

San Francisco's Half-Cent Transportation Sales Tax

Developing a New Expenditure Plan



San Francisco
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Authority

San Francisco Municipal Transportation Agency Board
December 7, 2021

Agenda

**Background on the Half Cent
Transportation Sales Tax**

**New Expenditure Plan
Development Process**

**Preliminary Draft New
Expenditure Plan**

Next Steps / Schedule



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Prop K Sales Tax Expenditure Plan



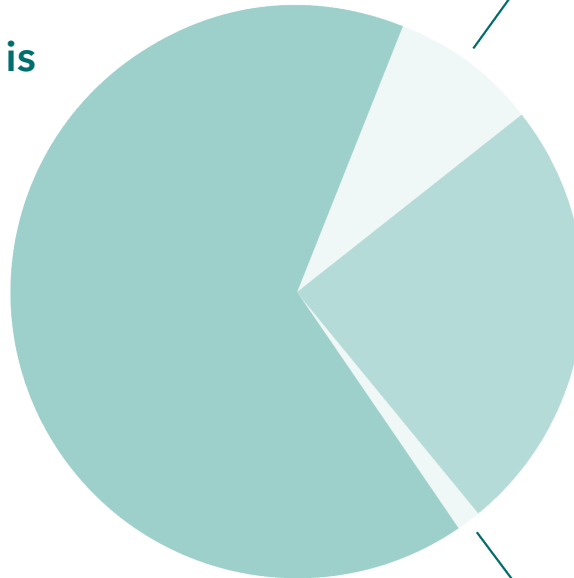
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\$2.35 billion (2003 \$s) over 30 years*

Most of the Expenditure Plan is made up of programs

65.5%
TRANSIT

Muni, BART, Caltrain, Ferries
New vehicles
Station, facility, rail and other upgrades
Bus Rapid Transit
Major Capital Projects



8.6%
PARATRANSIT

Paratransit service
Shopper Shuttle
Van Gogh Shuttle

24.6%
STREETS AND TRAFFIC SAFETY

New and upgraded signals
Traffic calming
Pedestrian and bicycle safety
Street resurfacing
Arterial upgrades
Presidio Parkway

1.3%
TRANSPORTATION SYSTEMS MANAGEMENT / STRATEGIC INITIATIVES

Neighborhood and citywide transportation planning
Transportation Demand Management

*Priority 1 (lowest) revenue forecast

What has the half-cent done?



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New Muni Vehicles: Motor
Coaches, Trolleybuses, Light
Rail



BART Station
Improvements



Caltrain
Electrification



Paratransit
Operations and
Vehicles



Presidio Parkway



Traffic Signals and
Signs



Street Resurfacing

What has the half-cent done?



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Traffic Calming



Sidewalks



Curb Ramps



Protected Bike
Lanes



Vision Zero Quick
Builds



Street Trees



Community
Planning

Half-Cent Sales Tax New Expenditure Plan



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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

New Expenditure Plan



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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

