2013 SAN FRANCISCO

Congestion Management Program

APPENDICES

DECEMBER 2013

PREPARED BY

THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

2013
San Francisco Congestion Management Program

APPENDICES

THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

APPENDIX 1

MTC Guidance

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee DATE: July 5, 2013

FR: Executive Director

RE: 2013 Congestion Management Program Guidance: MTC Res. No. 3000, Revised)

Background
The state law establishing the Congestion Management Programs (CMPs) includes specific requirements for the content and development process, the relationship between the CMPs and the metropolitan planning process, and requirements for system monitoring. MTC's responsibilities include review of the consistency of the CMPs with the Regional Transportation Plan (RTP), evaluation of the consistency and compatibility of the CMPs in the region, and inclusion of the CMP projects in the Regional Transportation Improvement Program (RTIP) in order to compete for state funding.

CMP Review Process and Schedule
MTC is required to evaluate consistency of the CMPs every two years with the RTP that is in effect when the CMP is submitted. In anticipation of the upcoming CMP review this fall (see Table 1, attached) staff is recommending an update to the CMP guidelines to reflect the policies in Plan Bay Area that are relevant to the CMPs. This will allow the CMAs time to incorporate the new guidance into their draft CMPs that are due to MTC in October.

Proposed Changes in CMP Guidance for 2013
The changes to the CMP Guidance include references to regional goals and policies established in the draft Plan Bay Area. Staff will update the guidelines, as necessary, to reflect any final revisions to the Plan that have relevance to the CMPs. Projects proposed for the Regional Transportation Improvement Program (RTIP) will be reviewed for consistency with MTC's Plan Bay Area.

Recommendation
MTC Res. 3000 delegates to this Committee the responsibility for approving amendments to the CMP Guidance (MTC Res. No 3000). Staff recommends that the committee approve the revisions to Attachments A and B of Res. No. 3000, for the purpose of providing guidance for the development of the 2013 CMPs consistent with Plan Bay Area.

Steve Heminger

Table 1

MTC's 2013 CMP Review Process and Draft Schedule

Date	Event	Responsible Party
July 12	Approval of updates to CMP Guidance	MTC's Planning Committee
October 16	Final 2013 CMPs due to MTC Proposed RTIP project listings to MTC	CMAs
October 21-November 14	Review of consistency of CMPs with the Regional Transportation Plan (RTP)	MTC staff
November 14 (tentative)	MTC's Consistency Findings on 2013 CMPs	Planning Comm. Recommendation
December 11	MTC's approval of the 2014 RTIP	PAC recommendation
December 18 (tentative)	MTC's Consistency Findings on 2013 CMPs MTC's approval of the 2014 RTIP	MTC
December 24	2014 RTIP due to the California Transportation Commission (CTC)	MTC

Date: June 25, 1997
W.I.: 30.5.10
Referred By: WPC
Revised: 06/11/99-W 05/11/01-POC
06/13/03-POC 06/10/05-POC
05/11/07-PC 05/08/09-PC
06/10/11-PC 07/12/13-PC

ABSTRACT

Resolution No. 3000, Revised

This resolution revises MTC's Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan (RTP).

This resolution supersedes Resolution No. 2537

Attachments A and B of this resolution were revised on June 11, 1999 to reflect federal and state legislative changes established through the passage of the Transportation Equity Act of the 21st Century and SB 45, respectively. In addition, the Modeling Checklist has been updated.

Attachments A and B of this resolution were revised on May 11, 2001 to reflect state legislative changes and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on June 13, 2003 to reflect state legislative changes, 2001 RTP goals and policies, and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on June 10, 2005 to reflect the updated RTP goals, as per Transportation 2030, and to reference updated demographic and forecast data.

Attachments A and B of this resolution were revised on May 11, 2007 to reflect federal legislative changes established through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), and to reference new State Transportation Control Measures and updated demographic and forecast data.

Attachments A and B of this resolution were revised on May 8, 2009 to reflect MTC's new RTP (Transportation 2035 Plan), an updated Travel Demand Modeling Checklist, and revised Resolution 3434 and TOD policy.

Attachments A and B of this resolution were revised on June 10, 2011 to reflect the new regional coordinated land use and transportation planning process as directed through SB 375, an updated Travel Demand Modeling Checklist, the newly released Highway Capacity Manual 2010, the Bay Area 2010 Ozone Strategy, and updates to the table noting achievement of the Transit Oriented Development requirements by Resolution No. 3434 transit extension project.

Attachments A and B of this resolution were revised on July 12, 2013 to reflect the new RTP (Plan Bay Area) and the statutory requirements in MAP-21 for RTP and air quality conformity requirements.

Date: June 25, 1997
W.I.: 30.5.10
Referred By: WPC

Re: Congestion Management Program Policy.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3000

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

WHEREAS, Government Code § 65080 requires each transportation planning agency to prepare a regional transportation plan and a regional transportation improvement program directed at the achievement of a coordinated and balanced regional transportation system; and

WHEREAS, Government Code § 65089 requires a designated local agency in each urbanized county to develop, adopt, and periodically update a congestion management program for the county and its included cities unless a majority of local governments in a county and the county board of supervisors elect to be exempt; and requires that this congestion management program be developed in consultation, among others, with the regional transportation planning agency; and

WHEREAS, Government Code § 65089.2 requires that, for each congestion management program prepared, the regional transportation planning agency must make a finding that each congestion management program is consistent with the regional transportation plan, and upon making that finding shall incorporate the congestion management program into the regional transportation improvement program; and

WHEREAS, Government Code § 65082 requires that adopted congestion management programs be incorporated into the regional transportation improvement program approved by MTC; and

WHEREAS, MTC has adopted a Congestion Management Program Policy (MTC Resolution 2537, Revised) to provide guidance for all the counties and cities within the region in preparing their congestion management programs; and,

WHEREAS, MTC's Congestion Management Program Policy needs to be updated from time to time to provide further guidance, now, therefore, be it

RESOLVED, that MTC adopts the Congestion Management Program Policy, as set forth in Attachments A and B to this resolution, which are incorporated herein by reference; and, be it further

RESOLVED, that the MTC Work Program Committee is delegated the responsibility for approving amendments to Attachments A and B; and, be it further

RESOLVED, that this resolution shall be transmitted to the nine Bay Area Congestion Management Agencies for use in preparing their congestion management programs; and, be it further

RESOLVED, that MTC Resolution No. 2537, Revised is hereby superceded.

METROPOLITAN TRANSPORTATION COMMISSION

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Jane Baker, Chairwoman

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland,
California, on June 25, 1997.

Date: June 25, 1997
W.I.: 30.5.10
Referred By: WPC
Revised: 06/11/99-W 05/11/01-POC
06/13/03-POC 06/10/05-POC
05/11/07-PC 05/08/09-PC
06/10/11-PC 07/12/13-PC

GUIDANCE FOR CONSISTENCY OF

CONGESTION MANAGEMENT PROGRAMS

WITH THE REGIONAL TRANSPORTATION PLAN

Metropolitan Transportation Commission

July 2013

GUIDANCE FOR CONSISTENCY OF CONGESTION MANAGEMENT PROGRAMS WITH THE REGIONAL TRANSPORTATION PLAN

TABLE OF CONTENTS

I. INTRODUCTION

A. Purpose of This Guidance

The Congestion Management Program (CMP) statutes establish specific requirements for the content and development process for CMPs, for the relationship between CMPs and the metropolitan planning process, for CMA monitoring and other responsibilities, and for the responsibilities of MTC as the regional transportation agency. CMPs are not required in a county if a majority of local governments and the Board of Supervisors adopt resolutions electing to be exempt from this requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). This Guidance is for those counties that prepare a CMP in accordance with state statutes. For counties that opt out of preparing a CMP, MTC will directly work with the appropriate county agencies to establish project priorities for funding.

CMP statutes also specify particular responsibilities involving CMPs for the regional transportation agency, in the Bay Area, MTC. These responsibilities include review of the consistency of the CMPs with the RTP, evaluation of the consistency and compatibility of the CMPs in the Bay Area, and inclusion of the CMP projects in the Regional Transportation Improvement Program (RTIP).

The purpose of this guidance is to focus on the relationship of the CMPs to the regional planning process and MTC's role in determining consistency of CMPs with the Regional Transportation Plan (RTP).

