

**Description of Draft Expenditure Categories & Eligible Investments (Changes Compared to November Committee)**

Note: Text additions are reflected in *italics* and deletions indicated with ~~strikethroughs~~.

| <b>Category</b>                      | <b>Description</b>  | <b>Examples of Eligible Investments<br/>(not exhaustive)</b>   | <b>Equity &amp; Climate<br/>Considerations</b>  |
|--------------------------------------|---|--|---|
| <p><b>Transit Transformation</b></p> | <p>Sustain, <del>and/or expand,</del> <i>and improve</i> transit service levels <del>on bus, rail, and ferry lines to serve</del> for both current and future riders. Accelerate Transformation Action Plan <i>customer-focused initiatives that are high priorities for Bay Area voters and riders, including safety, and help fund the zero-emission transit transition</i> <del>improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</del></p> <p>Notes:</p> <p>1. Further analysis of the long-term transit operating needs will be available this fall as</p> | <ul style="list-style-type: none"> <li>- Preservation of existing routes and frequencies</li> <li>- Increased <del>frequencies</del> <i>frequency of service</i> and/or areas served <i>where needed and financially sustainable</i></li> <li>- Network restructuring that leads to net increase in transit service-hours.</li> <li>- Simplified and standardized fare programs &amp; discounts</li> <li>- <del>Improved signage</del> <i>Signage and wayfinding improvements at and around</i> stations and bus stops.</li> </ul> | <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>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.</p> <p>2. This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</p> | <ul style="list-style-type: none"> <li>- <i>Zero emission bus purchases and related infrastructure.</i></li> <li>- <i>Improving bus stop site conditions and installing new or replacement amenities, including bus shelters, lighting, seating, and accessibility upgrades.</i></li> <li>- Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.)</li> <li>- Safety enhancements, such as community ambassadors, improved lighting &amp; security cameras</li> <li>- Paratransit service expansion to enable "one-seat rides"</li> </ul> | <p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p> |

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|                     |   | <ul style="list-style-type: none"> <li>- Shuttles or other flexible mobility options accommodating all users</li> <li>- Bikeshare subsidies &amp; system expansion</li> </ul>  |   |
| <b>Safe Streets</b> | <p><i>Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety and accessibility enhancements and pothole repairs.</i></p> <p><i>Note: 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</i></p> | <p>Projects would ideally include two or more-features to yield progress toward the multiple <del>goals</del> <del>concurrently</del> <del>outcomes</del> in the program description, such as:</p> <ul style="list-style-type: none"> <li>- Street repaving projects</li> <li>- Buffered or protected bike lanes</li> <li>- <i>Sidewalk improvements, bulb-outs and/or curb cuts</i></li> <li><del>Expanded sidewalks and/or</del><br/><del>bulb-outs</del></li> </ul> | <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> <p>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix</p> |

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|----------------------------|---|---|---|
|                            | <p>balance throughout the nine-county region.</p>   | <ul style="list-style-type: none"> <li>- <i>Upgrades at and around bus stops to improve safety and accessibility</i></li> <li>- Parallel multimodal trails</li> <li>- Traffic calming features</li> <li>- Traffic signal optimization</li> <li>- Green infrastructure elements</li> </ul>   | <p>of GHG-neutral and GHG-reducing projects.</p>  |
| <p><b>Connectivity</b></p> | <p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.</p> <p>Example projects include express lanes; <i>rail safety improvements</i> <del>rail grade separations</del>, rail extensions and interchange modernizations.</p> <p><i>Note:</i> This would help the region implement near-to-medium</p> | <ul style="list-style-type: none"> <li>- Rail extensions</li> <li>- Rail grade separation &amp; <del>modernization</del>, <i>at grade crossings and other rail safety projects</i></li> <li>- Zero emission bus purchases and related infrastructure</li> <li>- New ferry terminals</li> <li>- Carpool-to-express lane conversions</li> </ul> | <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., <i>transit and rail improvements megaprojects</i>), although select non-capacity-</p> |

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|                                  | <p>transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.</p>  | <ul style="list-style-type: none"> <li>- Highway interchange modernizations</li> </ul>  | <p>increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.</p>  |
| <p><b>Climate Resilience</b></p> | <p>Fund planning, design and/or construction activities that protect <del>benefit</del> transportation infrastructure and nearby communities <i>from rising sea levels, flooding, wildfires and extreme heat</i> <del>by protecting them from sea level rise.</del></p> <p><i>Note:</i> While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to undertake</p> | <ul style="list-style-type: none"> <li>- Local or subcounty resilience plans to refine future pipeline of projects</li> <li>- Design and environmental analyses for future sea level rise resilience projects</li> <li>- Implementation of specific sea level rise resilience projects, such as:               <ul style="list-style-type: none"> <li>o Levees &amp; horizontal levees</li> <li>o Infrastructure elevation</li> </ul> </li> </ul> | <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 climate risk and investments would be contingent upon a robust community</p> |

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|          | the necessary project development work so we can better compete for future state or federal funding in the years ahead. | <ul style="list-style-type: none"> <li>○ Tidal gates</li> <li>○ Wetland restoration</li> </ul> | <p>engagement process to engage local residents.</p> <p>Investments <del>related to climate resilience</del> are anticipated to all be GHG reducing or GHG neutral.</p> |