

Draft Expenditure Priorities Under Consideration

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
Transit Transformation	<p><i>Operations Related</i></p> <p>Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders.</p> <p><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 and/or expand service frequencies.</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 	<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>Investments related to transit operations are anticipated to all be GHG-neutral or GHG-reducing.</p>
Transit Transformation	<p>Transformation Action Plan-Related</p> <p>Accelerate investments to improve the customer experience, such as</p>	<ul style="list-style-type: none"> - Simplified and standardized fare programs & discounts - Improved signage at stations and bus stops 	<p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents</p>

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	<p>transit fare integration, harmonized mapping & wayfinding, ambassador programs, expanded paratransit services, etc.</p> <p><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>	<ul style="list-style-type: none"> - Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.) - Community ambassadors, improved lighting & security cameras - Paratransit service expansion to enable "one-seat rides" - Shuttles or other flexible mobility options accommodating all users - Bikeshare subsidies & system expansion 	<p>in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments related to transit transformation are anticipated to all be GHG-reducing.</p>
Safe Streets	<p>Transform local roads (including arterials and collectors) to better address safety, equity, and climate goals through improved pavement conditions, safety enhancements,</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 	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community</p>

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	<p>expanded sidewalks and/or protected bike lanes.</p> <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"> - Buffered or protected bike lanes - Expanded sidewalks and/or bulb-outs - Parallel multimodal trails - Traffic calming features - Green infrastructure elements 	<p>engagement process to engage local residents.</p> <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</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 	<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</p>

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	<p><i>resilience megaprojects, funding could allow the region to build up a pipeline of future investments to better compete for state or federal funding in the years ahead.</i></p>	<ul style="list-style-type: none"> - Implementation of specific sea level rise resilience projects, such as: <ul style="list-style-type: none"> o Levees & horizontal levees o Infrastructure elevation o Tidal gates o Wetland restoration 	<p>based on timing of sea level rise impacts (e.g., 1 foot versus 4 feet); 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>Close funding gaps for GHG-reducing or GHG-neutral projects being impacted by rapid inflation, accelerating delivery of high-priority voter-approved capital investments.</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</p>

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	<p><i>transportation investments already approved by voters but stalled due to increasing costs.</i></p>	<ul style="list-style-type: none"> - Highway interchange modernizations 	<p>(e.g., transit megaprojects), although select non-capacity-increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.</p>