B. Legislative Requirement for Congestion Management Programs

Congestion Management Programs were established as part of a bi-partisan legislative package in 1989, and approved by the voters in 1990. This legislation also increased transportation revenues and changed state transportation planning and programming processes. The specific CMP provisions were originally chartered by the Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century by AB 471 (Katz); (Chapter 106, Statutes 1989). They were revised by AB 1791 (Katz) (Chapter 16, Statutes of 1990), AB 3093 (Katz) (Chapter 2.6, Statutes of 1992), AB 1963 (Katz) (Chapter 1146, Statutes of 1994), AB 2419 (Bowler) (Chapter 293, Statutes of 1996), AB 1706 (Chapter 597, Statutes of 2001), and SB 1636 (Figueroa)(Chapter 505, Section 4, Statutes of 2002), which defines and incorporates "infill opportunity zones." The provisions regarding establishing new "infill opportunity zones" have now expired, but established infill opportunities zones are still subject to the statutes.

CMP statutes establish requirements for local jurisdictions to receive certain gas tax subvention funds. Additionally, CMPs play a role in the development of specific project proposals for the Regional Transportation Improvement Program.

C. The Role of CMPs in the Metropolitan Planning Process

CMPs play a role in the countywide and regional transportation planning processes:

- CMPs can identify specific near term projects to implement the longer-range vision established in a countywide plan.

- Through CMPs, the transportation investment priorities of the multiple jurisdictions in each county can be addressed in a countywide context.

- CMPs establish a link between local land use decision making and the transportation planning process.

- CMPs are a building block for the federally required Congestion Management Program.

II. MTC's ROLE and RESPONSIBILITIES

A. MTC's Responsibilities regarding CMPs

MTC's direct responsibilities under CMP statutes are concentrated in the following provisions:

"The regional agency shall evaluate the consistency between the program (i.e., the CMP) and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region. (Section 65089.2 (a))

The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program. (Section 65089.2(b))

It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas." Section 65089.2.(d)(1))

B. The Regional Transportation Plan (RTP) Regulatory Setting and Goals

Federal Requirements

The primary federal requirements regarding RTPs are addressed in the metropolitan transportation planning rules in Title 23 of the Code of Federal Regulations (CFR) Part 450 and 500 and Title 49 CFR Part 613. These federal regulations have been updated to reflect the metropolitan transportation planning regulations called out in MAP-21. Under MAP-21, the U.S. Department of Transportation requires that metropolitan planning organizations, such as MTC, prepare long-range transportation plans and update them

every four years if they are in areas designated as "nonattainment" or "maintenance" for federal air quality standards. Plan Bay Area fulfills this requirement.

State Requirements

California Government Code Section 65080 sets forth the State's requirements for RTPs. Section 65080 requires MPOs located in air quality nonattainment regions update their RTPs at least every four years.

The regional agencies, particularly MTC, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission, will also address new requirements flowing from California's 2008 Senate Bill 375 (Steinberg), which calls on each of the state's 18 metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. The mechanism for achieving these reductions will be a Sustainable Communities Strategy (SCS). Plan Bay Area is the region's SCS and RTP and has been developed in an integrative process with the Bay Area's regional and local partners.

State Regional Transportation Plan (RTP) Guidelines

The RTP Guidelines adopted by the California Transportation Commission (CTC) state that the CTC cannot program projects that are not identified in the RTP.

Section 65080 of the Government Code, as amended by SB 375, states that the RTP shall contain four distinct elements:

- A Policy Element that reflects the mobility goals, policies and objectives of the region;
- A Sustainable Communities Strategy, as established through SB 375;
- An Action Element that identifies programs and actions to implement the RTP; and
- A Financial Element that summarizes the cost of implementing the projects in the RTP in a financially constrained environment.

Plan Bay Area serves all the specific planning purposes outlined in the CTC RTP Guidelines

C. Consistency Findings

MTC's findings for the consistency of CMPs focus on five areas:

- Goals and objectives established in the RTP,
- Consistency of the system definition with adjoining counties,
- Consistency with federal and state air quality plans,
- Consistency with the MTC travel demand modeling database and methodologies; and
- RTP financial assumptions.

1) Goals and objectives established in the RTP

Plan Bay Area represents the adopted transportation policy and action statement of how the Bay Area will approach the region's transportation needs to the year 2040. It was prepared by MTC in partnership with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC) and in collaboration with Caltrans, the nine county-level Congestion Management Agencies (CMAs) or substitute agencies, over two dozen Bay Area transit operators, and numerous transportation stakeholders and the public.

Plan Bay Area incorporates a set of performance targets for as quantifiable measures against which progress may be evaluated, as shown below:

PLAN BAY AREA PERFORMANCE TARGETS

Goal/Outcome	#	Target
Climate Protection	1	Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15% *Statutory - Source: California Air Resources Board, as required by SB 375*
Adequate Housing	2	House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents *Statutory - Source: ABAG, as required by SB 375*
Healthy & Safe Communities	3	Reduce premature deaths from exposure to particulate emissions: • Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% • Reduce coarse particulate emissions (PM10) by 30% • Achieve greater reductions in highly impacted areas *Source: Adapted from federal and state air quality standards by BAAQMD*
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) *Source: Adapted from California State Highway Strategic Safety Plan*
	5	Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day) *Source: Adapted from U.S. Surgeon General's guidelines*
Open Space and Agricultural Preservation	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) *Source: Adapted from SB 375*
Equitable Access	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing

		Source: Adapted from Center for Housing Policy
ECONOMIC VITALITY	**8**	Increase gross regional product (GRP) by an average annual growth rate of approximately 2% *Source: Bay Area Business Community*
TRANSPORTATION SYSTEM EFFECTIVENESS	**9**	• Increase non-auto mode share by 10% • Decrease automobile vehicle miles traveled per capita by 10% *Source: Adapted from Caltrans Smart Mobility 2010*
	10	Maintain the transportation system in a state of good repair: • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce share of transit assets past their useful life to 0% *Source: Regional and state plans*

Regional Transit Expansion Program

The Regional Transit Expansion Program – adopted by the Commission as Resolution 3434 –calls for a nearly $12 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. MTC has adopted a Transportation and Land Use Platform that calls for supportive land use plans and policies to support transit extensions in Res. 3434. Further, MTC has adopted a Transit Oriented Development Policy, as part of Res. 3434, that establishes specific housing thresholds for these extensions, requires station area plans and establishes corridor working groups. These regional policies and specific projects within the county should be recognized in the CMP (attached as Appendix C).

2) Consistency of the system definition with adjoining counties

The CMP statutes require that the CMA designate a system of highways and roadways which shall be subject to the CMP requirements. Consistency requires the regional continuity of the CMP designated system for facilities that cross county borders.

3) Consistency with pertinent Air Quality Plans

Transportation Control Measures (TCMs)are identified in the federal and state air quality plans to achieve and maintain the respective standards for ozone and carbon monoxide. The statutes require that the Capital Improvement Program (CIP) of the CMP conform to transportation related vehicle emission air quality mitigation measures. CMPs should promote the region's adopted transportation control measures (TCMs) for the Federal and State Clean Air Plans. In addition, CMPs are encouraged to consider the benefits of greenhouse gas (GHG) reductions in developing the CIP, although GHG emission reductions are not currently required in either Federal or State Clean Air Plans.

A reference to the lists of federal and state TCMs is provided in Attachment B. The lists may be updated from time to time to reflect changes in the federal and state air quality plans..

In particular, TCMs that require local implementation should be identified in the CMP, specifically in the CIP.

CMPs are also required to contain provisions pertaining to parking cash-out.

> ***(1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development. (2) At the request of an existing commercial development that has implemented a parking cashout program, the city of county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.*** (Section 65089 (d)

It should also be noted that starting on January 1, 2010, cities, counties and air districts have the option of enforcing the State Parking Cash-Out statutes (Section 43845 of the Health and Safety Code), as per SB 728 (Lowenthal). This provides local jurisdictions with another tool to craft their own approaches to support multi-modal transportation systems, address congestion and green house gasses.

4) <u>Consistency with the MTC Travel Demand Modeling Databases and Methodologies</u>

MTC's statutory requirements regarding consistent databases are as follows:

> ***The agency, (i.e., the CMA) in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model . . . The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.*** (Section 65089 (c))

MTC desires the development and implementation of consistent travel demand models, with shared input databases, to provide a common foundation for transportation policy and investment analysis.

