

TRANSPORTATION EXPENDITURE PLAN FOR SAN FRANCISCO

Adopted July xx, 2003

San Francisco County Transportation Authority

1. INTRODUCTION – ELEMENTS OF THE PLAN

The present Expenditure Plan for the use of Prop X funds was developed by the Expenditure Plan Advisory Committee (EPAC), appointed by the San Francisco County Transportation Authority Board, with technical assistance provided by the Authority and other transportation agencies. The roster of EPAC members is provided in Attachment 1. The Expenditure Plan was adopted by the Authority Board on July x, 2003.

By providing the required local match, Prop X will leverage about \$10 billion in state and federal funding for transportation projects in San Francisco.

The Expenditure Plan is essentially a list of transportation projects and programs that will be given priority for Prop X funding. These projects and 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 Long Range Countywide Transportation Plan.

The Countywide Transportation Plan is the City's blueprint to guide the development of transportation projects and policies. The major objectives of the Countywide Transportation Plan are to enhance mobility and accessibility throughout the city, improve safety for all transportation system users, support the city's economic development and the vitality of our neighborhoods, sustain environmental quality, and promote equity and efficiency in transportation investments. The Countywide Transportation Plan is a living document, updated on a regular basis to identify and address changing needs and regional trends, and align them with available funding.

The primary goal of the Expenditure Plan is to implement the priorities of the Countywide Transportation Plan through investment in a set of projects and programs that include planning, maintenance and rehabilitation, and improvements to the city's multi-modal transportation system.

The Expenditure Plan takes into account the historic development of San Francisco as a pedestrian-scaled city whose urban form and character have evolved together with its public transit system and with a street network that provides open space and accessibility for pedestrians and bicyclists, in addition to allowing for the movement of vehicles. In order to maintain the city's livability and character, the Expenditure Plan supports an efficient, accessible, and integrated public transit system as part of a balanced transportation strategy for the city, including safe, accessible, attractive and well-designed streetscapes. Accessibility, cost effectiveness, and compatibility with existing and planned land uses, especially housing, will be required of agencies receiving funds under this plan.

The Expenditure Plan has four main categories of projects and programs: Transit, Paratransit, Streets and Traffic Safety, and Transportation System Management/Strategic Initiatives. The investment detail by category is shown in Section 3: Plan Summary, below.

The Transportation Authority recommends that the following elements be included in a Transportation Expenditure Plan for San Francisco.

2. GENERAL PROVISIONS

A. SALES TAX

The existing one-half percent local sales tax dedicated to transportation improvements (approved in November 1989 as Proposition B) shall be repealed and replaced with a tax of the same amount with a duration of 30 years.

B. RESTRICTION OF FUNDS

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 Plan Description. In accordance with enabling legislation and adopted principles, sales tax revenues generated pursuant to this plan shall be subject to the following restrictions:

i. NO SUBSTITUTION

Sales tax revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

ii. INCREMENTAL OPERATING AND MAINTENANCE COSTS

Funds for operations and maintenance shall be limited exclusively to incremental costs associated with the operation of new transportation services and/or facilities, as specified in this plan. Incremental costs shall be defined as solely those operating and maintenance costs that would clearly not have otherwise been incurred absent the new service or facility. The intent shall under no circumstance be to provide an ongoing subsidy, but rather to allow for a limited level of transitional funding, to help the department responsible for the operation and maintenance of the new facility or service, built or purchased with sales tax funds, to identify alternative funding sources for these purposes and gradually and fully absorb the facility's incremental operating and/or maintenance costs into its own operating budget. Incremental Operating and Maintenance costs shall be reimbursable from the sales tax according to the following schedule.

a. Linear Decrease:

The funding eligibility level for incremental operating and maintenance costs shall decrease linearly from 100% on the first year of operation to 0% on year 10.

b. Grandfathered Projects:

Projects currently receiving Prop B reimbursement for incremental operating and maintenance costs shall be eligible for reimbursement under the sales tax according to the same schedule as detailed in section 2.B.ii.a., above, starting with the amount shown in the 2003 Strategic Plan Update for Prop B for fiscal year 2003/04.

iii. NO EXPENDITURES OUTSIDE SAN FRANCISCO

No sales tax funds shall be spent outside the limits of the City and County of San Francisco, except for cases that satisfy all of the following conditions, and subject to a possible need for amendment of state legislation:

a. Quantifiable Benefit:

The project, service, or expense category is included in the Expenditure Plan, and 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. An appreciable (5% or larger) increase in the cost effectiveness of the proposed project.
- b. An appreciable (5% or larger) increase in the cost effectiveness of a group of transportation projects and or services at least partially funded with 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 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 Authority shall work cooperatively with the affected county or counties to ensure successful project implementation.

iv. FUNDING CAPS FOR GRANDFATHERED PROJECTS

Projects grandfathered from the Prop B Expenditure Plan, shall be eligible to receive Prop X Priority 1 funds from the appropriate equivalent subcategories, not to exceed the unallocated amounts programmed in the 2003 Prop B Strategic Plan Update. This section does not apply to incremental operating and maintenance costs, which are addressed separately in section ii.b., above.

