



# 2022 Half-Cent Sales Tax Transportation Expenditure Plan

The 2022 Transportation Expenditure Plan will help deliver safer, smoother streets, and more reliable transit; reduce congestion, address climate change, and improve air quality; and more.

The 2022 Transportation Expenditure Plan would continue the existing half-cent sales tax, funding transportation improvements without increasing the current tax rate.

The Transportation Expenditure Plan includes funding for:

- Neighborhood-level investments such as crosswalks, traffic calming, new and upgraded traffic signals, bicycle lanes, and Safe Routes to School programs
- Repairing and maintaining street pavement, traffic signals, and sidewalks citywide
- Transit improvements like electrifying Muni’s bus fleet, implementing transit signal priority, maintaining buses and trains so they operate safely and reliably, and increasing capacity on both Muni and BART to reduce crowding
- Implementing improvements identified in community-based plans across the city and particularly in Equity Priority Communities
- Major projects like the Downtown Caltrain Extension, bringing Caltrain to the Salesforce Transit Center

To learn more about the 2022 Transportation Expenditure Plan, visit [www.sfcta.org/ExpenditurePlan](http://www.sfcta.org/ExpenditurePlan)

## EXPENDITURES BY CATEGORY

\$2.6 billion (in 2020 dollars)

### TRANSIT MAINTENANCE & ENHANCEMENTS

41%

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

### MAJOR TRANSIT PROJECTS

23%

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

### STREETS & FREEWAYS

19%

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

### PARATRANSIT

11%

Transit services for seniors and  
people with disabilities

### TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

6%

Transportation demand management  
Neighborhood and equity-focused  
planning and implementation



Every dollar of sales tax invested in San Francisco leverages 4 to 7 times the amount in federal, state, and other funds – multiplying local dollars several times over.



# 2022 Half-Cent Sales Tax Transportation Expenditure Plan

2020 \$MILLIONS	TOTAL EXPECTED FUNDING <sup>1</sup>	TOTAL SALES TAX FUNDING <sup>2</sup>	% OF SALES TAX 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	-
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 Sales Tax Priority 1	\$ 2,378.0	
	Total Sales Tax Priority 1 + 2	\$ 2,598.0	

## Notes

1 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.

2 The "Total Sales Tax" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

3 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.

4 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.