The Regional Model Working Group of the Bay Area Partnership serves as a forum for sharing data and expertise, and providing peer review for issues involving the models developed by or for the CMAs, MTC, and other parties. The MTC Checklist for

Modeling will be used to guide the consistency assessment of CMA models with the MTC model.

The Checklist is included in Attachment B, and addresses:

- Demographic/econometric forecasts
- Pricing assumptions
- Network assumptions
- Travel demand methodologies; and,
- Traffic assignment methodologies

5) Level of Service Methodology

CMP statutory requirements regarding level of service are as follows

> ***"Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual."*** (Section 65089 (b)

The most recently adopted version of the Highway Capacity Manual is HCM2010, which significantly enhances how engineers and planners assess the traffic and environmental effects of highway projects by:

- Providing an integrated multimodal approach to the analysis and evaluation of urban streets from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians;
- Addressing the proper application of micro-simulation analysis and the evaluation of those results; and
- Examining active traffic management in relation to both demand and capacity.

Use of is HCM2010 encouraged, especially for the integrated multimodal approach to analysis of streets for various users.

6) RTP Financial Requirements and Projections

Under the federal transportation authorization (MAP-21), the actions, programs and projects in the RTP must be financially deliverable within reasonable estimates of public and private resources. While CMPs are not required by legislation to be financially constrained, recognition of financial constraints, including the costs for maintaining, rehabilitating, and operating the existing multi-modal system and the status of specific major projects, will strengthen the consistency and linkage between the regional planning process and the CMP. The CMA may submit project proposals for consideration by MTC in developing future financially constrained RTPs.

D. Consistency and Compatibility of the Programs within the Region

The CMP statutes require that, in the case of a multi-county regional transportation agency, that agency shall evaluate the consistency and compatibility of the congestion management programs within the region. Further, it is the Legislature's stated intention that the regional agency (i.e., MTC in the San Francisco Bay Area) resolve inconsistencies and mediate disputes between congestion management programs within a region.

To the extent useful and necessary, MTC will identify differences in methodologies and approaches between the CMPs on such issues as performance measures and land use impacts.

E. Incorporation of the CMP Projects into the RTIP

State transportation statutes require that the MTC, in partnership with the State and local agencies, develop the Regional Transportation Improvement Program (RTIP) on a biennial cycle. The RTIP is the regional proposal for State and federal funding, adopted by MTC and provided to the California Transportation Commission (CTC) for the development of the State Transportation Improvement Program (STIP). In 1997, SB 45 (Statutes 1997, Chapter 622) significantly revised State transportation funding policies, delegating project selection and delivery responsibilities for a major portion of funding to regions and counties. Subsequent changes to state law (AB 2928 – Statutes 2000, Chapter 91) made the RTIP a five-year proposal of specific projects, developed for specific fund sources and programs. The RTIP is required to be consistent with the RTP that is currently in effect. The RTP is revised periodically.

The CMP statutes establish a direct linkage between CMPs that have been found to be consistent with the RTP, and the RTIP. MTC will review the projects in the Capital Improvement Program (CIP) of the CMP for consistency with the RTP. MTC's consistency findings for projects in the CMPs will be limited to those projects that are included in the RTP, and do not extend to other projects that may be included in the CMP. Some projects may be found consistent with a program category in the RTP. MTC, upon finding that the CMP is consistent with the RTP, shall incorporate the program into the RTIP, subject to specific programming and funding requirements. If MTC finds the program inconsistent, it may exclude any project in the program from inclusion in the RTIP. Since the RTIP must be consistent with the RTP, projects that are not consistent with the RTP will not be included in the RTIP. MTC may include certain projects or programs in the RTIP which are not in a CIP, but which are in the RTP. In addition, SB 45 requires projects included in the Interregional Transportation Improvement Program (ITIP) to be consistent with the RTP.

MTC will establish funding bid targets for specific funds, based upon the fund estimate as adopted by the California Transportation Commission (CTC). Project proposals can only be included in the RTIP within these funding bid targets. MTC will also provide information on other relevant RTIP processes and requirements, including coordination

between city, county, and transit districts for project applications, schedule, evaluations and recommendations of project submittals, as appropriate for the RTIP.

As per CTC's Guidelines, MTC will evaluate the projects in the RTIP based on specific performance indicators and measures as established in the RTP, and provide this evaluation to the CTC along with the RTIP. CMAs are encouraged to consider the performance measures in Plan Bay Area when developing specific project proposals for the RTIP; more details will be provided in the RTIP Policies and Procedures document, adopted by MTC for the development of the RTIP.

III. CMP PREPARATION AND SUBMITTAL TO MTC

A. CMP Preparation

If prepared, the CMP shall be developed by the CMA in consultation with, and with the cooperation of, MTC, transportation providers, local governments, Caltrans, and the BAAQMD, and adopted at a noticed public hearing of the CMA. As established in SB 45, the RTIP is scheduled to be adopted by December 15 of each odd numbered year. If circumstances arise that change this schedule, MTC will work with the CMAs and substitute agencies in determining an appropriate schedule and mechanism to provide input to the RTIP.

B. Regional Coordination

In addition to program development and coordination at the county level, and consistency with the RTP, the compatibility of the CMPs with other Bay Area CMPs would be enhanced through identification of cross county issues in an appropriate forum, such as Partnership and other appropriate policy and technical committees. Discussions would be most beneficial if done prior to final CMA actions on the CMP.

C. Submittal to MTC

To provide adequate review time, draft CMPs should be submitted to MTC in accordance to a schedule MTC will develop to allow sufficient time for incorporation into the RTIP for submittal to the California Transportation Commission. Final CMPs must be adopted prior to final MTC consistency findings.

D. MTC Consistency Findings for CMPs

MTC will evaluate consistency of the CMP every two years with the RTP that is in effect when the CMP is submitted; for the 2013 CMP the RTP in effect will be Plan Bay Area. MTC will evaluate the consistency of draft CMPs when received, based upon the areas specified in this guidance, and will provide staff comments of any significant concerns. MTC can only make final consistency findings on CMPs that have been officially adopted.

Attachment B to MTC Resolution No. 3000 consists of:

Appendix A	Federal and State Transportation Control Measures
Appendix B	Checklist for Modeling Consistency for CMPs
Appendix C	MTC's Regional Transit Expansion Program of Projects (MTC Resolution No. 3434, revised 09/24/08)
Appendix D	MTC's Resolution No. 3434 Transit Oriented Development (TOD) Policy, revised 10/24/07

Appendix A: Federal and State Transportation Control Measures (TCMs)

Federal TCMs:
For a list and description of current Federal TCMs, see the "Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard" adopted Oct. 24, 2001, and "2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas," approved January 30, 2006.

The current Federal TCMs have been fully implemented. Refer to the "Final Transportation-Air Quality Conformity Analysis Transportation 2035 Plan and 2011 Transportation Improvement Program" at http://www.mtc.ca.gov/funding/tip/Final_AQ_conformity_Analysis.pdf (page 15) for the specific implementation steps in the advancement of these Federal TCMs.

State TCMs:
For a list and description of current State TCMs, see "Bay Area 2010 Ozone Strategy," or subsequent revisions as adopted by the Bay Area Air Quality Management.

CMAQ Evaluation and Assessment Report:
MTC participated in a federal evaluation and assessment of the direct and indirect impacts of a representative sample of Congestion Mitigation and Air Quality (CMAQ) – funded projects on air quality and congestion levels. The study estimated the impact of these projects on emissions of transportation related pollutants, including carbon monoxide (CO), ozone precursors – oxides of nitrogen (NOx), volatile organic compounds (VOCs), particulate matter (PM10 and PM2.5), and carbon dioxide (CO2) for information purposes, as well as on traffic congestion and mobility. There is also additional analysis of the selected set of CMAQ-funded projects to estimate of the cost effectiveness at reducing emissions of each pollutant. This report may be of interest to CMAs; it is available on line at:
http://www.fhwa.dot.gov/environment/cmaqpgs/safetealu1808/index.htm
or from the MTC/ABAG Library.

Appendix B: MTC Checklist for Modeling Consistency for CMPs

Overall approach

MTC's goal is to establish regionally consistent model "sets" for application by MTC and the CMAs. In the winter of 2010/2011, MTC replaced the modeling tool – named *BAYCAST-90* – that had been in place, with relatively minor modifications, for the past two decades with a more sophisticated, so-called "activity-based" model – named *Travel Model One*. This change required a broad re-thinking of these guidelines as they now require a framework in which trip-based and activity-based models can be aligned. The approach remains the same: a checklist is used to adjudge consistency across model components.