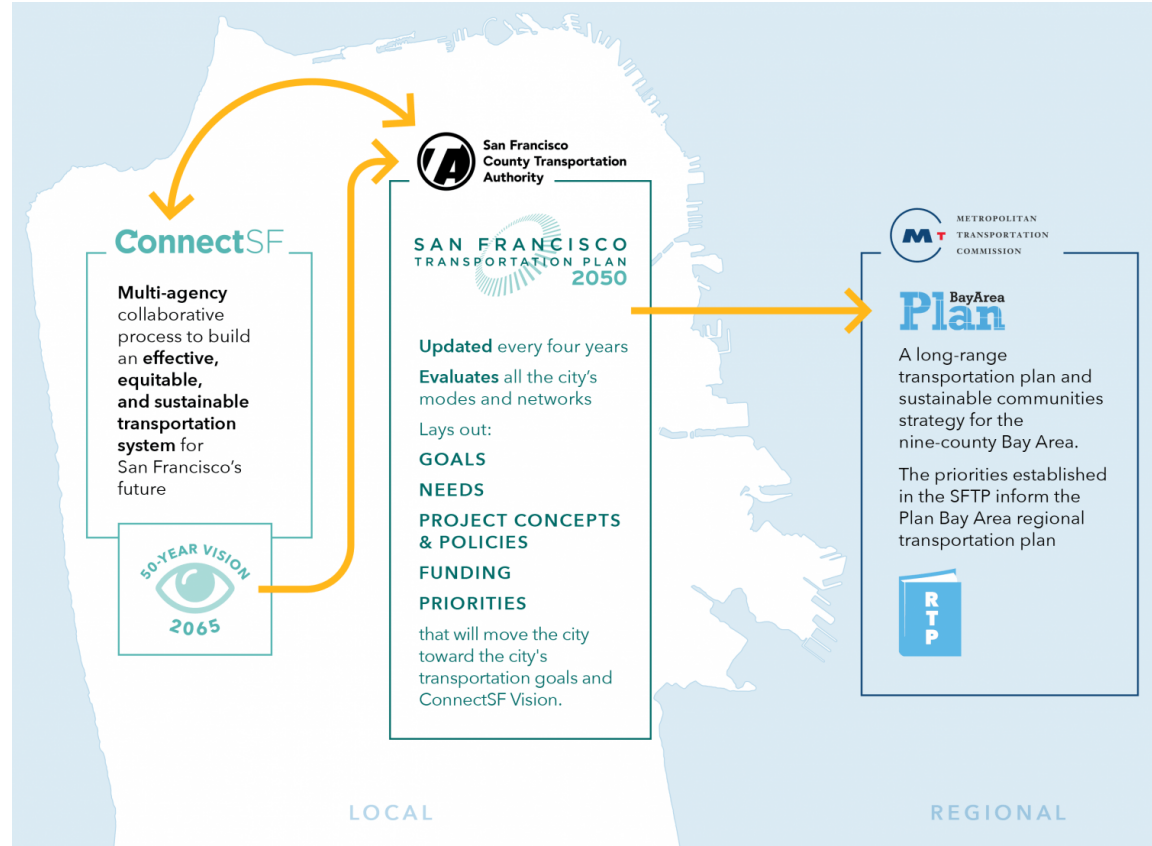
Allows us to use sales tax as local match to federal, state, and other funding

ConnectSF: San Francisco Transportation Plan 2050



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The new sales tax expenditure plan helps implement the long-range vision of the San Francisco Transportation Plan 2050.



Approach to the New Expenditure Plan



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Equity focus including robust engagement



Build on successes of Prop K + make refinements



COVID recovery + Long-term transportation needs



Transparency + Accountability



Strategic fund planning

Developing a New Expenditure Plan



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Outreach Plan includes:

Community
Interviews

Non-English
Focus Groups

Join existing
community
meetings

Online Survey

Expenditure
Plan Advisory
Committee

Traditional,
social and
multi-lingual
media

Town Halls

Voter Opinion
Survey



How can the EPAC help shape the Expenditure Plan?



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Superseding vs. Consecutive

Some counties have consecutive expenditure plans:

Expenditure Plan A

Expenditure Plan B

The new SF sales tax expenditure plan would supersede (or replace) Prop K, so it needs to account for existing funding commitments.

