Bicycle Facilities Maintenance.** Public sidewalk

24          repair and reconstruction citywide. Maintenance of additional  
25          pedestrian facility improvements including stairways, retaining

1 walls, guardrails, and rockfall barriers. Maintenance of pedestrian  
2 and bicycle safety improvements, including but not limited to safe-  
3 hit posts, painted safety zones, green bike lanes, and crosswalks.  
4 Rehabilitation of other bicycle facilities such as paths. Includes  
5 project development and capital costs. Sponsor Agencies:  
6 SFMTA, SAS. Total Funding: \$84.6M; EP: \$19M.

7 **3. Traffic Signs and Signals Maintenance.** Maintenance and  
8 upgrade of traffic signs and signals, including for pedestrians and  
9 bicyclists. Sponsor Agency: SFMTA. Total Funding: \$126.1M;  
10 EP: \$90M.

11 **ii. Safe and Complete Streets**

12 **1. Safer and Complete Streets.** Programmatic improvements to the  
13 transportation system to make it safer for all users and help  
14 achieve the City's Vision Zero goals. Projects may include but are  
15 not limited to:

- 16 • Traffic calming to reduce vehicular speeds and improve  
17 safety; new or improved pedestrian safety measures such  
18 as ladder crosswalks, corner bulb-outs, and pedestrian  
19 islands in the medians of major thoroughfares; new and  
20 upgraded bike lanes and paths; traffic striping and  
21 channelization; bicycle and personal mobility device parking  
22 facilities such as bike/scooter racks and lockers. Quick  
23 builds (e.g., paint and safe-hit posts), pilots, permanent  
24 improvements, intersection redesigns, and larger corridor  
25

1 projects are eligible. Landscaping may be included as a  
2 minor element of a larger safety project.

- 3 • Installation (new), maintenance, and upgrade of traffic signs  
4 and signals (including for pedestrians and bicyclists); red  
5 light enforcement cameras and closed-circuit TV and  
6 communications systems (e.g., Variable Message Signs) for  
7 incident and special event traffic management.
- 8 • Multi-modal street improvements to improve pedestrian,  
9 bicycle, transit, and vehicle circulation and connectivity.
- 10 • Bicycle, pedestrian, and Vision Zero outreach and  
11 education programs such as Safe Routes to School;  
12 development of neighborhood and school area safety plans.

13 Includes project development and capital costs. Sponsor  
14 Agencies: SFMTA, SFPW, SFCTA. Includes \$152M in Priority 1, of  
15 which a minimum of \$7M will be available for Safe Routes to  
16 School non-infrastructure programs, e.g., education, outreach, and  
17 planning to support safe transportation to schools. The remainder  
18 is Priority 2. Total Funding: \$918.8M; EP: \$187M.

19 **2. Curb Ramps.** Construction of new Americans with Disabilities Act  
20 (ADA)-compliant curb ramps and related roadway work to permit  
21 ease of movement. Reconstruction of existing ramps. Includes  
22 project development and capital costs. Sponsor Agency: SFPW.  
23 Total Funding: \$143M; EP: \$29M.

24 **3. Tree Planting.** Planting and establishment of street trees in public  
25 rights-of-way throughout the city. Priority will be given to

1 neighborhoods and/or areas with lower tree canopy coverage.  
2 Sponsor Agency: SAS. Includes \$20M in Priority 1 and the  
3 remainder is Priority 2. Total Funding: \$53M; EP: \$24M.

4 **iii. Freeway Safety and Operational Improvements**

5 **1. Vision Zero Ramps.** Programmatic improvements to benefit all  
6 users of intersections where freeway on- and off-ramps intersect  
7 with city streets to support the City’s Vision Zero policy to eliminate  
8 traffic deaths. Eligible project types include: new or improved  
9 pedestrian safety measures such as ladder crosswalks and  
10 pedestrian signals, corner bulb-outs, and new traffic signs and  
11 signals. Includes planning, project development, and capital costs.  
12 Sponsor Agencies: SFMTA, SFCTA. Total Funding: \$27.5M; EP:  
13 \$8M.

14 **2. Managed Lanes and Express Bus.** Programmatic improvements  
15 to San Francisco’s freeways to improve transit speeds (e.g.,  
16 express bus) and reliability, and promote carpooling.  
17 Improvements include but are not limited to high occupancy  
18 vehicle lanes, ramp re-striping or re-designs, signs and  
19 signalization, and purchase of buses to support increased Muni  
20 bus operations on improved facilities, and if express lanes are  
21 proposed, tolling system and funding of an affordability program.  
22 Includes project development and capital costs. Sponsor  
23 Agencies: SFCTA, SFMTA. Total Funding: \$206M; EP: \$10M.

24 **3. Transformative Freeway and Major Street Projects.** Planning  
25 and project development for transformative multi-modal

1 improvements that are designed to improve safety, enhance multi-  
2 modal connectivity, and/or reconnect communities and repair the  
3 harm created by past freeway and street projects. By funding  
4 planning, outreach, and early project development, the intent is to  
5 set up these projects to be competitive for discretionary funds to  
6 complete project development and implementation. Eligible  
7 project types include but are not limited to new grade-separated  
8 crossings for people walking and biking; restoring connections  
9 within communities divided by infrastructure (e.g., Geary  
10 underpass, pedestrian/bike freeway overcrossings); and  
11 simplifying freeway interchanges (e.g., Alemany Maze and US  
12 101/Cesar Chavez “Hairball”). May include projects to improve  
13 resilience to climate change. Sponsor Agencies: SFCTA, SFMTA,  
14 SFPW, Planning. Total Funding: \$224.1M; EP: \$20M.

15 **E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT**

16 **i. Transportation Demand Management**

17 Transportation Demand Management (TDM) improvements intended to  
18 shift trips to sustainable modes like transit, biking, and walking, and shift  
19 travel to less congested times. Develop and support continued TDM and  
20 parking requirements for large employers, special event sites, and  
21 schools and universities. Eligible project types also include TDM  
22 education, marketing, incentives, pricing, technology, policy development,  
23 pilots, and evaluation. Hardware, software, and equipment needed to  
24 implement pricing, incentives, and affordability projects are eligible.  
25 Examples of eligible projects include new solutions or technologies for

1 first-last mile connections or special trip markets; intermodal integration of  
2 customer-facing technology (e.g., travel information and payment  
3 systems); and new fare payment concepts for mode shift or congestion  
4 management. Includes planning, project development, and capital costs.  
5 Sponsor Agencies: SFCTA, SFE, SFMTA, BART, PCJPB, TIMMA.  
6 Includes \$18M in Priority 1 and the remainder is Priority 2. Total Funding:  
7 \$146.5M; EP: \$23M.

8 **ii. Transportation, Land Use, and Community Coordination**

9 **1. Neighborhood Transportation Program.** The Neighborhood  
10 Transportation Program (NTP) funds community-based  
11 neighborhood-scale transportation improvements. The NTP has a  
12 planning component to fund community-based planning efforts in  
13 each Supervisorial district, and a capital component intended to  
14 provide local match to help advance and implement capital  
15 investment and pilot recommendations stemming from NTP and  
16 other community-based planning efforts. Eligible project types are  
17 those that are eligible for other 2022 Transportation Expenditure  
18 Plan programs and result in public-facing benefits. Additional  
19 project types include: transportation policy studies, pilots, and  
20 projects to address climate change (e.g., electric vehicle charging  
21 infrastructure) and gaps in equitable access. Includes planning,  
22 project development, and capital costs. Sponsor Agencies:  
23 SFCTA, SFMTA, SFPW, Planning. Includes \$41M in Priority 1  
24 and the remainder is Priority 2. Total Funding: \$191.2M; EP:  
25 \$46M.