Checklist

This checklist guides the CMAs through their model development and consistency review process by providing an inventory of specific products to be developed and submitted to MTC, and by describing standard practices and assumptions.

Because of the complexity of the topic, the checklist may need additional detailed information to explain differences in methodologies or data. Significant differences will be resolved between MTC and the CMA, taking advantage of the Regional Model Working Group. Standard formats for model comparisons will be developed by MTC for use in future guidelines.

Incremental updates

The CMA forecasts must be updated every two years to be consistent with MTC's forecasts. Alternative approaches to fully re-running the entire model are available, including incremental approaches through the application of factors to demographic inputs and/or trip tables. Similarly, the horizon year must be the same as the TIP horizon year. However, interpolation and extrapolation approaches are acceptable, with appropriate attention to network changes. These alternatives to re-running the entire model should be discussed with MTC before the CMP is adopted by the CMA.

Defining the MTC model sets

The MTC model sets referred to below are defined as those in use on December 31st of the year preceding the CMP update.

Key Assumptions

Please report the following information.

A. General approach:

Discuss the general approach to travel demand modeling by the CMA and the CMA model's relationship to either *BAYCAST-90* or *Travel Model One*.

PRODUCT 1: Description of the above.

B. Demographic/economic/land use forecasts:

Both base and forecast year demographic/economic/land use ("land use") inputs must be consistent – though not identical – to the census tract-level data provided by ABAG. Specifically, if CMAs wish to reallocate land use within their own county (or counties),

they must consult with the affected city (or cities) as well as with ABAG and MTC. Further, the resulting deviation in the subject county (or counties) should be no greater than plus or minus one percent from the county-level totals provided by ABAG for the following variables: population, households, jobs, and employed residents. Outside the subject county (or counties), the land use variables in the travel analysis zones used by the county must match either ABAG's estimates exactly when aggregated/disaggregated to census tracts or the county-in-question's estimates per the revision process noted above (e.g. Santa Clara county could use the revised estimates San Mateo developed through consultation with local cities, ABAG, and MTC). Forecast year demand estimates should use either the *Plan Bay Area* or Draft Proposed Plan (used in the *Plan Bay Area* DEIR) land use data, both generated by ABAG. CMAs may also analyze additional, alternative land use scenarios that will not be subject to consistency review.

PRODUCTS: 2) A statement establishing that the differences between key ABAG land use variables and those of the CMA do not differ by more than one percent at the county level for the subject county. A statement establishing that no differences exist at the census-tract-level outside the county between the ABAG forecast or the ABAG/CMA revised forecast.

3) A table comparing the ABAG land use estimates with the CMA land use estimates by county for population, households, jobs, and employed residents for both the base year and the horizon year.

4) If land use estimates within the CMA's county are modified from ABAG's projections, agendas, discussion summaries, and action items from each meeting held with cities, MTC, and/or ABAG at which the redistribution was discussed, as well as before/after census-tract-level data summaries and maps.

C. Pricing Assumptions:

Use MTC's automobile operating costs, transit fares, and bridge tolls or provide an explanation for the reason such values are not used.

PRODUCT 5: Table comparing the assumed automobile operating cost, key transit fares, and bridge tolls to MTC's values for the horizon year.

D. Network Assumptions:

Use MTC's regional highway and transit network assumptions for the other Bay Area counties. CMAs should include more detailed network definition relevant to their own county in addition to the regional highway and transit networks. For the CMP horizon year, to be compared with the TIP interim year, regionally significant network changes in the base case scenario shall be limited to the current Transportation Improvement Program (TIP) for projects subject to inclusion in the TIP.

PRODUCT 6: Statement establishing satisfaction of the above.

E. Automobile ownership:

Use *Travel Model One* automobile ownership models or forecasts, *BAYCAST-90* automobile ownership models, or submit alternative models to MTC for review and comment.

PRODUCT 7: County-level table comparing estimates of households by automobile ownership level (zero, one, two or more automobiles) to MTC's estimates for the horizon year.

F. Tour/trip generation:

Use *Travel Model One* tour generation models or forecasts, *BAYCAST-90* trip generation models, or submit alternative models to MTC for review and comment.

PRODUCT 8: Region-level tables comparing estimates of trip and/or tour frequency by purpose to MTC's estimates for the horizon year.

G. Activity/trip location:

Use *Travel Model One* activity location models or forecasts, *BAYCAST-90* trip distribution models, or submit alternative models to MTC for review and comment.

PRODUCTS: 9) Region-level tables comparing estimates of average trip distance by tour/trip purpose to MTC's estimates for the horizon year.

10) County-to-county comparison of journey-to-work or home-based work flow estimates to MTC's estimates for the horizon year.

H. Travel mode choice:

Use *Travel Model One* models or forecasts, *BAYCAST-90* models, or submit alternative models to MTC for review and comment.

PRODUCT 11: Region-level tables comparing travel mode share estimates by tour/trip purpose to MTC's estimates for the horizon year.

I. Traffic Assignment

Use *Travel Model One* or *BAYCAST-90* models, or submit alternative models to MTC for review and comment.

PRODUCTS: 12) Region-level, time-period-specific comparison of vehicle miles traveled and vehicle hours traveled estimates by facility type to MTC's estimates for the horizon year.

13) Region-level, time-period-specific comparison of estimated average speed on freeways and all other facilities, separately, to MTC's estimates for the horizon year.

Alternatively, CMAs may elect to utilize MTC zone-to-zone vehicle trip tables, adding network and zonal details within the county as appropriate, and then re-run the assignment. In this case, only Products 12 and 13 are applicable.

Appendix C: MTC's Regional Transit Expansion Program of Projects (MTC Resolution 3434)

Note that Resolution No. 3434, Revised, is reproduced below with the TOD Policy attached as Appendix D to Resolution No. 3000; other associated appendices are not attached here – the other appendices are available upon request from the MTC library.

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C 07/27/05-C
04/26/06-C 10/24/07-C
09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century,* provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes,

and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length; and, be it further

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 19, 2001.

Appendix D: MTC's Regional Transit Expansion Program of Projects (MTC Resolution 3434) TOD Policy

Res. No. 3434, TOD Policy (Attachment D-2), revised October 24, 2007, is shown below; other associated Res. 3434 appendices are available upon request from the MTC library.

Date: July 27, 2005
W.I.: 12110
Referred by: POC
Revised: 10/24/07-C

Attachment D-2
Resolution No. 3434
Page 10 of 7

MTC RESOLUTION 3434 TOD POLICY
FOR REGIONAL TRANSIT EXPANSION PROJECTS

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

(a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;

(b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and

(c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

TABLE 1
RESOLUTION 3434 TRANSIT EXTENSION PROJECTS SUBJECT TO CORRIDOR THRESHOLDS

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
BART East Contra Costa Rail Extension (eBART)				
(a) Phase 1 Pittsburg to Antioch	BART/CCTA	Commuter Rail	No	Yes
(b) Future phases			No	No
BART – Downtown Fremont to San Jose / Santa Clara				Not yet determined; planning is underway
(a) Fremont to Berryessa	(a) BART	BART extension	No	
(b) Berryessa to San Jose/Santa Clara	(b) VTA		No	Not yet determined
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes	Yes
Sonoma-Marin Rail				Not yet determined; planning is underway
(a) Phase 1 downtown San Rafael to downtown Santa Rosa	SMART	Commuter Rail	No	
(b) Future phases tbd				Not yet being planned

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No	Not yet determined; planning is underway
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.*	WTA	Ferry	No	Line specific

* Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.

3. Definitions and Conditions of Funding

For purposes of this policy "regional discretionary funding" consists of the following sources identified in the Resolution 3434 funding plan:

FTA Section 5309- New Starts
FTA Section 5309- Bus and Bus Facilities Discretionary
FTA Section 5309- Rail Modernization
Regional Measure 1- Rail (bridge tolls)
Regional Measure 2 (bridge tolls)
Interregional Transportation Improvement Program
Interregional Transportation Improvement Program-Intercity rail
Federal Ferryboat Discretionary
AB 1171 (bridge tolls)
CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) [1]

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

[1] The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2
REGIONAL TOD POLICY IMPLEMENTATION PROCESS FOR TRANSIT EXTENSION PROJECTS

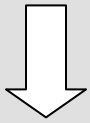
Transit Agency Action	City Action	MTC/CMA/ABAG Action
All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning. 		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed. 		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

TABLE 3: CORRIDOR THRESHOLDS
HOUSING UNITS – AVERAGE PER STATION AREA

Project Type / Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500*

Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);

Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.