Prop K Expenditure Plan
Fiscal Years 2003/04-2033/34

Prop K
Commitments

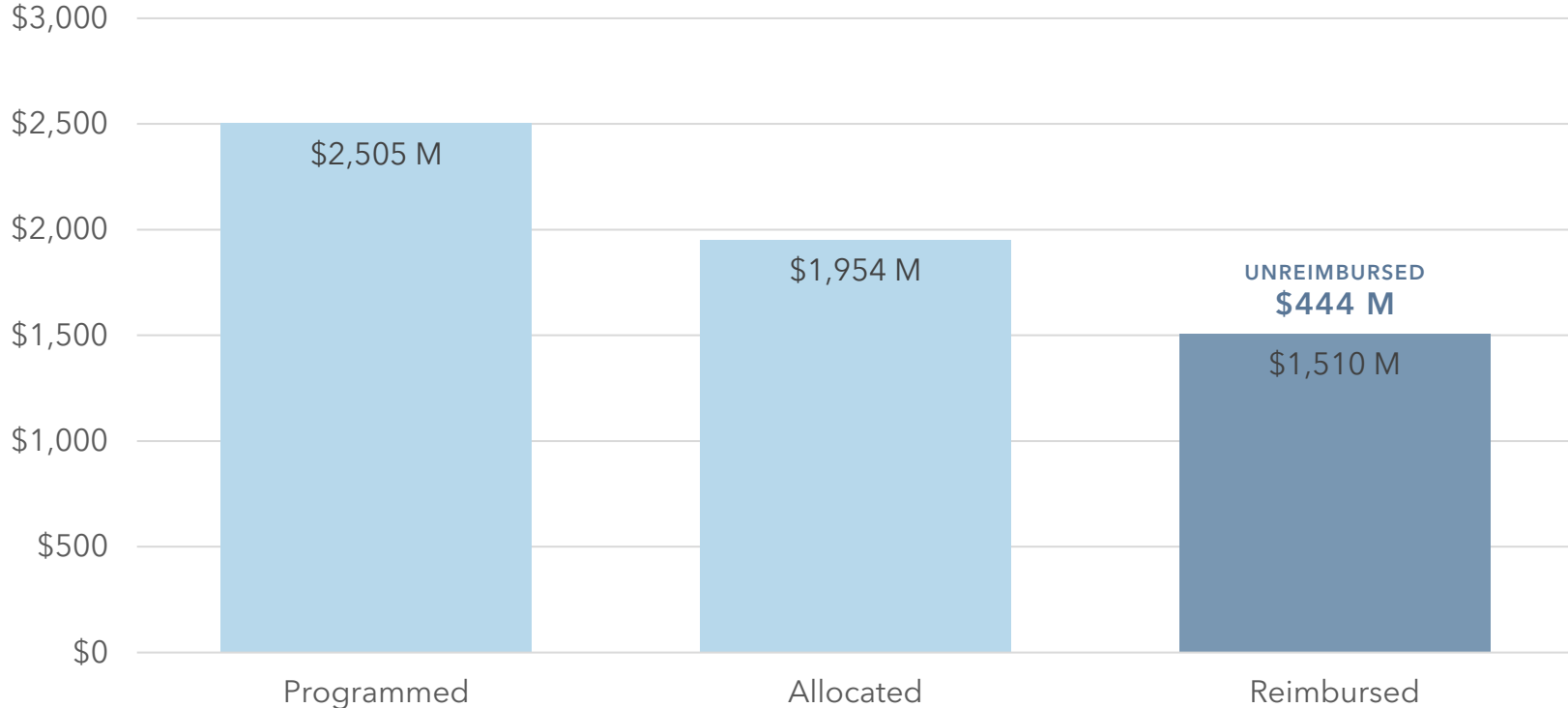
New Expenditure Plan
Fiscal Years 2022/23-2052/53
Supersedes Prop K Expenditure Plan and
takes on remaining Prop K financial
obligations

Prop K Capital Program Overview



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Millions (Year of Expenditure \$'s)

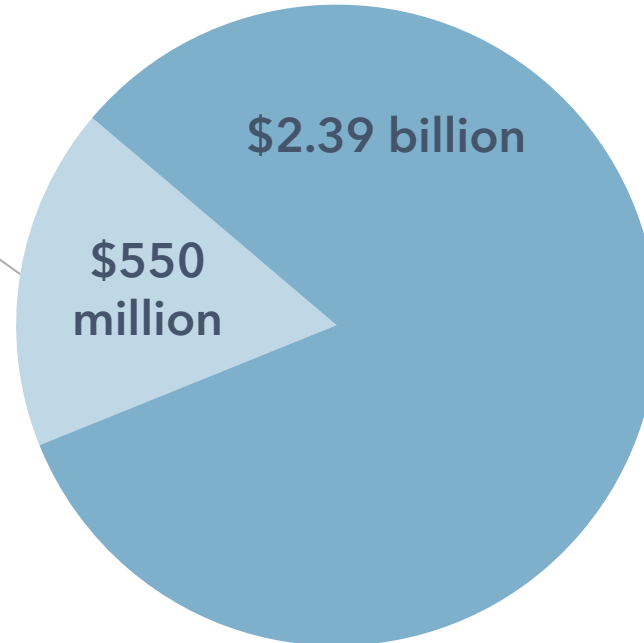


New Expenditure Plan: Estimated Available Revenues

30-Year Sales Tax Revenues Forecast: \$2.94 billion (2020 \$s)

Estimated Prop K Commitments

Bond repayment
Existing grant balances
TBD - New allocations, new
debt (revolving credit)
through December 2022



Available for New Expenditure Plan

Expenditure Plan Priority Funding Levels



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Draft New EP Priority Level	Total Revenues (2020 \$s)
Priority 1	\$2,383 million
Priority 2	+\$216 million

Prop K Priority Level	Total Revenues (2003 \$s)
Priority 1	\$2,350 million
Priority 2	+\$276 million
Priority 3	+\$174 million

Like Prop K, we are considering multiple priority levels of funding.