1                   **2. Equity Priority Transportation Program.** The Equity Priority  
2                   Transportation Program (EPTP) funds equity priority community-  
3                   based projects in underserved neighborhoods and areas with  
4                   vulnerable populations (e.g., low-income communities, seniors,  
5                   children, and/or people with disabilities) as well as citywide equity  
6                   evaluations and planning efforts. The EPTP has a planning  
7                   component to fund community-based planning efforts, and a  
8                   capital component to provide local match funds to help advance  
9                   and implement capital investment and pilot recommendations  
10                  stemming from community-based planning and equity  
11                  assessments. Eligible project types are those that are eligible for  
12                  other 2022 Transportation Expenditure Plan programs, as well as  
13                  projects that help reduce disparities and gaps in equitable access  
14                  (physical, geographic, affordability) to jobs and key services.  
15                  Includes planning, project development, and capital costs.  
16                  Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. Includes  
17                  \$42M in Priority 1 and the remainder is Priority 2. Total Funding:  
18                  \$192.2M; EP: \$47M.

19                  **3. Development-Oriented Transportation.** The Development-  
20                  Oriented Transportation Program funds community-based planning  
21                  to identify transportation improvements that support increased  
22                  housing density in existing, primarily low-density neighborhoods of  
23                  the city, as well as project development and implementation.  
24                  Projects supporting development in adopted Priority Development  
25                  Areas will be prioritized. Includes \$2M in legacy funding for the



1 Bayshore Caltrain Pedestrian Connection. Includes planning,  
2 project development, and capital costs. Sponsor Agencies:  
3 SFMTA, SFCTA, BART, PCJPB, Planning, SFPW. Includes \$20M  
4 in Priority 1 and the remainder is Priority 2. Total Funding:  
5 \$263.7M; EP: \$26M.

6 **4. Citywide/Modal Planning.** Citywide and network-wide  
7 transportation studies and planning such as updates to the  
8 Countywide Transportation Plan or long-range modal studies.  
9 Plans and studies that focus on countywide and/or network-wide  
10 needs will be prioritized, but corridor-scale studies may be  
11 considered. Includes planning. Sponsor Agencies: SFCTA,  
12 SFMTA, Planning. Total Funding: \$31.2M; EP: \$10M.

13 **5. Implementation Provisions.**

14 **A. Strategic Plan.** Subsequent to voter approval of the 2022  
15 Transportation Expenditure Plan, the Transportation  
16 Authority shall prepare a 30-year Strategic Plan that will  
17 serve as the primary financial tool for administering the  
18 2022 Sales Tax. It shall include policies to guide day-to-day  
19 program administration consistent with the 2022  
20 Transportation Expenditure Plan; updated revenue  
21 projections for the 2022 Sales Tax; proposed 2022 Sales  
22 Tax programming and expenditures by category, sub-  
23 category, and program; and any associated financing  
24 needed to ensure funds are available to reimburse eligible  
25 expenditures. The Strategic Plan shall be prepared in

1 concert with development of 5-Year Prioritization Programs  
2 (5YPPs) (see Section 5.B). The Transportation Authority  
3 Board shall adopt the Strategic Plan and updates thereof at  
4 least every 5 years.

5 **B. Prioritization Process.** Prior to allocation of any revenues  
6 from the 2022 Sales Tax, the Transportation Authority shall  
7 prepare, in close consultation with all other affected  
8 planning and implementation agencies, a 5YPP including  
9 budget, scope, and schedule consistent with the Strategic  
10 Plan, for review and adoption by the Transportation  
11 Authority Board. For programs with only one eligible  
12 sponsoring agency, the Transportation Authority may  
13 designate that agency as the agency that is to prepare the  
14 5YPP. The proposed projects shall be consistent with the  
15 SFTP and with the City's General Plan.

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

- 18 1. Project readiness, including schedule for completion  
19 of environmental and design phases; well-  
20 documented preliminary cost estimates; and  
21 documented community support as appropriate.
- 22 2. Funding plan, including sources other than the 2022  
23 Sales Tax.
- 24 3. Compatibility with existing and planned land uses,  
25 and with adopted standards for urban design and for

- 1 the provision of pedestrian amenities; and  
2 supportiveness of planned growth in transit-friendly  
3 housing, employment, and services.
- 4 4. How the project would advance equity or seek to  
5 mitigate any impacts on equity.
- 6 5. Project benefits including but not limited to how the  
7 project advances the goals of the SFTP.
- 8 6. A prioritization mechanism to rank projects within the  
9 5YPP, that includes at a minimum the following  
10 required criteria:
- 11 a. Relative level of need or urgency.
- 12 b. Cost-effectiveness.
- 13 c. A fair geographic distribution that takes into  
14 account the various needs of San Francisco's  
15 neighborhoods.
- 16 d. Level and diversity of community support.
- 17 Projects with clear and diverse community  
18 support, including from disadvantaged  
19 populations (e.g., communities historically  
20 harmed by displacement, transportation  
21 policies, and projects that utilized eminent  
22 domain; people with low incomes; and people  
23 of color) and/or identified through a  
24 community-based planning process will be  
25 prioritized. Projects with documented support

1 from disadvantaged populations will receive  
2 additional priority. An example of a  
3 community-based plan is a neighborhood  
4 transportation plan, corridor improvement  
5 study, or station area plan that is community-  
6 driven.

- 7 e. Benefit to disadvantaged populations,  
8 including communities historically harmed by  
9 displacement, transportation policies, and  
10 projects that utilized eminent domain, whether  
11 the project is directly located in an Equity  
12 Priority Community or can demonstrate  
13 benefits to disadvantaged populations.

14 The Transportation Authority and any appropriate  
15 designated agencies shall conduct the required public  
16 outreach and engagement to ensure an inclusive planning  
17 process for the development of the 5YPPs, as well as  
18 General Plan referral or referral to any City Department or  
19 Commission, as required. The Transportation Authority  
20 working with eligible sponsoring agencies shall also identify  
21 appropriate performance measures informed by the  
22 Congestion Management Program, such as increased  
23 system connectivity, increased transit ridership (net new  
24 riders), reductions in travel time for existing riders, system  
25 safety, vehicle miles traveled, and increased use of

1 alternatives to the single-occupant automobile, along with a  
2 timeline for assessing the performance measures to inform  
3 the next 5YPP updates, which shall be at least every 5  
4 years concurrent with Strategic Plan updates.

5 In order to inform 5YPP development and allocation of  
6 funds, the Transportation Authority shall report at least once  
7 every 5 years on the citywide geographic distribution of  
8 2022 Sales Tax allocations and the distribution of projects  
9 located in EPCs and/or benefiting disadvantaged  
10 populations.

11 Designated agencies shall be eligible for planning funds  
12 from the relevant 2022 Transportation Expenditure Plan  
13 programs for the purpose of completing the development of  
14 the 5YPP. Sponsoring agencies will be encouraged to  
15 explore alternative and non-traditional methods for project  
16 and service delivery where they offer opportunities for  
17 increased cost-effectiveness and/or shortened project  
18 delivery timelines.

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

22 **C. Project Delivery Oversight.** The Transportation Authority Board  
23 shall adopt project delivery oversight guidelines for major capital  
24 projects to be funded by the 2022 Sales Tax. The guidelines shall  
25 consider the total cost and complexity of a project in setting the

1 definition of a major capital project. Objectives of these guidelines  
2 shall include supporting the cost-effective and timely delivery of  
3 projects funded wholly or in part by the 2022 Sales Tax.

4 Transportation Authority staff shall prepare a report at least  
5 annually to the Transportation Authority Board to communicate the  
6 status of these projects.