C. SUCCESSOR MEASURE

Upon approval of the Expenditure Plan by the voters, Prop X shall supersede and become the successor program to the Proposition B local sales tax for transportation. As such it will bear responsibility for all outstanding funding obligations contracted by the Proposition B program, and all assets of the Proposition B program shall become Prop X program assets.

D. BONDING AUTHORITY

The Authority shall be authorized to issue, from time to time, limited tax bonds in a total outstanding aggregate amount not to exceed \$1.3 billion, payable from the sales tax revenues generated pursuant to this plan. The Authority's bonding capacity shall be separate and distinct from that of the City and County of San Francisco.

E. 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 Prop B sales tax for transportation, shall allocate, administer and oversee the expenditure of the Prop X sales tax funds.

F. SUPPORT OF ADJACENT COUNTIES

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 and Contra Costa Counties have already adopted Transportation Expenditure Plans; and
- Marin County is currently evaluating Transportation Expenditure Plans

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 implementation of any project to be funded partially or entirely with sales tax funds.

3. PLAN SUMMARY

The following table summarizes the half-cent sales tax revenue allocations by project category and subcategory in constant 2003 dollars. The Plan is fiscally constrained to the total funding expected to be available for each category. There are four categories, identified with capital letters (A through D). 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 or a project. Programs or projects within a subcategory are indicated with lower case letters.

Table 1: San Francisco Expenditure Plan Summary

SF Expenditure Plan Summary (DRAFT)
2003 \$Millions

	Total Expected Funding¹	Total Prop X	% Prop X
A. TRANSIT	9,944.3	1,781.1	65.5%
I. Major Capital Projects	3,748.7	689.6	
a. MUNI	<i>1,402.0</i>	<i>361.0</i>	
Rapid Bus Network including Real Time Transit Information	600.0	110.0	
3rd Street Light Rail (Phase 1)	100.0	70.0	
Central Subway (3rd St. LRT Phase 2)	647.0	126.0	
Geary LRT	55.0	55.0	
b. Caltrain	<i>2,141.0</i>	<i>313.1</i>	
Downtown Extension to a Rebuilt Transbay Terminal	1,885.0	270.0	
Electrification	182.5	20.5	
Capital Improvement Program	73.5	22.6	
c. BART Station Access, Safety and Capacity	<i>100.0</i>	<i>10.5</i>	
d. Ferry	<i>105.7</i>	<i>5.0</i>	
ii. Transit Enhancements	200.7	52.5	
iii. System Maintenance and Renovation	5,994.9	1,039.0	
a. Vehicles	3,486.0	575.0	
b. Facilities	945.7	115.7	
c. Guideways	1,563.2	348.3	
B. PARATRANSIT	396.3	291.0	8.6%
C. STREETS AND TRAFFIC SAFETY	2,033.0	714.7	24.6%
I. Major Capital Projects	539.7	117.5	
a. Doyle Drive	420.0	90.0	
b. New and Upgraded Streets	119.7	27.5	
ii. System Operations, Efficiency and Safety	155.5	60.6	
a. New Signals and Signs	55.5	41.0	
b. Advanced Technology and Information Systems (SFgo)	100.0	19.6	
iii. System Maintenance and Renovation	887.5	281.7	
a. Signals and Signs	170.5	99.9	
b. Street Resurfacing, Rehabilitation, and Maintenance	680.2	162.7	
c. Pedestrian and Bicycle Facility Maintenance	36.8	19.1	
iv. Bicycle and Pedestrian Improvements	450.3	255.0	
a. Traffic Calming	142.0	70.0	
b. Bicycle Circulation/Safety	77.6	56.0	
c. Pedestrian Circulation/Safety	69.7	52.0	
d. Curb Ramps	66.0	36.0	
e. Tree Planting and Maintenance	95.0	41.0	
D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES	62.5	33.2	1.3%
I. Transportation Demand Management/Parking Management	28.9	13.2	
ii. Transportation/Land Use Coordination	33.6	20.0	
Total	12,436	2,820	100.0%
Total Programmed (Includes Prop X Priority 1, 2, and 3)	11,933		
Total Expected Funding (Includes Prop X Priority 1)	11,960		
Total Prop X Priority 1 (conservative forecast)		2,350	
Total Prop X Priority 1 + 2 (medium forecast; most likely to materialize)		2,626	
Total Prop X Priority 1+2+3 (optimistic forecast) ³		2,820	