The Preliminary Draft New EP focuses on Priority 1. Priority 2 level funding distribution will be determined by the EPAC.

Prop K had 3 priority funding levels. We may do the same in the New Expenditure Plan.

Benefits of a New Expenditure Plan



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Safer
streets



Smoother
streets



Reliable transit
& paratransit



Less congestion
& crowding



Improved air
quality



Preliminary Draft New Expenditure Plan



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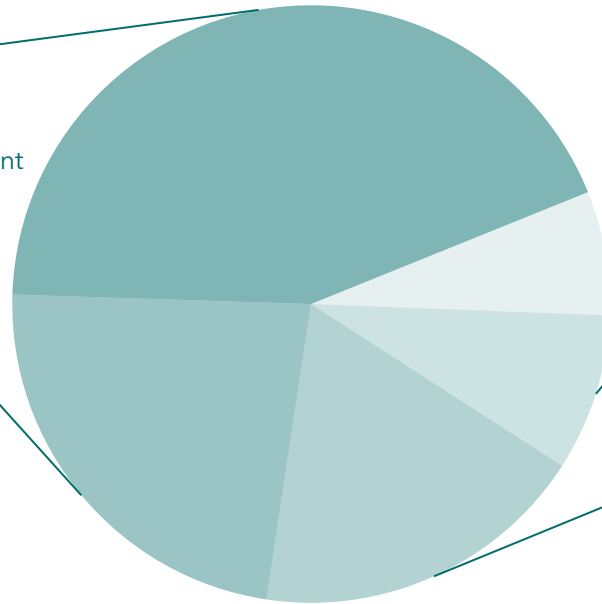
\$2.4 billion (2020 \$s) over 30 years

Transit Maintenance & Enhancements, 43.9%

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

Major Transit Projects, 23.4%

Muni Bus Reliability & Efficiency
Improvements
Muni Rail Core Capacity
BART Core Capacity
Caltrain Service Vision: Capital Investments
Downtown Rail Extension & Pennsylvania
Alignment



Transportation System

Development & Management, 6.8%

Community-based and citywide planning and
implementation
Equity studies and implementation
Demand management (including pilots)

Paratransit, 8.6%

Transit service for seniors and
people with disabilities

Streets & Freeways, 18.5%

Bicycle and pedestrian improvements
Traffic calming and signals
Street repaving
Freeway safety and operations
Freeway redesign planning

Priority 1 Funding Level Comparison



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Investment Type	Prop K	Draft New EP	Change
Transit Maintenance	40.0%	40.5%	=
Major Transit Improvements & Enhancements	26.0%	27.4%	↑
Safe and Complete Streets	10.5%	11.5%	↑
Streets Maintenance (includes signals and signs)	10.6%	8.9%	↓
Paratransit	8.6%	8.6%	=
Transportation Demand Management, Citywide & Neighborhood Planning	1.2%	2.4%	↑
Freeway Safety, Operations, Redesign (planning)	3.4%	1.8%	↓

Prop K percentages may not sum to 100% due to rounding errors. Preliminary Draft EP does not sum to 100%.

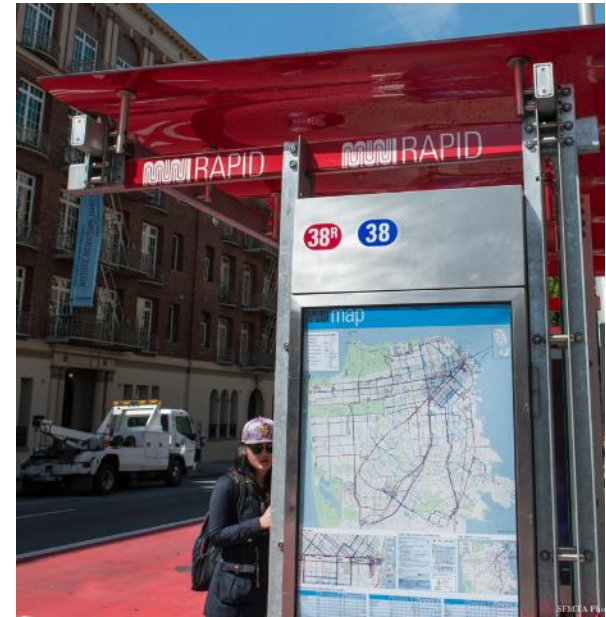
Transit Maintenance & Enhancements

Making transit safer and more reliable.