7 **D. Funding Priority Levels.** Each 2022 Transportation Expenditure  
8 Plan program shall be funded using 2022 Sales Tax revenues up  
9 to the total amount designated for that program in Priority 1. If,  
10 after programming all Priority 1 funds to every program in a  
11 subcategory, the latest Strategic Plan forecasts available revenues  
12 from the 2022 Sales Tax in excess of Priority 1 levels, the  
13 Transportation Authority Board may allow programming of Priority  
14 2 funds within the subcategory, subject to the program dollar  
15 amount caps for Priority 2 established in the 2022 Transportation  
16 Expenditure Plan. If, after programming at least 80% of Priority 2  
17 funds, the latest Strategic Plan forecasts available revenues from  
18 the 2022 Sales Tax in excess of Priority 2 levels, the  
19 Transportation Authority Board may allow programming of  
20 revenues in excess of Priority 2 levels to programs in the 2022  
21 Transportation Expenditure Plan as long as the percent of 2022  
22 Sales Tax revenues designated for each category is maintained in  
23 compliance with the prioritization provisions set forth in  
24 Sections 2.B, 5.B, and 5.D.  
25

1                                   **E. Cost Savings and Remaining Funds.** If the eligible sponsoring  
2 agency or agencies complete delivery of a 2022 Transportation  
3 Expenditure Plan program or legacy project or determine that they  
4 will no longer pursue implementation of the program or legacy  
5 project with 2022 Sales Tax funds, the Transportation Authority  
6 Board may use any remaining 2022 Sales Tax funds in that  
7 program to fund one or more programs in the same category that  
8 would otherwise be in compliance with the prioritization provisions  
9 set forth in Sections 2.B, 5.B, and 5.D. To do so, the  
10 Transportation Authority Board must first hold a public hearing on  
11 the matter and then not sooner than 30 days after the hearing, the  
12 Transportation Authority Board may, by a 2/3 vote, direct all or a  
13 portion of the remaining funds to one or more 2022 Transportation  
14 Expenditure Plan programs with the same category.

15  
16 **The following abbreviations are used in the 2022 Transportation Expenditure Plan:**  
17 BART – San Francisco Bay Area Rapid Transit District; EP – Expenditure Plan; GGBHTD –  
18 Golden Gate Bridge, Highway & Transportation District; M – Million; N/A – Not Applicable;  
19 PCJPB – Peninsula Corridor Joint Powers Board or Caltrain; Planning – San Francisco  
20 Planning Department; Port of SF – Port of San Francisco; SAS – Sanitation and Streets  
21 Department\*; SFCTA – San Francisco County Transportation Authority; SFE – San Francisco  
22 Department of Environment; SFMTA – San Francisco Municipal Transportation Agency;  
23 SFPW – San Francisco Public Works; TIMMA – Treasure Island Mobility Management  
24 Agency; TJPA – Transbay Joint Powers Authority.

25

\*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



1           Section 4. Scope of Ordinance. In connection with the amendments to Article 14 of  
2 the Business and Tax Regulations Code contained in Section 2 of this ordinance, the voters  
3 intend to amend only those words, phrases, paragraphs, subsections, sections, articles,  
4 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Business  
5 and Tax Regulations Code that are explicitly shown therein as additions, deletions, Board  
6 amendment additions, and Board amendment deletions in accordance with the “Note” that  
7 appears under the official title of the ordinance.

8  
9           Section 5. If any section, subsection, sentence, clause, phrase, or word of this  
10 ordinance approving the 2022 Transportation Expenditure Plan and amending Article 14 of  
11 the Business and Tax Regulations Code, or any application thereof to any person or  
12 circumstance, is held to be invalid or unconstitutional by a decision of a court of competent  
13 jurisdiction, such decision shall not affect the validity of the remaining portions or applications  
14 of the ordinance. The voters hereby declare that they would have adopted this ordinance and  
15 each and every section, subsection, sentence, clause, phrase, and word not declared invalid  
16 or unconstitutional without regard to whether any other portion of this ordinance or application  
17 thereof would be subsequently declared invalid or unconstitutional.

18  
19           Section 6. Effective and Operative Dates.

20           (a) As provided in California Public Utilities Code Section 131102, subdivision (b), the  
21 amendments to Article 14 of the Business and Tax Regulations Code in Section 2 of this  
22 ordinance shall become effective at the close of the polls on November 8, 2022.

23           (b) When the operative date of the 2022 Transportation Expenditure Plan in Section 3  
24 of this ordinance and the amendments to Business and Tax Regulations Code Article 14 in  
25 Section 2 of this ordinance have been determined pursuant to Section 1405 of Article 14 as

1 amended by the voters at the November 8, 2022 election, the City Attorney shall cause all  
2 references in Article 14 to “the operative date of the amendments to this Article 14 passed by  
3 the voters at the November 8, 2022 election” to be replaced by the actual operative date.  
4

5 Section 7. Pursuant to California Constitution Articles XIII A and XIII C and California  
6 Public Utilities Code Section 131102, the approval of the 2022 Transportation Expenditure  
7 Plan and of the ordinance amending Article 14 of the Business and Tax Regulations Code  
8 shall be submitted to the qualified electors of the City and County of San Francisco at a  
9 special election that is hereby called and ordered to be held in the City on Tuesday, the 8th  
10 day of November, 2022, for the purpose of submitting to the electors of the City a proposition  
11 to approve the amendments to Article 14 of the Business and Tax Regulations Code set forth  
12 in Section 2 of this ordinance and the 2022 Transportation Expenditure Plan set forth in  
13 Section 3 of this ordinance. The special election called and ordered shall be referred to in this  
14 ordinance as the “Special Election.”  
15

16 Section 8. The Special Election shall be held and conducted and the votes received  
17 and canvassed, and the returns made and the results ascertained, determined and declared  
18 as provided in this ordinance and in all particulars not recited in this ordinance such election  
19 shall be held according to the laws of the State of California (“State”) and the Charter of the  
20 City (“Charter”) and any regulations adopted under State law or the Charter, providing for and  
21 governing elections in the City, and the polls for such election shall be and remain open  
22 during the time required by such laws and regulations.  
23

24 Section 9. The Special Election is consolidated with the General Election scheduled to  
25 be held in the City on Tuesday, November 8, 2022. The voting precincts, polling places, and

1 officers of election for the November 8, 2022 General Election are hereby adopted,  
2 established, designated and named, respectively, as the voting precincts, polling places, and  
3 officers of election for the Special Election called, and reference is made to the notice of  
4 election setting forth the voting precincts, polling places, and officers of election for the  
5 November 8, 2022 General Election by the Director of Elections to be published in the official  
6 newspaper of the City on the date required under the laws of the State of California. The  
7 ballots to be used at the Special Election shall be the ballots to be used at the November 8,  
8 2022 General Election.

9  
10 Section 10. Pursuant to California Public Utilities Code Section 131108,  
11 subdivision (h), the Board of Supervisors hereby directs the Department of Elections to do the  
12 following: (a) include in the sample ballot mailed to the voters and the voter information  
13 pamphlet the full proposition as set forth in Sections 1 through 6 of this ordinance, but  
14 inserting the letter for the proposition where designated, and (b) include in the voter  
15 information pamphlet the entire adopted 2022 Transportation Expenditure Plan as set forth in  
16 Section 3 of this ordinance. In accordance with this Section 10, Sections 1 through 6 of this  
17 ordinance shall constitute the ballot measure submitted to the voters at the Special Election.  
18 The long title of the ballot measure submitted to the voters shall be the same as the long title  
19 of this ordinance, except that the final two clauses, “affirming the Transportation Authority’s  
20 determination under the California Environmental Quality Act; and making findings of  
21 consistency with the General Plan and the eight priority policies of Planning Code, Section  
22 101.1,” shall be omitted, and the word “and” shall be inserted before the clause “authorizing  
23 the Transportation Authority to issue limited tax bonds secured by transactions and use tax  
24 revenues.”

1           Section 11. Pursuant to California Public Utilities Code Section 131055, the Board of  
2 Supervisors hereby directs that the 2022 Transportation Expenditure Plan shall be published  
3 once in the official newspaper of the City and County within 30 days of the Board of  
4 Supervisors' enactment of this ordinance. Enactment occurs when the Mayor signs the  
5 ordinance, the Mayor returns the ordinance unsigned or does not sign it within 10 days of  
6 receiving it, or the Board overrides the Mayor's veto of the ordinance.