Notes:

- ¹ Total Expected Funding includes a 30-year forecast of expected revenues from existing federal, state and local sources, plus \$2.82 B in reauthorized sales tax revenues, \$230 M from a BART General Obligation Bond, and approximately \$199 M from the proposed 3rd dollar toll on the Bay Area state-owned toll bridges.
- ² With very limited exceptions, the total revenues forecast to be available over the 30-year Countywide Transportation Plan are for capital projects versus operations. Of all the funding sources that make up the \$12 billion in expected funding, paratransit operating support is only eligible for Prop X and up to 10% of MUNI's annual share of Federal Section 5307 funds (currently about \$3.5 M annually). Therefore, total expected funding for Paratransit only reflects Prop X and Section 5307. The remaining funds for the estimated \$861M in paratransit operating costs for the next 30-years will be funded using other sources of operating funds, such as those currently included in MUNI's \$460M annual operating budget.
- ³ Priority 3 projects will only be funded if the revenues materialize under what the optimistic scenario for sales tax revenues. They are also included in case Priority 1 or 2 projects realize costs savings, identify other unanticipated sources of funding, experience delays or are canceled.

4. DESCRIPTION OF PROJECTS AND PROGRAMS

This section contains detailed descriptions of the projects, categories and subcategories in the Expenditure Plan, and the types of items that are eligible for funding under each of them. The Total Funding figures correspond to the Total Expected Funding column in the Plan Summary provided in Section 3, above. All sales tax funding is Priority 1 unless stated otherwise.

A. TRANSIT

i. MAJOR CAPITAL PROJECTS

a. MUNI

- Rapid Bus Transit Network/Real Time Transit Information:

Implementation of a network of fast buses, including development of fast bus corridors with dedicated stations and exclusive transit lanes (also known as bus rapid transit or BRT) along Geary Boulevard (designed and built to rail-ready standards), Van Ness Avenue and Potrero Avenue; and Transit Preferential Street (TPS) treatments along key routes including Mission, Folsom, 19th Avenue, Geneva and the J, K, L, M, N, and F MUNI rail lines. TPS improvements are intended to be comparable to BRT but without the dedicated transit lanes. It is the intent that buses that operate along BRT corridors should be able to also operate along TPS corridors. It is the intent that the BRT and TPS corridors create an integrated citywide network of fast, reliable bus and surface light rail transit services connecting to existing grade-separated rail service provided by MUNI Metro, BART and Caltrain. It is the intent that the dedicated transit lanes and stations, sidewalk bulb-outs at bus stops, traffic signal pre-emption to speed up service, and real-time passenger information systems improve transit reliability and reinforce the sense of permanence of the improved service. Investments in BRT and TPS corridors shall be supportive of land use plans that include housing and other transit-compatible land uses. Other upgrades include landscaping and signage. Includes planning, project development, capital and incremental operating and maintenance costs. Sponsoring Agencies: MUNI, DPT, DPW,

Planning, SFCTA. The first \$99.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$600M; Prop X: \$110.0M.

- 3rd Street Light Rail (Phase 1):

This is a grandfathered project. Complete construction of trackway, related facilities, and the Metro East light rail maintenance facility and yard, and purchase of new light rail vehicles (LRVs), including additional LRVs for expanded Mission Bay service. (Priority 1). Includes capital and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$100M; Prop X: \$70M.

- New Central Subway (3rd St. LRT Phase 2):

This is a grandfathered project. Design and construction of the second phase of the 3rd Street Light Rail line as a subway linking the Caltrain Depot at 4th and King Streets and Pac Bell Park to Moscone Center, the BART/MUNI Metro stations on Market Street, Union Square and Chinatown. Includes preliminary and detailed engineering and construction costs. (Priority 1). Includes project development, capital and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$647M; Prop X: \$126M.