To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.

An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);

The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.

The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways,

railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.

- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.
- The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

APPENDIX 2

California Government Codes Concerning CMPs

GOVERNMENT CODE
SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, “agency” means the agency responsible for the preparation and adoption of the congestion management program.

(b) “Bus rapid transit corridor” means a bus service that includes at least four of the following attributes:

(1) Coordination with land use planning.

(2) Exclusive right-of-way.

(3) Improved passenger boarding facilities.

(4) Limited stops.

(5) Passenger boarding at the same height as the bus.

(6) Prepaid fares.

(7) Real-time passenger information.
(8) Traffic priority at intersections.
(9) Signal priority.
(10) Unique vehicles.
(c) "Commission" means the California Transportation Commission.
(d) "Department" means the Department of Transportation.
(e) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4 that is within one-half mile of major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.
(f) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.
(g) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.
(h) "Local jurisdiction" means a city, a county, or a city and county.
(i) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.
(j) (1) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.
(2) A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.
(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.
(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.
(m) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.
(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone.
(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan, and is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.
(b) The program shall contain all of the following elements:
(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual.

The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will

increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving

a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation

planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions

within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local

jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

APPENDIX 3

Congestion Management Program Roadway Network Segmentation and Changes

CMP NETWORK - ARTERIALS

Rationale for Segmentation

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
1st Street					
Market-Harrison					
3rd Street					
Jamestown-Evans *		x	x		
Evans-China Basin		x			
China Basin-Market		x		x	
4th Street					
Market-Harrison					x
Harrison-3rd St					x
5th Street					
Market-Brannan					
6th Street					
Market-Brannan					
7th Street					
Brannan-Market					
8th Street					
Market-Bryant					
9th Street					
Brannan-Market					
10th Street					
Market-Brannan					
19th Avenue/Park Presidio Blvd					
U.S.101-Lake		x			
Lake-Lincoln		x	x		
Lincoln-Sloat			x		
Sloat-J.Serra			x		
Alemany Blvd					
C & C limit-Lyell *		x			
Lyell-Bayshore		x			
Army Street					
Guerrero-Kansas *	x	x			x
Kansas-Bryant *					x
Bryant-3rd St.					x
Bay Street					
Van Ness-Embarcadero					
Bayshore Blvd					
Army-Industrial *			x		x
Industrial- C & C limit			x		x
Beale/Davis					
Clay-Mission					
Brannan Street					
Division-9th St					
6th St-5th St					
Broadway					
Gough-Larkin	x				

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Larkin-Powell (Tunnel)	x	x			
Powell-Montgomery		x			
Montgomery-Embarcadero			x		
Brotherhood Way					
J.Serra-Alemany					
Bryant Street					
Division-4th St					x
4th St-Embarcadero					x
Bush Street					
Masonic-Gough	x				
Gough-Market *	x		x		
Castro/Divisadero Street					
Pine-Geary			x		
Geary-14th St	x		x		
14th St-Market	x		x		
Clay Street					
Kearny-Davis					
Columbus Avenue					
North Point-Greenwich				x	
Greenwich-Montgomery			x		
Drumm Street					
Washington-Market					
Duboce Avenue					
Market-Mission *	x				
Mission-Potrero	x				
The Embarcadero					
Townsend-North Point					
Evans Avenue					
Army-3rd St *					
Fell Street					
Gough-Laguna					x
Laguna-Stanyan					x
Franklin Street					
Market-Pine			x		
Pine-Lombard	x				
Fremont Street					
Harrison-Market *					
Fulton Street					
Masonic-Arguello		x	x		
Arguello-Park Presidio *		x	x		
Geary Blvd					
Market-Gough	x	x			
Gough-Arguello		x			
Arguello-25th Ave			x		
25th Ave-Great Hwy	x		x		

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Geneva Avenue					
Phelan-Cayuga	x				
Cayuga-Paris	x				
Paris-Santos	x				
Golden Gate Avenue					
Masonic-Franklin	x	x	x		
Franklin-Market	x	x	x		
Gough Street					
Pine-Geary			x		
Geary-Golden Gate *	x				
Golden Gate-Market	x				
San Jose Avenue/Guerrero					
Army-29th St	x	x			
29th St-Monterey Blvd					x
Harrison Street					
Embarcadero-1st St *					x
1st St-4th St					x
4th St-8th St					x
8th St-13th St					x
Hayes Street					
Market-Gough					
Howard Street					
Embarcadero-S.Van Ness					
Junipero Serra Blvd					
Sloat-19th Ave *		x	x		
19th Ave-Brotherhood Way			x		
Brotherhood-C & C limit			x		
Kearny Street					
Market-Columbus					
King Street					
6th St-Embarcadero					
Lincoln Blvd/Kezar Drive					
19th Ave-5th Ave	x				
5th Ave-Stanyan	x				
Lombard Street					
Francisco-Van Ness *					
Main Street					
Mission-Market					
Market/Portola					
Sloat-Santa Clara	x				
Santa Clara-Clipper *	Grade Change				
Clipper-Castro	x				
Castro-Guerrero	x				
Guerrero-Van Ness			x	x	
Van Ness-Drumm	x				

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Masonic Avenue					
Pine-Geary			x		
Geary-Page			x		
Mission/Otis					
Embarcadero-3rd St	x				
3rd St-9th St	x				
9th St-14th St	x				
14th St-Army *	x				
Army-Ocean *			x		
Ocean-Sickles	x				
Montgomery Street					
Broadway-Bush					
North Point Street					
Van Ness-Columbus			x		
Columbus-Embarcadero			x		
O'Farrell Street					
Gough-Mason *	x				
Mason-Market	x				
Oak Street					
Stanyan-Divisadero *	x		x		
Divisadero-Laguna	x		x		x
Laguna-Franklin					x
Ocean Avenue					
19th Ave-Miramar *	x				
Miramar-I-280	x				
Pine Street					
Market-Kearny	x				
Kearny-Leavenworth	x				
Leavenworth-Franklin	x				
Franklin-Presidio	x				
Potrero Avenue					
Division-21st St	x			x	
21st St-Army	x			x	
Skyline Drive					
Sloat-City & County limit					
Sloat Boulevard					
Skyline-J.Serra					
Stanyan Street					
Fulton-Turk					
Sutter Street					
Market-Mason *	x				
Mason-Gough	x				
Gough-Divisadero	x		x		
Turk Street					
Market-Hyde	x				
Hyde-Gough	x				

Street Name	Land Use	Speed Limit	Major Cross Street	Change In Volume	Free-way Ramp
Hyde-Gough	x				
Gough-Divisadero	x				
Divisadero-Stanyan			x		
Van Ness Avenue					
Lombard-Washington	Sig.	Syst.	Change		
Washington-GoldenGate Av *	x				
Golden Gate Ave-13th St *					x
13th St-Army					x
Washington Street					
Kearny-Drumm					
West Portal Avenue					
Sloat-Ulloa					

* indicates change in segment boundary.

CMP NETWORK - FREEWAYS

Rationale for Segmentation

Freeway	Split	Off-ramp	On-ramp
I-280			
C & C limit- U.S. 101	x		
101/280 -6th/Brannan	x		
U.S.101			
C & C limit- I-280	x		
I-280- I-80	x		
I-80- Fell/Laguna	x		
I-80			
U.S. 101- Fremont		x	
Fremont- Treasure Island		x	

Table II
Rationale for Changes to Arterial Segmentation
Since 1991

Third Street	Eliminated Fairfax Street as a break point. Evans Avenue is the new break point because of the change in speed limit and because Evans is a major cross street.
Alemany Boulevard	Lyell Street is a necessary break point because of a speed limit change.
Army Street (César Chávez)	Because of the size of the U.S. 101 interchange at Army Street circle, a break point was established on each side of it. One is at Kansas Street and a second is at Bryant Street.
Bayshore Boulevard	Industrial is a necessary break point because of nearby off and on-ramps.
Bush Street	Gough is the best divider to break Bush into two segments because land use changes occur at Gough and because it is a major cross street.
Duboce Avenue	Folsom Street was eliminated as a break point and replaced with Mission Street, because of the presence of on and off ramps to 101.
Evans Avenue and Fremont Street	The 1991 intermediate segment limits could not be justified and were eliminated (no apparent change in traffic flow conditions)
Fulton Street	Arguello was identified as an intermediate segment limit because it is a major cross street and because of a speed limit change.
Harrison Street	Eliminated 2nd Street and substituted First Street is the first break point because of the I-80 on-ramp.
Junipero Serra Boulevard	The first segment boundary is 19th Avenue instead of Holloway, as justified by the change in speed limit and also because 19th Avenue is a major cross street.
Lombard Street	Eliminated intermediate segment boundaries because land uses and traffic conditions are uniform along this street.
Market Street	Established a new segment boundary at Clipper because of a change in grade on each side of Clipper. Eliminated unjustified breaks at Danvers, Sanchez and Gough.
Mission Street	Eliminated intermediate boundaries between 14th and Army and between Army and Ocean to better reflect land use.
O'Farrell Street	Eliminated intermediate segment boundaries at Van Ness, Leavenworth and Taylor, which created segments too short for accurate measurement. Mason is the new break point because of land use changes.
Van Ness Avenue	Added Golden Gate Avenue as an intermediate segment boundary because of land use changes (start of the Civic Center area).