7  
8           Section 12. Environmental and Land Use Findings.

9           (a) The Authority has determined that the actions contemplated in this ordinance are  
10 not a project and not subject to the California Environmental Quality Act (California Public  
11 Resources Code Sections 21000 *et seq.*). Said determination is on file with the Clerk of the  
12 Board of Supervisors in File No. 220536 and is incorporated herein by reference. The Board  
13 affirms this determination.

14           (b) On March 23, 2022, the Planning Department determined that the actions  
15 contemplated in this ordinance are consistent, on balance, with the City's General Plan and  
16 eight priority policies of Planning Code Section 101.1. The Board adopts this determination  
17 as its own. A copy of said determination is on file with the Clerk of the Board of Supervisors in  
18 File No. 220536, and is incorporated herein by reference.

19  
20 APPROVED AS TO FORM:  
21 DAVID CHIU, City Attorney

22 By:           /s/ Carole F. Ruwart            
23       CAROLE F. RUWART  
24       Deputy City Attorney

25  
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**LEGISLATIVE DIGEST**

[Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation Authority]

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority’s appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority’s determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

Existing Law

Existing Article 12-D of the Business and Tax Regulations Code, known as the “Uniform Local Sales and Use Tax Ordinance of the City and County of San Francisco,” establishes and implements a transactions and use tax (sometimes called a “sales tax”) on retailers for the privilege of selling tangible personal property at retail in the City.

Division 12.5 (commencing with Section 131000) of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code authorize the San Francisco County Transportation Authority (Transportation Authority) to impose an additional local sales tax within San Francisco, if the tax is approved by the Board of Supervisors and a two-thirds vote of the people. The proceeds of the tax must be spent on transportation projects set forth in a transportation expenditure plan approved by the Metropolitan Transportation Commission, the Board of Supervisors, and the voters.

Since 1990, the Transportation Authority has imposed a 0.5% sales tax under the above authorities, which is codified in Article 14 of the Business and Tax Regulations Code. The Transportation Authority administers the funding of the projects and programs set forth in the existing transportation expenditure plan (adopted by the voters in 2003 as part of Proposition K), and is authorized to issue up to \$1,880,000,000 in bonds secured by revenues from the sales tax.

Amendments to Current Law

This ordinance would amend existing Article 14 of the Business and Tax Regulations Code to continue the sales tax at the existing 0.5% rate for 30 years to pay for the transportation

projects and programs set forth in a new 2022 Transportation Expenditure Plan. This ordinance authorizes the Transportation Authority to issue up to \$1,190,000,000 in bonds that would be repaid with the proceeds of the tax. This ordinance would also increase the Transportation Authority's appropriations limit under Article XIII B of the California Constitution for the next four years by the amount of the tax collected.

Background Information

The combined state and local sales and use tax rate in the City is 8.625%. The Transportation Authority has received 0.5% of the combined rate since the voters approved Proposition B in 1989 and Proposition K in 2003. The tax imposed by this ordinance is a continuation of the Transportation Authority's existing 0.5% rate.

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**OFFICE OF THE CONTROLLER**  
CITY AND COUNTY OF SAN FRANCISCO

Ben Rosenfield  
Controller  
Todd Rydstrom  
Deputy Controller

Ms. Angela Calvillo  
Clerk of the Board of Supervisors  
1 Dr. Carlton B. Goodlett Place Room 244  
San Francisco, CA 94102-4689

June 28, 2022

RE: File 220536 – Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation Authority

Dear Ms. Calvillo,

Should the proposed initiative ordinance be approved by the voters, in my opinion, it would generate approximately \$100 million per year in tax revenue, increasing to approximately \$236 million per year by Fiscal Year 2052-2053.

The initiative ordinance would continue the existing sales tax at the current rate of 0.5% for 30 years and authorize the Transportation Authority to issue up to \$1,190,000,000 in bonds to be repaid with the proceeds of the tax.

Revenue from this tax would fund transportation improvements under the 2022 Transportation Expenditure Plan, including transit projects, transit maintenance, paratransit services, bicycle and pedestrian improvements, congestion reduction projects, and other improvements.

If this initiative ordinance does not pass, the 0.5% sales tax rate will continue under the 2003 authorization until March 31, 2034, unless future action is taken to adopt a new or updated transportation expenditure plan funded by the continuation of the tax. If this initiative ordinance does not pass, there will be no funding for the 2022 Transportation Expenditure Plan.

Sincerely,

A handwritten signature in cursive script that reads "Janice Levy".

FOR Ben Rosenfield  
Controller

Note: This analysis reflects our understanding of the proposal as of the date shown. At times further information is provided to us which may result in revisions being made to this analysis before the final Controller's statement appears in the Voter Information Pamphlet.

# 2022 Transportation Expenditure Plan: Reauthorization of the Local Sales Tax for Transportation



San Francisco  
County Transportation  
Authority

BOS Budget and Finance Committee, Agenda Item 1

June 29, 2022



# Half-Cent Sales Tax New Expenditure Plan



San Francisco  
County Transportation  
Authority



Targeting a  
potential  
November 2022  
election



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



Would approve  
a new  
transportation  
sales tax  
Expenditure Plan

# What has the half-cent done?



San Francisco  
County Transportation  
Authority



New Muni Vehicles: Motor  
Coaches, Trolleybuses, Light  
Rail



BART Station  
Improvements



Caltrain  
Electrification



Salesforce Transit  
Center



Paratransit Operations  
and Vehicles



Presidio Parkway



Traffic Signals and  
Signs



Street Resurfacing

# What has the half-cent done?



San Francisco  
County Transportation  
Authority



Traffic Calming



Sidewalks



Curb Ramps



Protected Bike  
Lanes



Vision Zero Quick  
Builds



Street Trees



Community  
Planning

# New Expenditure Plan



San Francisco  
County Transportation  
Authority

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

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

## Why now?

San Francisco has new and emerging priorities

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

# Developing a New Expenditure Plan



San Francisco  
County Transportation  
Authority

## Outreach Plan includes:

Community  
Interviews

*Complete*

Non-English  
Focus Groups

*Complete*

Join existing  
community  
meetings

*Ongoing*

Online Survey

*Complete*

Expenditure  
Plan Advisory  
Committee

*Complete*

Traditional,  
social and  
multi-lingual  
media

*Ongoing*

Town Halls

*Complete*

Voter Opinion  
Survey

*Complete*



- 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 endorse the 2022 Expenditure Plan

# 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



# Benefits of a New Expenditure Plan

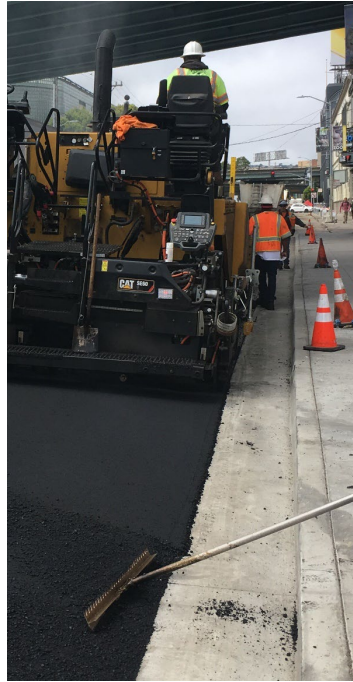


San Francisco  
County Transportation  
Authority

Safer  
streets



Smoother  
streets



Reliable transit  
& paratransit



Less congestion  
& crowding



Improved air  
quality



*Advancing equity throughout*



# Recommended 2022 Transportation Expenditure Plan



San Francisco  
County Transportation  
Authority

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

## TRANSIT MAINTENANCE & ENHANCEMENTS

41.2%

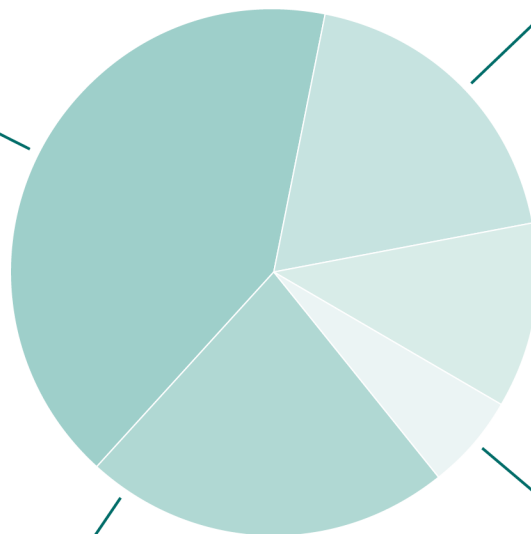
Muni, BART, Caltrain, Ferry  
Maintenance, rehabilitation and replacement  
Station/Access improvements  
Next generation transit planning