- Geary LRT:

After completion of rail-ready BRT, this funding is for environmental studies, preliminary and detailed engineering for Geary LRT (Priority 3). Total Funding: \$55M; Prop X: \$55M

b. Caltrain

- Downtown Extension to a Rebuilt Transbay Terminal:

Construction of a grade-separated extension of Caltrain to a rebuilt Transbay Terminal at the current site (Mission and 1st Streets) near BART and MUNI Metro. The extension and terminal are to be built as a single, integrated project. (Priority 1). Includes project development and capital costs. Sponsoring Agency: TJPA. The first \$237.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,885M; Prop X: \$270M.

- Electrification:

Convert Caltrain service, line, and locomotives from diesel-powered to electric-powered. The project includes all stationary systems, substations, and signal system modifications, along with new locomotive rolling stock. Costs reflect San Francisco share only. (Priority 1). Includes project development and capital costs. Sponsoring Agency: PJPB. Total Funding: \$182.5M; Prop X: \$20.5M.

- Capital Improvement Program:

Provides San Francisco's local match contribution for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing sidings, to allow express trains to bypass local service where additional

tracks are not appropriate and/or right of way is limited. Maintenance and rehabilitation projects designed to improve service levels. Costs reflect San Francisco share only. Includes project development and capital costs. Sponsoring Agency: PJPB. The first \$19.9M is Priority 1 and the remainder is Priority 2. Total Funding: \$73.5M; Prop X: \$22.6M.

c. BART Station access, safety and capacity

Improvements to stations and other facilities owned or operated by BART within San Francisco to enhance passenger safety, accessibility and capacity, (e.g. additional staircases), improved signage and security, real-time traveler information, intermodal access improvements (including improved access for passengers transferring from other transit services or bicycles), and street level plaza improvements. Improvements to station or system capacity, including additional staircases, elevators, and escalators, shall be eligible for funding in this category if the Transportation Authority finds that the costs of the station and system capacity improvements are shared equitably among the counties BART serves. Includes project development and capital costs. Sponsoring Agency: BART, MUNI, DPT, DPW. The first \$9.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$100M; Prop X: \$10.5M.

d. Ferry and Intermodal Transit Facilities

Improvements to downtown ferry terminals to accommodate increases in ferry ridership. Included are additional intermodal connections, new ferry berths, improved emergency response systems, and landside improvements to serve increased passenger flows. If the Transportation Authority finds that additional funds for ferry improvements are available from another source, then intermodal transit facilities shall be eligible under this category, including improvements to accessibility, capacity, pedestrian and bicycle access, signage and wayfinding, pedestrian plazas and promenades, and amenities (e.g. seating, lighting and landscaping). Includes project development and capital costs. Sponsoring Agencies: Port of San Francisco, MUNI, BART, PJPB, GGBHTD. The first \$4.4M is Priority 1 and the remainder is Priority 2. Total Funding: \$105.7M; Prop X: \$5M.

ii. TRANSIT ENHANCEMENTS

Programmatic improvements that promote system connectivity, close service gaps, and improve and expand transit service levels. For Transit Enhancements, the first \$43.0M is Priority 1, the second \$4.5M is Priority 2 and the remaining \$5.0M is Priority 3. Projects include:

- Extension of existing trolleybus lines (PRIORITY 1) and electrification of motor coach routes (PRIORITY 2). Includes purchase of additional trolley buses for new service. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$47.7M; Prop X: \$9.5M.
- Extension of historic streetcar service from Fisherman's Wharf to Fort Mason. Total Funding reflects Prop X funds only; the remaining project costs will be covered by the National Park Service/Presidio Trust using non-transportation

funds. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$5 M; Prop X: \$5 M.

- Purchase and rehabilitation of historic light rail vehicles for new or expanded service. Includes project development, capital, and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$7.2 M; Prop X: \$1.4 M.
- Balboa Park BART/MUNI station access improvements to enhance bus and MUNI M-line transit connections Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, DPT, DPW. Total Funding: \$34.5M; Prop X: \$9.72M.
- Purchase and installation of automatic passenger counters for MUNI vehicle fleet. Includes project development and capital costs. Sponsoring Agency: MUNI. Total Funding: \$0.26M; Prop X: \$0.09M.
- Relocation of the Caltrain Paul Avenue station to Oakdale Avenue. Includes project development and capital costs. Sponsoring Agencies: PJPB, DPT, DPW. Total Funding: \$26.43M; Prop X: \$7.93M.
- Purchase of additional light rail vehicles to expand service and reduce overcrowding on existing J, K, L, M, and N MUNI Light Rail lines. Includes project development, capital, and incremental operating and maintenance costs. Sponsoring Agency: MUNI. Total Funding: \$28.9M; Prop X: \$5.8M.
- Other transit enhancements to be prioritized by the Transportation Authority. Includes planning, project development and capital costs. Sponsoring Agencies: MUNI, BART, PJPB. Total Funding: \$52.7 M; Prop X: \$13.10 M.