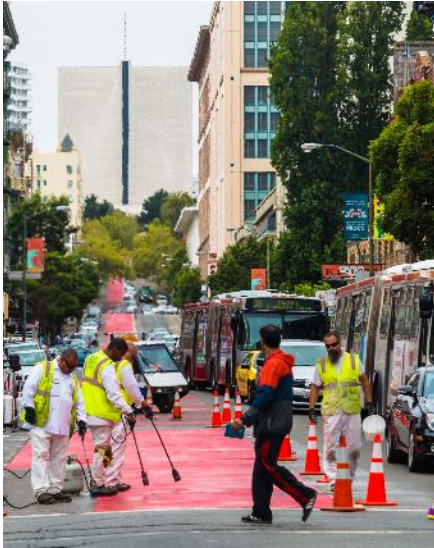
Transit Maintenance & Enhancements

A better rider experience.



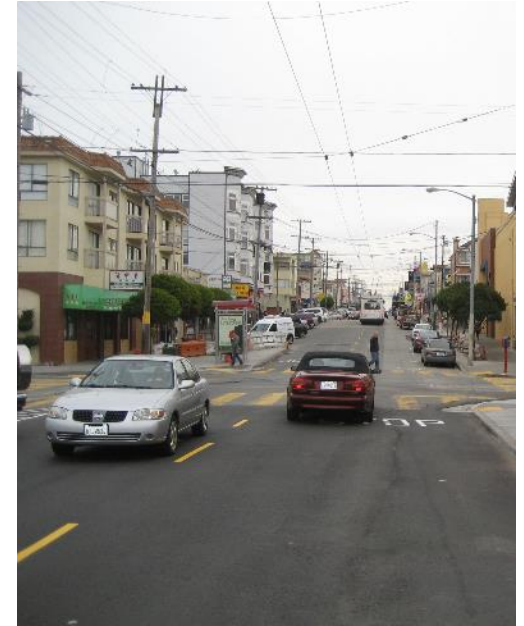
Major Transit Projects

More service and less crowding on Muni, BART, and Caltrain.



Streets & Freeways

Safer, smoother streets.



Reconnecting communities through freeway and major street redesign.



Transit for seniors and people with disabilities.





Neighborhood transportation planning and implementation.



Encouraging use of sustainable modes.



Preliminary Draft New Expenditure Plan



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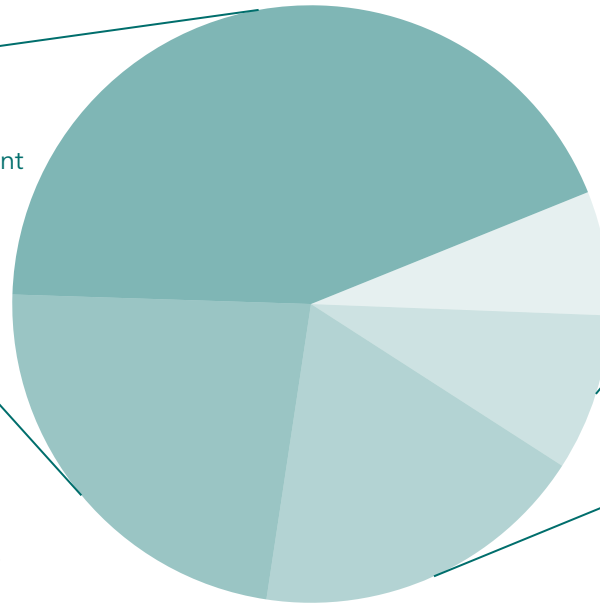
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For more information



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- Visit: sfcta.org/ExpenditurePlan
- Email: ExpenditurePlan@sfcta.org
- Attend Expenditure Plan Advisory Committee Meetings
- Attend SFCTA CAC and Board Meetings

Thank you.
Any Questions?

<https://www.sfcta.org/ExpenditurePlan>



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