## MAJOR TRANSIT PROJECTS

22.6%

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

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



## STREETS & FREEWAYS

18.9%

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

## PARATRANSIT

11.4%

Transit services for seniors and  
people with disabilities

## TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

5.9%

Transportation demand management  
Neighborhood and equity-focused  
planning and implementation

Thank you.  
Any Questions?

[www.sfcta.org/ExpenditurePlan](http://www.sfcta.org/ExpenditurePlan)



San Francisco  
County Transportation  
Authority

Email: [ExpenditurePlan@sfcta.org](mailto:ExpenditurePlan@sfcta.org)

Maria Lombardo: 415-522-4802

# 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%	<b>39.6%</b>	<b>38.1%</b>	↓
Major Transit Improvements & Enhancements	26.0%	25.1%	<b>26.8%</b>	<b>26.2%</b>	↑
Safe & Complete Streets	10.5%	10.4%	<b>11.7%</b>	<b>12.8%</b>	↑
Streets Maintenance (includes signs and signals)	10.6%	10.7%	<b>9.0%</b>	<b>8.2%</b>	↓
Paratransit (operating support)	8.6%	8.6%	<b>9.5%</b>	<b>11.4%</b>	↑
Transportation Demand Management, Citywide & Neighborhood Planning	1.2%	1.3%	<b>1.8%</b>	<b>1.8%</b>	↑
Freeway Safety, Operations, Redesign (planning)	3.4%	3.4%	<b>1.6%</b>	<b>1.5%</b>	↓

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

---

# 5YPP Project Prioritization Process (1 of 3)

---



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County Transportation  
Authority

**Prioritization Process.** Prior to allocation of any revenues from the 2022 Sales Tax, the Transportation Authority shall prepare, in close consultation with all other affected planning and implementation agencies, a 5-year prioritized program of projects or 5YPP including budget, scope and schedule consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board. For programs with only one eligible sponsoring agency, the Transportation Authority may designate that agency as the agency that is to prepare the 5YPP. The proposed projects shall be consistent with the San Francisco Transportation Plan and with the City's General Plan.

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## 5YPP Project Prioritization Process (2 of 3)

---



San Francisco  
County Transportation  
Authority

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

1. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates; documented community support as appropriate.
2. Funding plan, including sources other than the 2022 Sales Tax.
3. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment and services.
4. How the project would advance equity or seek to mitigate any impacts on equity.

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## 5YPP Project Prioritization Process (3 of 3)

---



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County Transportation  
Authority

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.



# 5YPP Project Prioritization Process (3 of 3)



San Francisco  
County Transportation  
Authority

- 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 projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. Projects with documented support from disadvantaged populations will receive additional priority. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study or station area plan that is community driven.
- e. Benefit to disadvantaged populations, including communities historically harmed by displacement, transportation 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.

---

# New Reporting Requirement

---



San Francisco  
County Transportation  
Authority

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

---

# New Project Delivery Oversight Requirement

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San Francisco  
County Transportation  
Authority

**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.



**San Francisco  
County Transportation  
Authority**

BD030822

RESOLUTION NO. 22-38

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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



**San Francisco  
County Transportation  
Authority**

BD030822

RESOLUTION NO. 22-38

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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



**San Francisco  
County Transportation  
Authority**

BD030822


RESOLUTION NO. 22-38

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 22nd day of March 2022, by the following votes:

**Ayes:** Commissioners Chan, Haney, Mar, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

**Nays:** (0)

**Absent:** (0)

DocuSigned by:  
 6/13/2022  
3235B3A057A3450...

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Rafael Mandelman Date  
 Chair

ATTEST: DocuSigned by:  
 6/14/2022  
FFD2528AB8BE49B

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Tilly Chang Date  
 Executive Director

## 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:

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- 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.

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

	Total Expected Funding <sup>1</sup>	Total Prop TBD <sup>2</sup>	% of Prop TBD Funding <sup>3</sup>
<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	<b>\$ 9,047.1</b>	<b>\$ 975.0</b>	
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	<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>34</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	
3. Transformative Freeway and Major Street Projects	\$ 224.1	\$ 20.0	
<b>E. Transportation System Development and Management</b>	<b>\$ 824.8</b>	<b>\$ 152.0</b>	<b>5.9%</b>
i. Transportation Demand Management	<b>\$ 146.5</b>	<b>\$ 23.0</b>	
ii. Transportation, Land Use and Community Coordination	<b>\$ 678.3</b>	<b>\$ 129.0</b>	
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	
<b>Total</b>	<b>\$ 26,281.9</b>	<b>\$ 2,598.0</b>	<b>100.0%</b>
	Total Prop TBD Priority 1	\$ 2,378.0	
	Total Prop TBD Priority 1 + 2	\$ 2,598.0	

## Attachment 1 - 2022 Expenditure Plan

Notes:

<sup>1</sup>Total 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.

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

<sup>3</sup>Percentages 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.

<sup>4</sup>With 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.

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### 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

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types include, but are not limited to, additional fleet, level boarding at station platforms, additional train storage, track work and station improvements. Includes planning, project development, and capital costs. Includes \$10M in Priority 2 funding. Sponsor Agency: PCJPB. Total Funding: \$10M; EP: \$10M.

### v. Caltrain Downtown Rail Extension and Pennsylvania Alignment

Caltrain Downtown Rail Extension: The underground extension of the Caltrain commuter rail system from the current Caltrain San Francisco terminus into the Salesforce Transit Center. Project designed to accommodate blended service with future California High-Speed Rail. Includes a new station at 4th and Townsend streets. Includes \$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

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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



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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), 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

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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

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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-

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based planning and equity assessments. Eligible project types are those that are eligible for other Expenditure Plan programs, as well as projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services. Includes planning, project development and capital costs. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. Includes \$42M in Priority 1 and the remainder is Priority 2. Total Funding: \$192.2M; EP: \$47M.

3. **Development-Oriented Transportation.** The Development-Oriented Transportation Program funds community-based planning to identify transportation improvements that support increased housing density in existing, primarily low-density neighborhoods of the city, as well as project development and implementation. Projects supporting development in adopted Priority Development Areas will be prioritized. Includes \$2M in legacy funding for the Bayshore Caltrain Pedestrian Connection. Includes planning, project development and capital costs. Sponsor Agencies: SFMTA, SFCTA, BART, PCJPB, Planning, SFPW. Includes \$20M in Priority 1 and the remainder is Priority 2. Total Funding: \$263.7M; EP: \$26M.
4. **Citywide/Modal Planning.** Citywide and network-wide transportation studies and planning such as updates to the Countywide Transportation Plan or long-range modal studies. Plans and studies that focus on countywide and/or network wide needs will be prioritized, but corridor-scale studies may be considered. Includes planning. Sponsor Agencies: SFCTA, SFMTA, Planning. Total Funding: \$31.2M; EP: \$10M.