iii. SYSTEM MAINTENANCE AND RENOVATION

a. Vehicles

Programmatic improvements for upgrade, rehabilitation and replacement of transit vehicles, spare parts and on-board equipment. Includes limited incremental operating funds for F-line historic streetcar operations. The first \$506.3M is Priority 1 and the remainder is Priority 2. Projects include:

- Rail car, trolley coach and motor coach renovation and replacement; retrofit of diesel coaches to reduce emissions. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PJPB. Funding for BART rail car renovation and replacement shall be eligible for funding under this subcategory if the Transportation Authority finds that the costs of rail car renovation and replacement are shared equitably among the counties BART serves. The first \$486 M in Prop X is Priority 1, and the remainder is Priority 2. Total Funding: \$3,476.7 M; Prop X: \$566 M. Of the \$566 M in Prop X funds, the following minimum amounts will be available for MUNI (\$XX M), BART (\$XX), and PJPB (\$XX).
- Trolleybus wheelchair-lift incremental operations and maintenance. This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in 2.b.ii.B. The first \$2.62 is Priority 1 and the remainder is Priority 2. Sponsoring Agency: MUNI. Total Funding: \$3.05M, Prop X: \$3.05M.

- F-Line Historic Streetcar Incremental Operations and Maintenance: This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in Section 2.b.ii.B of this Expenditure Plan. The first \$5.3 M in Prop X is Priority 1 and the remainder is Priority 2. Sponsoring Agency: MUNI. Total Funding: \$6.2M; Prop X: \$6.2M

b. Facilities

Programmatic improvements for upgrade, rehabilitation and replacement of transit facilities and facilities-related equipment. Includes limited incremental operating funds for MUNI Metro Extension/MUNI Metro Turnback operations. The first \$101.9M is Priority 1 and the remainder is Priority 2. Projects include:

- Rehabilitation, upgrades and/or replacement of existing facilities for maintenance and operations, including equipment (Priority 1). Rehabilitation, upgrades and renovation for rail stations including platform edge tiles, elevators, escalators, and faregates (Priority 1). Rehabilitation and/or replacement of facilities for administration (Priority 2). The first \$82 M in Prop X is Priority 1 and the remainder is Priority 2. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PJPB. Total Funding: \$925.7M; Prop X: \$95.7M. Of the \$115.7M in Prop X funds, the following minimum amounts will be available for MUNI (\$XX M), BART (\$XX), and PJPB (\$XX).
- MUNI Metro Extension (MMX) incremental operations and maintenance. This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in 2.b.ii.B. The first \$17.2 M is Priority 1 and the remainder is Priority 2. Sponsoring Agency: MUNI. Total Funding: \$20 M, Prop X: \$20 M.

c. Guideways

Rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. Seismic retrofit and improvements to emergency lighting and ventilation. (PRIORITY 1). The first \$306.7 M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop X: \$348.3M. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PJPB. The following minimum amounts will be available for MUNI (\$XX M), BART (\$XX), and PJPB (\$XX).

B. PARATRANSIT

Continued support for paratransit door-to-door van and taxi services, including operations support, phased replacement of accessible vans, and replacement and upgrades of supporting equipment such as debit card systems. Sponsoring Agency: MUNI. The first \$197.7M is Priority 1. The next \$28.3M is Priority 2, and the remainder is Priority 3. Total Funding: \$396.2M; Prop X: \$291M.

C. STREETS AND TRAFFIC SAFETY

i. 1. MAJOR CAPITAL PROJECTS

a. Golden Gate Bridge South Access (Doyle Drive)

Construction of a replacement project for the existing facility to improve earthquake and traffic safety. Project includes direct vehicular and transit access into the Presidio National Park, improved bicycle and pedestrian connections, a transit transfer center and connections to Marina Boulevard and Richardson Avenue. (Priority 1). Includes project development and capital costs. Sponsoring Agencies: SFCTA, Caltrans. The first \$79.2 M is Priority 1 and the remainder is Priority 2. Total Funding: \$420M; Prop X: \$90M.

b. New and Upgraded Streets

Upgrading and extension of streets and other vehicular facilities to bring them up to current standards; and construction of major bicycle and pedestrian facilities. The first \$24.2 M is Priority 1; and the remainder is Priority 2. Total Funding: \$119.7 M; Prop X: \$27.5 M