METROPOLITAN
TRANSPORTATION
COMMISSION

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January 10, 2007 REC'D JAN 12 2007

Ms. Tilly Chang
Deputy Director for Planning
San Francisco Transportation Authority
100 Van Ness Avenue, 26th floor
San Francisco, CA 94102

RE: San Francisco CMP Segment Modification

Dear Tilly:

Thank you for the letter dated January 4, 2007 regarding CMP monitoring on Brannan Street. After reviewing your letter and the CMP monitoring map for the area, MTC supports the proposed changes to make monitoring on Brannan in this area consistent with SFCTA's standard CMP segment definitions while continuing to monitor Brannan Street consistent with overall CMP guidance.

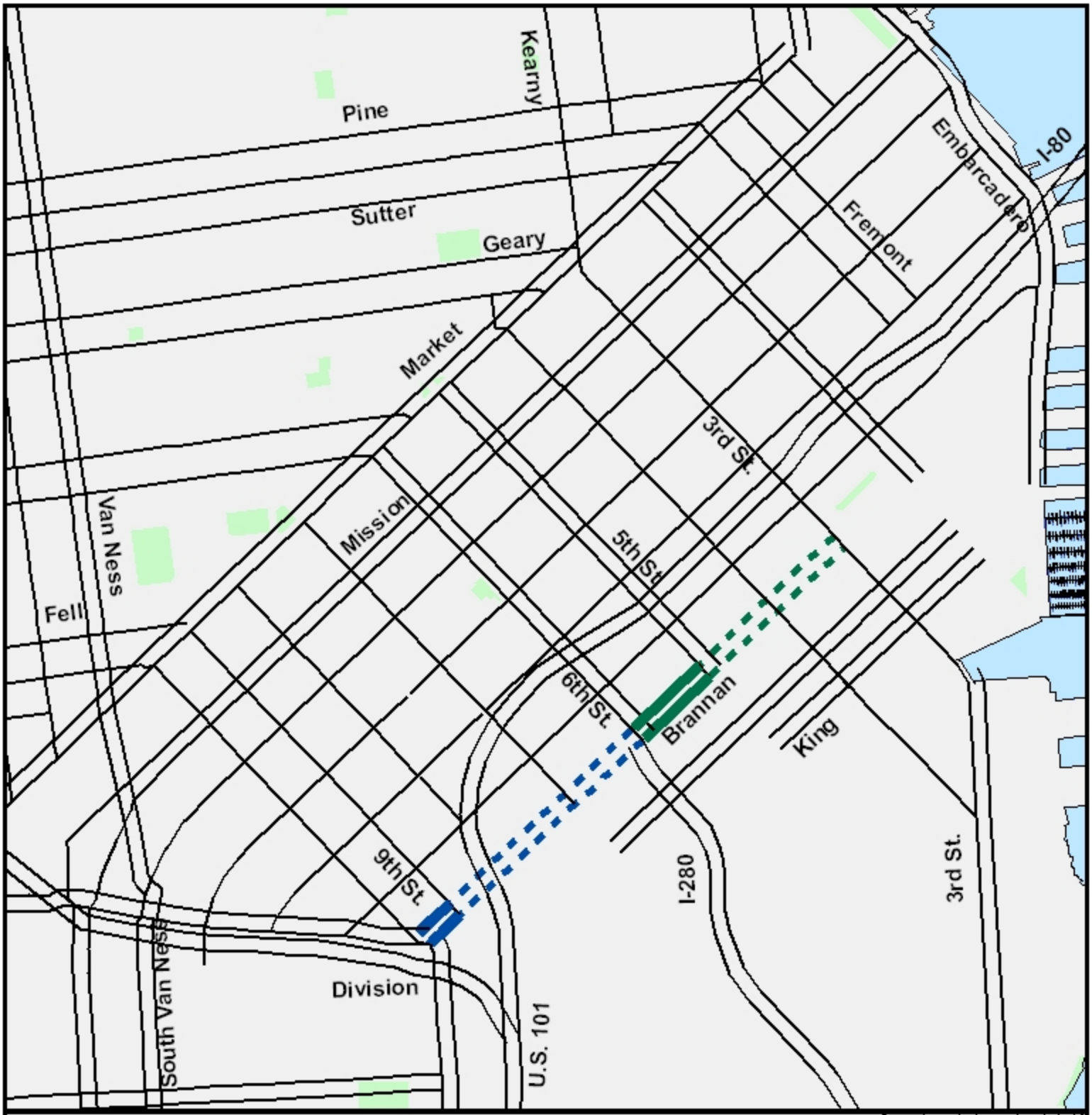
MTC expects monitoring on Brannan will take place on Brannan from Division to 6th Street and from 6th Street to 3rd Street effective spring 2007. Please let me know if there are any questions.

Yours truly,

Doug Johnson

J:\Section\Planning\djohnson\SFCTA\CMP_modifications_Jan_2007.doc

cc: Sean Co, MTC
Valerie Knepper, MTC
Doug Kimsey, MTC



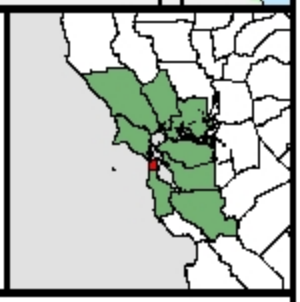
Existing Brannan Street segment from Division to 9th

New Brannan Street segment from Division to 6th

Existing Brannan Street segment from 6th to 5th

New Brannan Street segment from 6th to 3rd

Two-way street segments are represented by two parallel lines.



Proposed new CMP monitoring segments

San Francisco County Congestion Management Program

Miles

0 0.125 0.25 0.5

This map is intended for planning purposes only.

Map Produced: 11/27/2006 KNS

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APPENDIX 4

San Francisco Board of Supervisors Resolution Adopting Infill Opportunity Zone

[Resolution establishing Infill Opportunity Zones for Congestion Management Planning in the City and County of San Francisco under California Government Code Section 65088.]

Resolution establishing Infill Opportunity Zones for Congestion Management Planning in the City and County of San Francisco under California Government Code Section 65088.