### 5. Implementation Provisions.

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

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

1. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates; documented community support as appropriate.

## Attachment 1 - 2022 Expenditure Plan

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

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

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

## Attachment 1 - 2022 Expenditure Plan

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

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

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

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

### The following abbreviations are used in the 2022 Expenditure Plan:

BART - San Francisco Bay Area Rapid Transit District; EP - Expenditure Plan; ~~GGHBTD~~-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





## REVISED GENERAL PLAN REFERRAL

March 23, 2022

**Case No.:** 2022-001887GPR  
**Block/Lot No.:** Various, Citywide  
**Applicant:** Michelle Beaulieu  
San Francisco County Transportation Authority  
1455 Market Street, 22nd Floor, San Francisco, CA 94103  
415-744-4993  
michelle.beaulieu@sfcta.org  
**Staff Contact:** Tam Tran  
628-652-7473  
tam.tran@sfgov.org

**Recommended By:**  Digitally signed by  
Daniel A. Sider  
Date: 2022.03.24  
16:28:33 -07'00'  
Daniel A. Sider, AICP  
for Rich Hillis, Director of Planning

**Recommendation:** Finding the proposed expenditure plan, on balance, is **in conformity** with the General Plan

### Project Description

This General Plan Referral contains revisions to that which was issued on March 17, 2022 and supersedes that document.

The Board of Supervisors proposes to place a measure on the November 2022 ballot to approve an expenditure plan for an existing, local half-cent sales tax. This measure is a reauthorization ordinance to continue this half-cent sales tax, which was first approved by voters in 1989 and reauthorized in 2003 as Proposition K. If approved, the reauthorization ordinance would fund the 2022 Expenditure Plan for 30 years and supersede the existing Proposition K Expenditure Plan. The 2022 Expenditure Plan proposes five categories of investments:

- 1) Major Transit Projects: \$587 Million
- 2) Transit Maintenance and Enhancements: \$1,070 Million
- 3) Paratransit: \$297 Million
- 4) Streets and Freeways: \$492 Million
- 5) Transportation System Development and Management: \$152 Million

Individual projects funded by the 2022 Expenditure Plan may require additional project-level analysis and review (including separate General Plan Referrals) as required by San Francisco Charter §4.105 and § 2A.53 of the Administrative Code, Environmental Review, and/or other discretionary actions by the Planning Department.

## Environmental Review

The proposed 2022 Expenditure Plan is not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment.

## General Plan Compliance and Basis for Recommendation

The proposed 2022 Expenditure Plan to invest in transportation programs and infrastructure is, on balance, **in conformity** with the General Plan.

### TRANSPORTATION ELEMENT

#### OBJECTIVE 1

**MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.**

#### POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city

#### POLICY 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters

*The 2022 Expenditure Plan would provide funds for transit and pedestrian improvements, including infrastructure for street crossings and intersection improvements. These improvements would enhance safety and comfort for pedestrians and people with disabilities. Additionally, using the funds for transit system improvements is consistent with San Francisco's Transit First Policy, which prioritizes transit over automobiles.*

#### OBJECTIVE 11

**ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY**

#### POLICY 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities to accommodate the automobile

*The 2022 Expenditure Plan would provide funding for transit infrastructure, which should be prioritized over automobiles and parking.*

**OBJECTIVE 20**

**GIVE FIRST PRIORITY TO IMPROVING TRANSIT SERVICE THROUGHOUT THE CITY, PROVIDING A CONVENIENT AND EFFICIENT SYSTEM AS A PREFERABLE ALTERNATIVE TO AUTOMOBILE USE**

**POLICY 20.9**

Improve inter-district and intra-district transit service

*The 2022 Expenditure Plan would provide funds for improving transit service and on-street infrastructure, which would facilitate faster, more reliable transit service between and within districts.*

**OBJECTIVE 21**

**DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION**

**POLICY 21.11**

Ensure the maintenance and efficient operation of the fleet of transit vehicles

**POLICY 21.2**

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

*The 2022 Expenditure Plan would provide funds for enhancing transit service and connecting residents to destinations across the City such as jobs and services. It would also provide funds for maintaining SFMTA's transit fleet, which would help to ensure that transit operations run smoothly.*

**Planning Code Section 101 Findings**

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The proposed Expenditure Plan is consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

*The 2022 Expenditure Plan would not affect neighborhood-serving retail uses or opportunities for employment in or ownership of such businesses.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

*The 2022 Expenditure Plan would not have a negative effect on housing or neighborhood character.*

3. That the City’s supply of affordable housing be preserved and enhanced;

*The 2022 Expenditure Plan would not have an adverse effect on the City’s supply of affordable housing.*

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

*The 2022 Expenditure Plan would improve Muni transit service. It would not overburden the streets or neighborhood parking.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

*The 2022 Expenditure Plan would not have an adverse effect on the City’s industrial or service sectors nor on opportunities for resident employment and ownership.*

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

*The 2022 Expenditure Plan would not have an adverse effect on City’s preparedness against injury and loss of life in an earthquake.*

7. That the landmarks and historic buildings be preserved;

*The 2022 Expenditure Plan would not have an adverse effect on the City’s Landmarks and historic buildings. Projects funded by the 2022 Expenditure Plan will be evaluated individually for any impacts to historic buildings.*

8. That our parks and open space and their access to sunlight and vistas be protected from development;

*The 2022 Expenditure Plan would not have an adverse effect on the City’s parks and open space and their access to sunlight and vistas.*

**Recommendation: The project, on balance, is in conformity with the General Plan**

Date: April 27, 2022  
Referred by: Planning

ABSTRACT

Resolution No. 4500

This resolution approves the San Francisco County Transportation Authority's 2022 Expenditure Plan presented to the MTC Planning Committee on April 8, 2022, pursuant to Public Utilities Code § 131000 *et seq.*, listing between \$2.378 and \$2.598 billion in transportation projects to be funded in part from revenues derived from a proposed one-half cent sales tax extension imposed over a thirty-year period.

Date: April 27, 2022  
Referred by: Planning

RE: MTC Approval of the San Francisco County Transportation Authority's Draft Expenditure Plan

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4500

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 *et seq.*; and

WHEREAS, pursuant to the Bay Area County Traffic and Transportation Funding Act (Public Utilities Code § 131000 *et seq.*), certain counties in the MTC region are authorized to develop a county transportation expenditure plan and to propose the imposition of a countywide sales tax to fund said plan; and

WHEREAS, the San Francisco County Transportation Authority has drafted a 2022 Expenditure Plan that includes essential transportation projects to be funded with the thirty-year continuation of the existing half-cent county sales tax; and

WHEREAS, the San Francisco County Transportation Authority's 2022 Expenditure Plan dated February 24, 2022 ("the Plan"), attached hereto and incorporated herein as Attachment A to this resolution, was reviewed by the MTC Planning Committee on April 8, 2022; and

WHEREAS, pursuant to Public Utilities Code § 131053, MTC shall approve the Plan unless one or more of the following allowed findings is made: a) there would be a significant negative regional impact as a result of the proposed projects; b) there are insufficient funds available to implement the proposed projects; c) there are conflicts within the county transportation expenditure plan; and/or d) the estimates of proceeds from any proposed retail transactions and use tax are not reasonable; now, therefore, be it

RESOLVED, that MTC makes no adverse finding to the Plan as set further in Attachment A; and, be it further

RESOLVED, that MTC approves the San Francisco County Transportation Authority's Draft Expenditure Plan dated February 24, 2022, as set further in Attachment A; and, be it further

RESOLVED, that MTC's Executive Director shall forward a copy of this resolution to the San Francisco County Transportation Authority.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to be 'AP' followed by a long horizontal stroke.

