

Draft Expenditure Priorities Under Consideration

| Category | Description | Examples of Eligible Investments (<u>not exhaustive</u>) | Equity & Climate Considerations |
|-------------------------------|---|---|---|
| Transit Transformation | <p>Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</p> <p><i>Notes:</i></p> <p>1. <i>Further analysis of the long-term transit operating needs will be available this fall as part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels</i></p> | <ul style="list-style-type: none"> - Preservation of existing routes and frequencies - Increased frequencies and/or new routes to boost overall service levels - Network restructuring that leads to net increase in transit service-hours - Simplified and standardized fare programs & discounts - Improved signage at stations and bus stops - Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.) - Safety enhancements, such as community ambassadors, | <p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> |

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| | <p><i>and/or expand service frequencies.</i></p> <p>2. <i>This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</i></p> | <p>improved lighting & security cameras</p> <ul style="list-style-type: none"> - Paratransit service expansion to enable "one-seat rides" - Shuttles or other flexible mobility options accommodating all users - Bikeshare subsidies & system expansion | <p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p> |
| Safe Streets | <p>Transform local roads to better address safety and achieve equity, and climate goals, such as through improved expanded sidewalks and/or protected bicycle infrastructure, safety enhancements, traffic signal timing, and improvement pavement conditions.</p> | <p>Projects would ideally include two or more features to yield progress toward multiple goals concurrently, such as:</p> <ul style="list-style-type: none"> - Street repaving projects - Buffered or protected bike lanes | <p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p> |

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| | <p><i>This would help fund multi-benefit projects – to help encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic balance throughout the nine-county region.</i></p> | <ul style="list-style-type: none"> - Expanded sidewalks and/or bulb-outs - Parallel multimodal trails - Traffic calming features - Traffic signal optimization - Green infrastructure elements | <p>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix of GHG-neutral and GHG-reducing projects.</p> |
| <p>Climate Resilience</p> | <p>Fund planning, design and/or construction activities that benefit transportation infrastructure and nearby communities by protecting them from rising sea levels.</p> <p><i>While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to build up a</i></p> | <ul style="list-style-type: none"> - Local or subcounty resilience plans to refine future pipeline of projects - Design and environmental analyses for future sea level rise resilience projects - Implementation of specific sea level rise resilience projects, such as: | <p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Among other factors, investments would be prioritized based on timing of sea level rise impacts (e.g., 1 foot versus 4 feet);</p> |

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| | <p><i>pipeline of future investments to better compete for state or federal funding in the years ahead.</i></p> | <ul style="list-style-type: none"> ○ Levees & horizontal levees ○ Infrastructure elevation ○ Tidal gates ○ Wetland restoration | <p>investments would be contingent upon a robust community engagement process to engage local residents.</p> <p>Investments related to climate resilience are anticipated to all be GHG reducing or GHG neutral.</p> |
| <p>Connectivity</p> | <p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example projects include express lanes, rail grade separations, rail extensions and interchange modernizations.</p> <p><i>This would help the region implement near-to-medium</i></p> | <ul style="list-style-type: none"> - Rail extensions - Rail grade separation & modernization - Zero emission bus purchases and related infrastructure - New ferry terminals - Carpool-to-express lane conversions | <p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments are primarily anticipated to be GHG-reducing (e.g., transit megaprojects), although select non-capacity-</p> |

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| | <i>transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.</i> | - Highway interchange modernizations | increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral. |