- Bernal Heights Street System Upgrading (Priority 1). This is a grandfathered project. Construction of streets in Bernal Heights where existing streets are unimproved or below city standards to ensure adequate emergency vehicle response times. Includes project development and capital costs. Sponsoring Agency: DPW. Total Funding: \$1.415M; Prop X: \$1.415M.
- Great Highway Erosion Repair, including bicycle path development. (Priority 1) Includes project development and capital costs. Sponsoring Agency: DPW. Total Funding: \$15.0M; Prop X: \$2.03M.
- San Francisco share of San Francisco/San Mateo Bi-County Study projects such as the extension of Geneva Avenue across US 101 to enable better multi-modal access, including a possible light rail extension to Candlestick Point. (Priority 1). Includes planning, project development and capital costs. Sponsoring Agencies: DPW, MUNI, SFCTA, Caltrans. Total Funding: \$86.3M; Prop X: \$15M.
- A new Illinois Street Bridge including multimodal (vehicle, rail, bicycle, and pedestrian) access across Islais Creek (Priority 1). Includes project development and capital costs. Sponsoring Agency: Port of San Francisco. Total Funding: \$15.0M; Prop X: \$2.0M.
- A study to identify ways to reduce the traffic impacts of State Route 1 on Golden Gate Park (Priority 1). Includes planning and project development costs. Sponsoring Agency: DPT, Caltrans. Total Funding: \$2M; Prop X: \$0.2M
 - Other upgrades to major arterials such as 19th Avenue, to complement traffic calming on adjacent neighborhood streets, including pedestrian and bicycle safety improvements, intersection reconfiguration, transit preferential improvements and landscaping. Includes planning, project development and capital costs. Sponsoring agencies: DPW, DPT, MUNI, Caltrans, SFCTA. Total Funding: \$40M; Prop X: \$6.8M.

ii. 2. SYSTEM OPERATIONS, EFFICIENCY AND SAFETY

a. New Signals and Signs

Programmatic improvements including new traffic signs and signals (including pedestrian and bicycle signals) implementation of transit priority systems on select corridors; and new pavement markings such as raised flashing pavement reflectors and transit lane markings (Priority 1). Installation of red light photo enforcement equipment; electronic parking meters including meters that accept credit or pre-paid debit cards; and relocation of traffic maintenance shop to a new location (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT; MUNI. The first \$36.1M is Priority 1 and the remainder is Priority 2. Total Funding: \$55.5M; Prop X: \$41.0M.

b. Advanced Technology and Information Systems (SFgo)

Programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Includes interconnect and traffic signal controller technology and related communications systems to enable transit and emergency vehicle priority; dissemination of real time information to transit passengers; and management of vehicular flows and signalization to enhance bicycle and pedestrian safety (Priority 1). Closed circuit TV and communications systems (e.g. Variable Message Signs) for incident and special event traffic management as well as responsive/adaptive signal control and traveler information (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT, MUNI. The first \$17.3M is Priority 1 and the remainder is Priority 2. Total Funding: \$100.0M; Prop X: \$19.6M.

iii. SYSTEM MAINTENANCE AND RENOVATION

a. Signals and Signs

Programmatic improvements including maintenance and upgrade of traffic signs and signals. Signal maintenance includes new mast arms, LED signals, conduits, wiring, pedestrian signals, and left turn signals. Includes bicycle route signs and signals. Maintenance and upgrades of traffic striping and channelization to improve safety. Includes maintenance and replacement of red light enforcement cameras. Includes project development and capital costs. Sponsoring Agency: DPT. The first \$87.9M is Priority 1 and the remainder is Priority 2. Total Funding: \$170.5M; Prop X: \$99.9M.

b. Street Resurfacing, Rehabilitation, and Maintenance

▪ **Street Resurfacing and Reconstruction:**

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. Includes project development and capital costs. May include sidewalk rehabilitation, curb ramps and landscaping, subject to approved prioritization plan. Sponsoring Agency: DPW. The first \$118.3 M in Prop X is Priority 1 and the remainder is Priority 2. Total Funding: \$641.3M; Prop X: \$134.3M.

- **Street Repair and Cleaning Equipment**

Replacement of street repair and cleaning equipment according to industry-standards, such as asphalt pavers, dump trucks, sweepers, and front-end loaders. Includes capital costs only. Sponsoring Agency: DPW. The first \$22.8M in Prop X is Priority 1 and the remainder is Priority 2. Total Funding: \$36.4M; Prop X: \$25.9M.