---

Alfredo Pedroza, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations on April 27, 2022.

Date: April 27, 2022  
Referred by: Planning

Attachment A  
Resolution No. 4500

San Francisco County Transportation Authority's Draft Expenditure Plan



## 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 \_ (“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 \_ 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 \_ 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**

	Total Expected Funding <sup>1</sup>	Total Prop <sub>-</sub> <sup>2</sup>	% of Prop <sub>-</sub> Funding <sup>3</sup>
<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	

3. Transformative Freeway and Major Street Projects	\$	224.1	\$	20.0	
<b>E. Transportation System Development and Management</b>	<b>\$</b>	<b>824.8</b>	<b>\$</b>	<b>152.0</b>	<b>5.9%</b>
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	
<b>Total</b>	<b>\$</b>	<b>26,281.9</b>	<b>\$</b>	<b>2,598.0</b>	<b>100.0%</b>
		Total Prop _ Priority 1	\$	2,378.0	
		Total Prop _ Priority 1 + 2	\$	2,598.0	

Notes:

<sup>1</sup>Total 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 Proposition \_ revenues. The amounts in this column are provided in fulfillment of Sections 131051(a)(1), (b) and (c) of the Public Utilities Code.

<sup>2</sup>The "Total Prop \_" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

<sup>3</sup>Percentages are based on Proposition \_ Priority 1 and 2 forecasts of \$2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

<sup>4</sup>With 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 Proposition \_ revenues, federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.

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

This section contains descriptions of the categories, subcategories, and programs in the 2022 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

BOARD of SUPERVISORS



City Hall  
Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

May 16, 2022

**File No. 220536**

Lisa Gibson, Environmental Review Officer  
Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Dear Ms. Gibson:

On May 10, 2022, the Board of Supervisors' Budget and Finance Committee received the following Initiative Ordinance for the November 8, 2022, Election:

**File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

*Brent Jalipa*

By: Brent Jalipa, Assistant Clerk  
Budget and Finance Committee

Attachment

c: Devyani Jain, Deputy Environmental Review Officer  
Joy Navarrete, Environmental Planning  
Don Lewis, Environmental Planning

Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment.

05/18/2022

A handwritten signature in black ink, appearing to read "Joy Navarrete", is positioned to the right of the date. The signature is written in a cursive style.



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
2150 Webster Street, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2022

June 28, 2022

Rebecca Saltzman  
PRESIDENT

Janice Li  
VICE PRESIDENT

Robert Powers  
GENERAL MANAGER

The Honorable Hillary Ronen, Chair  
Board of Supervisors Budget & Finance Committee  
City & County of San Francisco  
City Hall, 1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

DIRECTORS

Debora Allen  
1ST DISTRICT

Mark Foley  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Elizabeth Ames  
6TH DISTRICT

Lateefah Simon  
7TH DISTRICT

Janice Li  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

RE: BART Support for Ordinance approving a new 2022 Transportation Expenditure Plan for the San Francisco County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022

Dear Chair Ronen & Members of the Budget & Finance Committee,

The San Francisco Bay Area Rapid Transit District (BART) supports the ordinance that will be before the Board of Supervisors Budget & Finance Committee on Wednesday, June 29, 2022 regarding approval of the new 2022 Transportation Expenditure Plan (2022 EP) for the San Francisco County Transportation Authority placing the 2022 EP on the November ballot.

The 2022 EP equitably supports the diverse transportation needs of San Francisco. It was developed over several months by the San Francisco County Transportation Authority Expenditure Plan Advisory Committee (EPAC) and reflects considerable input from the public and stakeholders.

The 2022 EP makes crucial investments in transit infrastructure that will benefit San Franciscans and San Francisco's economy for decades to come. It carefully balances the need to maintain existing transportation infrastructure, including BART and other transit facilities, with the desire to enhance San Francisco's transit system and improve the safety of walking and biking in the City. Importantly, the new sales tax will not increase taxes for San Franciscans, but rather will continue the existing transportation tax rate.

BART urges the San Francisco Board of Supervisors to take this important action to approve the 2022 EP and submit it to the voters in November.

Please do not hesitate to contact me at [rpowers@bart.gov](mailto:rpowers@bart.gov) or (510) 464-6060.

Sincerely,

Robert M. Powers  
General Manager

cc: City & County of San Francisco Board of Supervisors  
BART Board of Directors  
Tilly Chang, SFCTA Executive Director



TRANSBAY JOINT POWERS AUTHORITY

Adam Van de Water • Executive Director

June 28, 2022

SFBOS – Budget & Finance Committee  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

RE: File No. 220536 - Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation Authority

Dear Committee Chair Ronen and members Safai and Mar:

The Transbay Joint Powers Authority (TJPA) urges your approval of File No. 220536 - Initiative Ordinance - Business and Tax Regulations Code - Sales Tax for Transportation Authority before you on Wednesday, June 29, 2022. The reauthorization of Prop K Sales Tax is important to investments in our regional transportation system. As the owner and operator of the multimodal Salesforce Transit Center that connects nine transit systems, we are working to deliver the Downtown Rail Extension (DTX), that will extend Caltrain service from Fourth and King Street; and ultimately, connect to the California High-Speed Rail Authority statewide system to Los Angeles/Anaheim.

The DTX project is a transformational infrastructure investment, delivering on the decades-long promise of bringing communities closer, reducing climate change impacts by reducing greenhouse gas emissions and providing Bay Area residents with better access to jobs, housing, and economic opportunities. The project has been over 30 years in the making as part of the TJPA's vision to deliver seamless transportation service through the multimodal six-story transit hub, the Salesforce Transit Center, in downtown San Francisco. This transformative project will close a significant gap in the region's transportation network; and is the first foundational investment in creating an integrated Bay Area megaregional transportation system, preparing for the second transbay tube through Link 21. With the two-story train box built in the Center's basement levels, it is not a question of if, but when rail service will start at the Salesforce Transit Center.

In December 2021, the DTX project entered the Federal Transit Administration's Capital Investment Grants (CIG) New Starts pipeline, from which TJPA will request half of the project cost (\$2.5 billion). The \$300 Million allocated in the 2022 Transportation Expenditure Plan is key to advancing DTX as the TJPA needs \$900 million of local match funds committed by February 2023 and the \$300 million from Prop K's reauthorization is critical to reach that amount. The time is now to get this vital transit connection funded and delivered. The federal government just doubled the amount available in the CIG Program through the Bipartisan Infrastructure Law.

The \$300 million in Prop K funds allocated for DTX would leverage \$3.1+ billion in state and federal funds (\$2.5+ billion in New Starts and \$600 million in TIRCP/other State funds). For every Prop K dollar received, TJPA could leverage more than \$10 from state and federal programs. Now that DTX is in the CIG New Starts program, the project can count dollars spent as local match (*from regional and State funds*) to the federal funding for this project.

The construction of the Center created over 24,000 construction jobs and 5.5 million craft hours for our local Bay Area contractors. We expect DTX will also create over 21, 000 local jobs, spurring economic activity and helping the City's economic recovery from this global pandemic.

A two-level train box has been built under the Center waiting for rail connections. Securing this \$300M will ensure that we move forward to deliver rail service by 2031. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Van de Water', written in a cursive style.

Adam Van de Water  
Executive Director  
Transbay Joint Powers Authority

BOARD of SUPERVISORS



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TDD/TTY No. (415) 554-5227

**MEMORANDUM**

TO: Katy Tang, Director  
**Small Business Commission, City Hall, Room 448**

FROM: Brent Jalipa, Assistant Clerk  
Budget and Finance Committee

DATE: May 16, 2022

SUBJECT: REFERRAL FROM BOARD OF SUPERVISORS  
Budget and Finance Committee

The Board of Supervisors' Budget and Finance Committee has received the following Initiative Ordinance, introduced by Supervisor Rafael Mandelman on May 10, 2022, for the November 8, 2022, Election, which is being referred to the Small Business Commission for comment and recommendation.