WHEREAS, State Senate Bill 1636 ("SB 1636") allows local jurisdictions to designate eligible areas as Infill Opportunity Zones ("IOZs") so that Congestion Management Program ("CMP") requirements better support local land use and transportation policies, pursuant to California Government Code Section 65088.4; and

WHEREAS, The San Francisco County Transportation Authority ("Authority") and the City and County of San Francisco ("City") seek to reform the City's approach to analyzing transportation impacts pursuant to the California Environmental Quality Act ("CEQA"), to better support local land use and transportation polices, by measuring Automobile Trips Generated ("ATG") rather than Level of Service ("LOS"); and

WHEREAS, The adoption of an IOZ in the City would provide strong support for the Authority and the City's effort to replace LOS with ATG for CEQA transportation impact purposes; and

WHEREAS, The adoption of an IOZ in the City would allow the Authority, as Congestion Management Agency ("CMA"), to better support the City's Transit First Policy, land use planning efforts, compact land use pattern, and multimodal transportation system through CMP practices; and

WHEREAS, SB 1636 requires that any IOZ designation be made no later than December 31, 2009; and

WHEREAS, The IOZ designation is consistent with the San Francisco General Plan ("General Plan") because: (1) it will further the goals of the City's Transit First Policy as articulated in General Plan; (2) it will directly support policy objectives of the General Plan, including, but not limited to, Objectives 1, 2, 3, 10, 11, 12, 14, 15, 18, and 19 of the Transportation Element; and (3) it will compliment City efforts to promote infill housing and mixed-use commercial developments in proximity to multimodal transportation infrastructure; and

WHEREAS, The Board of Supervisors finds the City to be eligible for IOZ designation in the area identified by the Authority in the IOZ Map ("IOZ Map") on file with the Clerk of the Board of Supervisors in File No. 091335 , which is hereby declared to be a part of this motion as if set forth fully herein; and

WHEREAS, The Board of Supervisors' eligibility findings are supported by analysis conducted by Authority staff, which is on file with the Clerk of the Board of Supervisors in File No. 091335 , and which is hereby declared to be a part of this motion as if set forth fully herein; now, therefore, be it

RESOLVED, That the Board of Supervisors finds that the IOZ designation is, on balance, consistent with the General Plan; and be it

FURTHER RESOLVED, That the eligible portion of the City identified by the Authority in the IOZ Map is hereby designated an IOZ within the meaning of California Government Code Section 65088.

City and County of San Francisco
Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 091335 **Date Passed:** December 08, 2009

Resolution establishing Infill Opportunity Zones for Congestion Management Planning in the City and County of San Francisco under California Government Code Section 65088.

December 08, 2009 Board of Supervisors - ADOPTED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi

File No. 091335

I hereby certify that the foregoing Resolution was ADOPTED on 12/8/2009 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

18 December 2009
Date Approved

Mayor Gavin Newsom

APPENDIX 5

2013 Level of Service Monitoring Results

Appendix 5

LOS Monitoring Methodology and Results

KEY TOPICS

- LOS Standard and Exempt Facilities
- Methodology
- Network Segmentation
- Travel Speed Results
- LOS F Segments
- Future Monitoring Considerations

The Transportation Authority monitors LOS biennially on the CMP network for the morning and evening peak periods (7:00-9:00 a.m. and 4:30-6:30 p.m.). The Transportation Authority, as the CMA, assesses the City's conformance with LOS standards based on the monitoring results. The CMA ensures that LOS measurement methods used by its contractors, Caltrans, or other agencies involved in monitoring the CMP network are consistent with State law.

The 2013 LOS monitoring effort was conducted on behalf of the Transportation Authority by Iteris Inc.

A.4.1 LOS Standard and Exempt Facilities

The traffic LOS standard for San Francisco is consistent with CMP mandated criteria and was established at E in the initial (1991) CMP network. Facilities that were already operating at LOS F at the time of baseline monitoring, conducted to develop the first CMP in 1991, are legislatively exempt from the LOS standards. CMP segments that are within a designated IOZ are also exempt from LOS conformance requirements.

For LOS monitoring purposes, the CMP segments are categorized by exempt or non-exempt status:

- Exempt – segments which either: a) were at LOS F during the first monitoring cycle (1991 or 1992/93) or b) are located within an IOZ and are legislatively exempted from the LOS E standard.
- Non-exempt – all other segments. If a non-exempt segment fails for three consecutive CMP cycles, it is classified as deficient.

Since 2005, monitoring has included the exempt facilities in addition to the rest of the CMP network.

A.4.2 Methodology

In past years, the Transportation Authority used the floating car method to collect travel time data on the CMP network. However, this approach yields small sample sizes and relatively high variability in the results, and is also resource-intensive.

For the 2013 CMP update, we have transitioned to using private commercial speed data, provided by vendor INRIX, as the primary source to calculate official speed and LOS results. The use of commercial speed data is discussed in more detail below. Most freeway and arterial segments were monitored using INRIX data; the floating car method was used only for segments for which INRIX data is not available. Supplemental floating car data collection was also conducted on select segments in April and May, 2013 to verify and compare with the INRIX data.

The Transportation Authority has historically used the 1985 HCM methodology to monitor LOS on the CMP network and continues to calculate LOS using this method. The 1985 HCM methodology was utilized in the baseline monitoring cycle and is necessary to maintain historical comparisons, identify exempt segments, and monitor potential network deficiencies. As part of the 2009 and 2011 studies, all the arterial segments were also evaluated using HCM 2000 classification. Both the HCM 1985 and 2000 results are presented below.

For freeways, only HCM 1985 LOS was calculated, as the HCM 2000 methodology requires traffic volume information for all unique freeway segments and ramps. Collection of comprehensive freeway traffic volumes is beyond the scope of the CMP monitoring effort. However, HCM 2000-based segmentation was determined, and speed information for these segments is included.

Adoption of HCM 2010 was also considered but ultimately rejected because:

- Calculation of HCM 2010 for freeways also requires more traffic volume data than currently exists;
- Calculation of HCM 2010 for arterials is very similar to calculation of HCM 1985 or 2000, and offers no clear benefit for auto LOS calculation; and
- Although HCM 2010 offers much more robust multimodal LOS measures, they are more appropriate for individual arterial roadways than for a dense grid of streets, like that in San Francisco, where different modes often utilize different parallel streets.

A.4.2.1 | Commercial Speed Data

Since the adoption of the 2009 CMP update, there has been a proliferation of archived private commercial data. This data is collected through real-time GPS monitoring of a variety of sources such as delivery vehicles, navigational devices, and highway performance monitoring systems, and obtained from a third-party vendor. Archived commercial data offers several advantages compared to floating car data collection for congestion monitoring:

- Thousands of sampled data points are available for all freeway segments and most arterial segments in San Francisco during the PM peak over the spring monitoring period, providing potentially more reliable and consistent data.
- Data is available for all times of day, including peak, shoulder, midday, evening, and overnight periods.
- Obtaining commercial data is cost effective, providing significant savings that could be reinvested in data collection for more robust multimodal performance metrics.

The primary disadvantage of using private commercial data is that the sampled speeds aggregated at the TMC level do not allow detailed analysis of traffic flow and congestion at a more granular level.

As part of the 2011 CMP update, the Transportation Authority explored the reliability of this new data source by comparing results computed from the floating car data with those computed from INRIX data for the same locations and time periods. The analysis found that, although the INRIX data speeds were somewhat higher, on average, than the floating car speeds, the difference was within the typical range of variation for floating car results and that commercial speed data and floating vehicle data were equally acceptable for meeting CMP legislative requirements. The analysis determined that the commercial data approach was promising for future monitoring cycles.

In 2013, MTC contracted with INRIX to obtain regionwide commercial speed data, and has made the data available to CMAs and other local governments free of charge for planning and monitoring purposes.

Data was collected in real time from an INRIX XML feed during the morning and afternoon peak periods for all available roadway segments in the form of traffic message channel (TMC) links; collection was only performed on Tuesdays, Wednesdays, or Thursdays; and holidays and school district spring break periods were avoided to the greatest extent possible. For segments that lack sufficient real-time data during a given time period, INRIX incorporates historical data into the datapoint. However, for this CMP update, data that was based entirely on historical data was discarded and data based partially on historical data was only kept to maintain a sufficient sample size. The TMC links were subsequently mapped to the CMP segments; in cases where multiple TMC links spanned a single CMP segment, distance-weighting was used to combine the TMC speeds. The resulting data was filtered to produce speeds measured for each day and time. Spatial and temporal aggregation of this data produced the required average peak period speeds by CMP segment.

A.4.2.2 | Supplemental Travel Time Runs

Unlike in previous cycles, travel time runs for the 2013 cycle were only conducted using the floating car method where insufficient INRIX data was available or as a supplement on select segments to verify the accuracy of the INRIX data.

Travel time runs were conducted during the morning and afternoon peak periods on relevant roadway segments; runs were only conducted on Tuesdays, Wednesdays, or Thursdays; and holidays and school district spring break periods were avoided to the greatest extent possible. The supplemental floating car runs were conducted in April and May at the same time as the INRIX data collection. However, segments with missing INRIX data were identified only after INRIX data collection was complete. In order to avoid the summer season, floating car runs for the segments lacking INRIX data were completed in September, 2013.

In the floating car method, the driver of the test vehicle "floats" with the traffic by attempting to safely pass as many vehicles as pass the test vehicle. GPS receivers on the floating cars use differential GPS (DGPS) to provide position information with sub-meter precision during runs, enabling calculation of accurate travel speeds. Four runs were made in each direction during each peak period. During the travel time runs, the monitoring equipment recorded position and time at one-second intervals. The driver of the monitoring vehicle drove the speed limit if no other cars were present.