- **Embarcadero Roadway Incremental Operations and Maintenance**

This is a grandfathered project. Provides for incremental operating and maintenance costs according to the schedule described in 2.b.ii.B. Funding shall only be made available after reimbursement of \$2.5 M from the City and County of San Francisco to the Authority for repayment of a capital loan authorized by Authority resolution No. 90-11. Sponsoring Agency: DPW. The first \$2.2 M is Priority 1 and the remainder is Priority 2. Total Funding: \$2.5 M; Prop X: \$2.5 M.

- c. **Pedestrian and Bicycle Facility Maintenance**

Public sidewalk repair and reconstruction citywide. Additional pedestrian facility improvements including stairways, retaining walls, guardrails and rockfall barriers. Upgrades of substandard bicycle lanes; rehabilitation of bicycle paths, and reconstruction of MUNI passenger boarding islands. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW. The first \$17.4M is Priority 1 and the remainder is Priority 2. Total Funding: \$36.8M; Prop X: \$19.1M.

- iv. **BICYCLE AND PEDESTRIAN IMPROVEMENTS**

- a. **Traffic Calming**

Programmatic improvements to neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit, and autos. Includes strategies to reduce traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including landscaping), speed humps, corner bulb-outs, chicanes and channelization (Priority 1). New or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals (Priority 1). Development of neighborhood and school area safety plans citywide, including above-mentioned strategies and complementary outreach and education programs (Priority 1). New traffic circles, signals and signage including flashing beacons and vehicle speed radar signs (Priority 2). The first \$60.8M is Priority 1. The next \$7.2M is Priority 2 and the remainder is Priority 3. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW. Total Funding: \$142.0M; Prop X: \$70.0M.

- b. **Bicycle Circulation/Safety**

Programmatic improvements to the transportation system to enhance its usability and safety for bicycles. Infrastructure improvements on the citywide bicycle network, such as new bike lanes and paths. Bicycle parking facilities such as bike racks and lockers. Support for bicycle outreach and education programs. Improvements must be consistent with the city's bicycle plan. The first \$27.6M is Priority 1. The next 2.4M is Priority 2 and the remainder is Priority 3. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, BART, PJPB. Total Funding: \$77.6; Prop X: \$56.0M.

c. Pedestrian Circulation/Safety

Programmatic improvements to the safety and usability of city streets for pedestrians. Includes flashing pavement reflectors on crosswalks, pedestrian islands in the medians of major thoroughfares, sidewalk bulb-outs, sidewalk widenings, and improved pedestrian circulation around BART and Caltrain stations. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, BART, PJPB. The first \$23.8M is Priority 1. The next \$1.2M is Priority 2 and the remainder is Priority 3. Total Funding: \$69.7M; Prop X: \$52.0M.

d. Curb Ramps

Construction of new wheelchair curb ramps and related roadway work to permit ease of movement for the mobility impaired. Reconstruction of existing ramps. Includes project development and capital costs. Sponsoring Agency: DPW. The first \$23.6M is Priority 1. The next \$2.4M is Priority 2 and the remainder is Priority 3. Total Funding: \$66.0M; Prop X: \$30.0M.

e. Tree Planting and Maintenance

Planting of new street trees and maintenance of new and existing trees in public rights-of-way throughout the city. Sponsoring Agency: DPW. The first \$32.8M is Priority 1. The next \$4.2M is Priority 2 and the remainder is Priority 3. Total Funding: \$95.0M; Prop X: \$41.0M.

D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES

i. TRANSPORTATION DEMAND MANAGEMENT/PARKING MANAGEMENT

Develop and support continued Transportation Demand Management (TDM) and parking requirements for downtown buildings, special event sites, and schools and universities. Includes neighborhood parking management studies. Support related projects that can lead to reduction of single-occupant vehicle dependence including and citywide Bicycle Plan updates, Pedestrian Master Plan development and updates, and traffic circulation plans. Conduct transit service planning including a route restructuring study to optimize connectivity with rapid bus network and major transit facilities (e.g. Transbay Terminal and Balboa Park BART station). Funds for studies and projects to improve access of disadvantaged populations to jobs and key services. Includes planning, project development and capital costs. Sponsoring Agencies: MUNI, DPT, Planning, SFCTA. The first \$11.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$28.9M; Prop X: \$13.2M.

ii. TRANSPORTATION/LAND USE COORDINATION

Transportation studies and planning to support transit oriented development and neighborhood transportation planning. Local match for San Francisco and regional Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) grant programs that support transit oriented development and fund related improvements for transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW, MUNI, Planning, SFCTA, BART, PJPB. The first \$17.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$33.6M; Prop X: \$20.0M.