**File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

Please return this cover sheet with the Commission's response to Brent Jalipa, Budget and Finance Clerk, by email to: [brent.jalipa@sfgov.org](mailto:brent.jalipa@sfgov.org).

\*\*\*\*\*

**RESPONSE FROM SMALL BUSINESS COMMISSION - Date:** 5/20/2022

**No Comment**

**Recommendation Attached**



Kerry Birnbach, Secretary to Small Business  
Commission

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**Chairperson, Small Business Commission**

BOARD of SUPERVISORS



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TDD/TTY No. (415) 554-5227

May 16, 2022

**File No. 220536**

Lisa Gibson, Environmental Review Officer  
Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Dear Ms. Gibson:

On May 10, 2022, the Board of Supervisors' Budget and Finance Committee received the following Initiative Ordinance for the November 8, 2022, Election:

**File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

*Brent Jalipa*

By: Brent Jalipa, Assistant Clerk  
Budget and Finance Committee

Attachment

c: Devyani Jain, Deputy Environmental Review Officer  
Joy Navarrete, Environmental Planning  
Don Lewis, Environmental Planning

BOARD of SUPERVISORS



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## MEMORANDUM

TO: Tom Paulino, Liaison to the Board of Supervisors, Mayor's Office  
Anne Pearson, Deputy City Attorney, Office of the City Attorney  
John Arntz, Director, Department of Elections  
LeeAnn Pelham, Executive Director, Ethics Commission  
Jose Cisneros, Treasurer, Office of the Treasurer and Tax Collector  
Rich Hillis, Director, Planning Department  
Tilly Chang, Executive Director, San Francisco County Transportation Authority  
Jeffrey Tumlin, Executive Director, Municipal Transportation Agency  
Carla Short, Interim Director, Department of Public Works  
Elaine Forbes, Executive Director, Port Department  
Tyrone Jue, Interim Director, Department of the Environment  
Nila Gonzales, Executive Director, Transbay Joint Powers Authority

FROM: Brent Jalipa, Assistant Clerk, Budget and Finance Committee

DATE: May 16, 2022

SUBJECT: INITIATIVE ORDINANCE INTRODUCED

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The Board of Supervisors' Budget and Finance Committee has received the following Initiative Ordinance, introduced by Supervisor Rafael Mandelman, for the November 8, 2022, Election. This matter is being referred to you in accordance with Rules of Order 2.22.4:

**File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

If you have any comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Andres Power, Mayor's Office  
Patrick Ford, Ethics Commission  
Michael Canning, Ethics Commission  
Amanda Kahn Fried, Office of the Treasurer and Tax Collector  
Tina Tam, Planning Department  
Corey Teague, Planning Department  
Lisa Gibson, Planning Department  
Devayani Jain, Planning Department  
AnMarie Rodgers, Planning Department  
Dan Sider, Planning Department  
Aaron Starr, Planning Department  
Joy Navarrete, Planning Department  
Angela Tsao, San Francisco County Transportation Authority  
Jen Shader, San Francisco County Transportation Authority  
Cynthia Fong, San Francisco County Transportation Authority  
Janet Martinsen, Municipal Transportation Agency  
Kate Breen, Municipal Transportation Agency  
Joel Ramos, Municipal Transportation Agency  
David Steinberg, Public Works  
Bryan Dahl, Public Works  
Lena Liu, Public Works  
Boris Delepine, Port Department  
Joseph Sweiss, Department of the Environment  
Charles Sheehan, Department of the Environment  
Lily Madjus Wu, Transbay Joint Powers Authority

BOARD of SUPERVISORS



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## MEMORANDUM

TO: Ben Rosenfield, City Controller, Office of the Controller

FROM: Brent Jalipa, Assistant Clerk, Budget and Finance Committee  
Board of Supervisors

DATE: May 16, 2022

SUBJECT: INITIATIVE ORDINANCE INTRODUCED  
June 7, 2022 Election

---

The Board of Supervisors' Budget and Finance Committee has received the following Initiative Ordinance for the November 8, 2022, Election, introduced by Rafael Mandelman. These matters are being referred to you in accordance with Rules of Order 2.22.4.

### **File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

Please review and prepare a financial analysis of the proposed measure prior to the first Budget and Finance Committee hearing.

If you have any questions or concerns, please call me at (415) 554-7712 or email: [brent.jalipa@sfgov.org](mailto:brent.jalipa@sfgov.org). To submit documentation, please forward to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Todd Rydstrom, Deputy City Controller  
Peg Stevenson, City Performance Director  
Natasha Mihal, City Services Auditor

BOARD of SUPERVISORS



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TDD/TTY No. (415) 554-5227

May 16, 2022

Rich Hillis, Director  
Planning Department  
1650 Mission Street, Ste. 400  
San Francisco, CA 94103

Dear Director Hillis:

On May 10, 2022, Supervisor Rafael Mandelman introduced the following matter for the November 8, 2022 Election:

**File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**



The proposed ordinance is being transmitted to the Planning Department for review and determination regarding consistency with the City's General Plan and eight priority policies of Planning Code, Section 101.1. The ordinance is pending before the Budget and Finance Committee and will be scheduled for hearing following receipt of your response.

Angela Calvillo, Clerk of the Board

*Brent Jalipa*

By: Brent Jalipa, Assistant Clerk  
Budget and Finance Committee

Attachment

- c: Jonas Ionin, Planning Department
- Tina Tam, Planning Department
- Corey Teague, Planning Department
- Lisa Gibson, Planning Department
- Devyani Jain, Planning Department
- AnMarie Rodgers; Planning Department
- Dan Sider, Planning Department
- Aaron Starr, Planning Department
- Joy Navarrete, Planning Department

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**MEMORANDUM**

TO: Katy Tang, Director  
**Small Business Commission, City Hall, Room 448**

FROM: Brent Jalipa, Assistant Clerk  
Budget and Finance Committee

DATE: May 16, 2022

SUBJECT: REFERRAL FROM BOARD OF SUPERVISORS  
Budget and Finance Committee

The Board of Supervisors' Budget and Finance Committee has received the following Initiative Ordinance, introduced by Supervisor Rafael Mandelman on May 10, 2022, for the November 8, 2022, Election, which is being referred to the Small Business Commission for comment and recommendation.

**File No. 220536**

**Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

Please return this cover sheet with the Commission's response to Brent Jalipa, Budget and Finance Clerk, by email to: [brent.jalipa@sfgov.org](mailto:brent.jalipa@sfgov.org).

\*\*\*\*\*

**RESPONSE FROM SMALL BUSINESS COMMISSION - Date: \_\_\_\_\_**

\_\_\_\_\_ **No Comment**

\_\_\_\_\_ **Recommendation Attached**

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**Chairperson, Small Business Commission**

# Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor [ ] inquiries"
- 5. City Attorney Request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Reactivate File No. [ ]
- 10. Topic submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.**

Sponsor(s):

Mandelman; Walton, Peskin, Ronen, Melgar, Stefani, Preston, Mar, Safai, Dorsey

Subject:

[Business and Tax Regulations Code - Sales Tax for Transportation Authority]

The text is listed:

Ordinance approving a new 2022 Transportation Expenditure Plan for the County Transportation Authority and submitting to the voters at an election to be held on November 8, 2022, an Ordinance amending the Business and Tax Regulations Code to continue in effect the existing local transactions and use tax at the existing rate of 0.5% for 30 years to fund transportation improvements under the 2022 Transportation Expenditure Plan; increasing the Transportation Authority's appropriations limit by the amount collected under the transactions and use tax for four years from November 8, 2022; authorizing the Transportation Authority to issue limited tax bonds secured by transactions and use tax revenues; affirming the Transportation Authority's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1.

Signature of Sponsoring Supervisor: [ ]

For Clerk's Use Only