

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

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

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

Thank you.
Any Questions?

www.sfcta.org/ExpenditurePlan



San Francisco
County Transportation
Authority

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

Percentages may not sum to 100% due to rounding errors. EP stands for Expenditure Plan. P1 and P2 stand for Priority 1 and Priority 2 revenues.



Policy changes include (slide 1 of 2):

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

Policy changes include (slide 2 of 2):

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

5YPP Project Prioritization Process (1 of 3)



San Francisco
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.

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.

5YPP Project Prioritization Process (3 of 3)



San Francisco
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.



- 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



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.