5. IMPLEMENTATION PROVISIONS

A. PROGRAMMATIC CATEGORIES - DEFINITION

This Expenditure Plan identifies eligible expenditures for specific transportation projects as well as for programmatic categories. Programmatic categories are set up to address allocation of funds to multi-year programs for a given purpose, such as the maintenance of traffic signals, for which not all specific project locations can be anticipated or identified at the time of adoption of the Expenditure Plan.

B. PRIORITIZATION PROCESS

For programmatic categories and for projects involving multiple agencies, subsequent to approval of the Expenditure Plan, the Authority Board shall designate a lead agency responsible for prioritizing the program of projects for the category, and for implementing the project(s).

Prior to allocation of any sales tax funds, the lead agency shall prepare, in close consultation with all other affected planning and implementation agencies and the Authority, a 5-year prioritized program of projects (for programmatic categories) including budget, scope and schedule; or a 5-year project delivery timetable, budget and scope (for individual projects) consistent with the Strategic Plan for use of the Prop X funds, for review and adoption by the Authority Board. Program goals shall be consistent with the Countywide Transportation Plan.

The program of projects 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;
2. Compatibility with existing and planned uses, including urban design standards and pedestrian amenities, and support for planned growth in transit-friendly housing, employment and services.
3. A prioritization mechanism to rank projects within the program, addressing, for each proposed project:
 - 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.

4. Funding plan, including sources other than Prop X

The lead agency shall ensure adequate public outreach and input into the development of the program of projects.

The lead agency shall also identify performance measures, including but not limited to increases in transit ridership, and increased demand for alternative transportation modes; as well as milestone targets and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the program.

These performance measures shall be developed in collaboration with the Authority, shall be consistent with Congestion Management Program requirements and guidelines issued by the Authority, and shall be submitted for review and approval by the Authority.

The lead agency shall be eligible for planning funds from this category for the purpose of completing the development of the program of projects.

As part of the Strategic Plan development process, the Authority shall adopt and issue detailed guidelines for the development of programs of projects, and project scopes, schedules and budgets.

6. ALLOCATION AND RE-ALLOCATION OF FUNDS

Each Expenditure Plan program or project (see definition in Section 3 above) shall be funded using sales tax revenue up to the total amount for that program or project in Priority 1. If, after funding all Priority 1 projects in a subcategory, the latest Prop X Strategic Plan Update cash flow analysis forecasts available revenues in excess of Priority 1 levels, the Authority Board may allow programming of Priority 2 revenues within the subcategory, subject to the category percentage caps and program or project dollar amount caps for Priority 2 established in the Expenditure Plan. After funding at least 80% of Priority 2 project dollar amounts, the Authority Board may program Priority 3 requests, if the latest Strategic Plan forecasts revenues beyond the total Priority 2 level.

In the case of Major Capital Projects, the lead agency shall submit to the Authority Board for approval a schedule of project delivery milestones required to ensure that Prop X funds allocated to the project are obligated in a timely manner. The project delivery milestones shall include the achievement of environmental clearances, securing of necessary project financing, and construction or implementation timelines. The Authority staff shall prepare a report at least annually, to the Authority Board, to communicate the status of these projects. If a project has not achieved any of the project milestones within a period of 5 years, the funds earmarked for the project shall be subject to re-programming by the Transportation Authority Board, by a 2/3 vote.

7. UPDATE PROCESS

Pursuant to the provisions of Division 12.5 of the California Public Utilities Code, the Authority Board may adopt an updated Expenditure Plan anytime after twenty years from the effective date of adoption of the current Expenditure Plan, but no later than the last general election in which the current Expenditure Plan is in effect. In order to develop and adopt an updated Expenditure Plan, the Authority Board shall appoint an Expenditure Plan Update Advisory Committee, to develop and recommend the updated Expenditure Plan to the Authority Board for adoption. A recommendation for adoption of the updated Expenditure Plan shall require a 2/3 vote of the Authority Board.

The following abbreviations are used for Sponsoring Agencies:

BART	Bay Area Rapid Transit District
Caltrans	California Department of Transportation
DOE	Department of the Environment
DPT	Department of Parking and Traffic
DPW	Department of Public Works
MUNI	San Francisco Municipal Railway
PJPB	Peninsula Joint Powers Board (Caltrain)
Planning	Planning Department
SFCTA	San Francisco County Transportation Authority
SFRA	San Francisco Redevelopment Agency
TJPA	Transbay Joint Powers Authority