Where the positional accuracy of the vehicle did not meet the system requirements due to the "urban canyon effect" (where the Global Positioning System (GPS) signals are blocked by high buildings and there are not enough satellites signals to accurately estimate the positions of the user), the driver used the GPS display as a stop-watch and called out the times into a tape recorder for later coding of the GPS points in the Geographic Information System (GIS).

For quality control purposes, precautions were taken to ensure that outliers were excluded from the calculations.

A.4.2.3 | Factors That May Affect Results

Construction on roadways can potentially affect travel times. In 2013, construction and related lane closures were observed on the segments shown in Table 1.

In addition, special events such as festivals and sporting events can affect the data collected. The San Francisco Giants played nine home games on Tuesdays, Wednesdays, and Thursdays in April and May, too many days to exclude from the data. In September, floating car runs were timed to avoid Giants games, but America's Cup sailing races were ongoing through most of the month and could not be avoided, and so may affect the floating car results.

Table A4-1: Long-Term Construction Projects Active during Spring LOS Monitoring

Description	Impacted Roads	Corresponding CMP Segments
Central Subway Project – Tunnel Preparation	4th Street Stockton Street	• 4th St/Stockton: O'Farrell to Harrison (closed from O'Farrell to Market) • 4th St/Stockton: Harrison to Channel
Transbay Transit Center	Mission Street between 2nd and Main	• Mission/Otis: 3rd Street to Embarcadero • Mission/Otis: Embarcadero to 3rd Street
	1st Street between Mission and Howard	• 1st St: Market to Harrison
	Fremont Street between Mission and Howard	• Fremont: Harrison to Market
	Beale Street between Mission and Howard	• Beale/Davis: Clay to Mission
	Howard Street between 2nd and Main	• Howard: Embarcadero to South Van Ness
Great Highway Pavement Rehabilitation	Great Highway from Point Lobos to Sloat Boulevard	• Geary: Great Hwy. to 25th Avenue • Geary: 25th Avenue to Great Hwy

A.4.3 Travel Speed Results

A.4.3.1 | Official Travel Speed Results

Table 2, below, presents the change in CMP Network Average Travel Speeds between 2011 and 2013. These results include only segments that were measured in both 2011 and 2013 and reflect the "official" results for each year, although the methodology used to collect the data was different. Figures 1 and 2 display all LOS results graphically for the AM Peak and PM Peak periods, respectively. Figures 3 and 4 show segments that are exempt from LOS standards because they were found to be LOS F in the inaugural CMP cycle, while Figure 5 shows the portions of the CMP network that are within San Francisco's Infill Opportunity Zone and are therefore exempt from LOS standards, as well.

Table A4-2: CMP Network Time-Mean Travel Speed *

Category		2011	2013	Percent Change
Arterial	AM	17.5 mph	18.4 mph	+ 5%
	PM	16.6 mph	17.1 mph	+ 3%
Freeway	AM	39.4 mph	45.4 mph	+ 15%
	PM	31.3 mph	36.1 mph	+ 15%

* Comparison of network speeds reported in the CMP. 2011 was conducted using floating car methodology. 2013 was conducted using commercial speed data where available, and floating car methodology for the remainder.

Average travel speeds on the CMP network have increased since 2011 for all times measured times and road types. Average arterial travel speeds have increased five percent from 17.5 mph to 18.4 mph in the AM peak and three percent from 16.6 mph to 17.1 mph in the PM peak. The average travel speed on freeways increased 15 percent from 39.4 mph to 45.4 mph in the AM peak and 15 percent from 31.3 mph to 36.1 mph in the PM peak.

The magnitude of increase in average speeds, particularly on the freeway network, could by partly explained by the change in methodology from 2011 to 2013, although the results indicate that speeds have increased regardless of methodology. A comparison of PM peak INRIX results for 2011 and 2013 on a portion of the CMP network indicated that speeds increased by an average of approximately 12 percent on both arterials and freeways using that methodology alone, indicating the speed increase magnitude could be greater for arterials but less for freeways than reported in the official monitoring results.

Freeway segment speeds are historically highly variable. Average speeds in the AM peak on northbound I-280 from Junipero Serra to Weldon (at U.S. 101) increased by 10 mph, while northbound U.S. 101 from I-80 to Market Street (the Central Freeway) increased by 16 mph. In the PM peak, average speed on northbound I-280 from Weldon (at U.S. 101) to the end of the freeway at 6th and Brannan Streets increased by approximately 15 mph, while southbound U.S. 101 speeds increased by approximately 10 mph between Cortland and the San Mateo county line. These segments contributed to the significant overall freeway speed increase.

To confirm the freeway speed results are reasonable, speed and traffc volume data from Caltrans Performance Measurement System (PeMS) detectors from the 2011 and 2013 monitoring periods was compared to the CMP results. Although the PeMS detectors measure only speeds at a specific point, rather than an entire CMP segment, trends in the PeMS results might be expected to be consistent with CMP speed results. Of the three sensors and two time periods (AM and PM peaks), in all but one case the CMP trend from 2011 to 2013 followed the same trend as for the detector data.

Out of 227 CMP arterial segments, average AM peak speeds increased on 136 segments and decreased on 91 segments. In the PM peak, average arterial speeds increased on 141 CMP segments and decreased on 86 segments. The mixed outcome of the analysis, with some arterial segments showing increased speeds since 2011 while others showing decreased speeds may reflect the overall variability of traffic speeds throughout San Francisco's network as well as the natural equilibrium of a grid network that allows traffic numerous paths of travel; if one segment becomes congested, traffic will often switch to a parallel, less congested segment.

A.4.3.2 | Commercial Speed Data Comparison

In order to identify whether speed differences are due to the change in data collection methodology from 2011 to 2013, Table 3 compares the official LOS monitoring speed results, which were collected using the floating car methodology in 2011 and primarily using INRIX commercial speed data in 2013, to a direct comparison of INRIX commercial speed data results for both years. INRIX data was not available on all segments in either year, and therefore the commercial data speed comparison is for only a part of the network. INRIX data was also analyzed in 2011 only for the PM peak period, and therefore data for the AM peak cannot be compared across years.

INRIX speeds on this portion of the network appear to be slightly faster, in general, than the mixed methodology for the entire network. This could be expected due, in part, to the propensity of many drivers in real-world situations to violate speed limits and traffic signals. This analysis also indicates that speeds on both the arterial and freeway portions of the CMP network increased in the PM peak period regardless of data collection methodology. On freeways, the direct INRIX comparison shows a 2.8 mph speed increase compared to 2011, compared to 4.7 mph in the official results. This indicates that the change in methodology may have increased the average speed on freeways by 1.9 mph. Although the INRIX result comparison shows a greater speed increase on arterials than the official results, it is difficult to clearly

identify the effect of methodology change alone because the official results for 2013 are a mix of INRIX and floating car, and the results covered by floating car were concentrated on downtown streets.

Table A4-3. Comparison of 2011 and 2013 average speed results for the PM monitoring time period

	Official CMP results *			Commercial Speed Comparison (portion of network only)		
Road type	2011 Network speeds*	2013 Network speeds	Difference	2011 Average Speed*	2013 Average Speed	Difference
Arterials	16.6 mph	17.1 mph	+ 0.5 mph	17.0 mph	19.0 mph	+ 2.0 mph
Freeways	31.4 mph	36.1 mph	+ 4.7 mph	32.7 mph	36.6 mph	+ 2.8 mph

*Average speeds calculated on approximately 71 percent of arterial segments common to 2011 and 2013 results.

There was less variation between 2011 and 2013 INRIX results than there was between 2011 and 2013 floating car results, where floating car runs were conducted. In general, INRIX found more consistent speeds between the two years, likely due to the large sample sizes available with commercial speed data. The standard deviation of the absolute difference between the 2011 and 2013 INRIX data was 2.3 mph. Typically, where data was collected with the floating car method, only four runs were conducted, generating a very limited sample size. The standard deviation of the absolute difference between 2011 and 2013 floating car data is 4.0 mph, reflecting this greater variability and potentially less accurate results in any given year with the floating car method.

Overall, the comparison of results provides confidence that private commercial data continues to be a robust data source for use in CMP monitoring.

Figure A4-1: 2013 LOS Monitoring: AM Peak

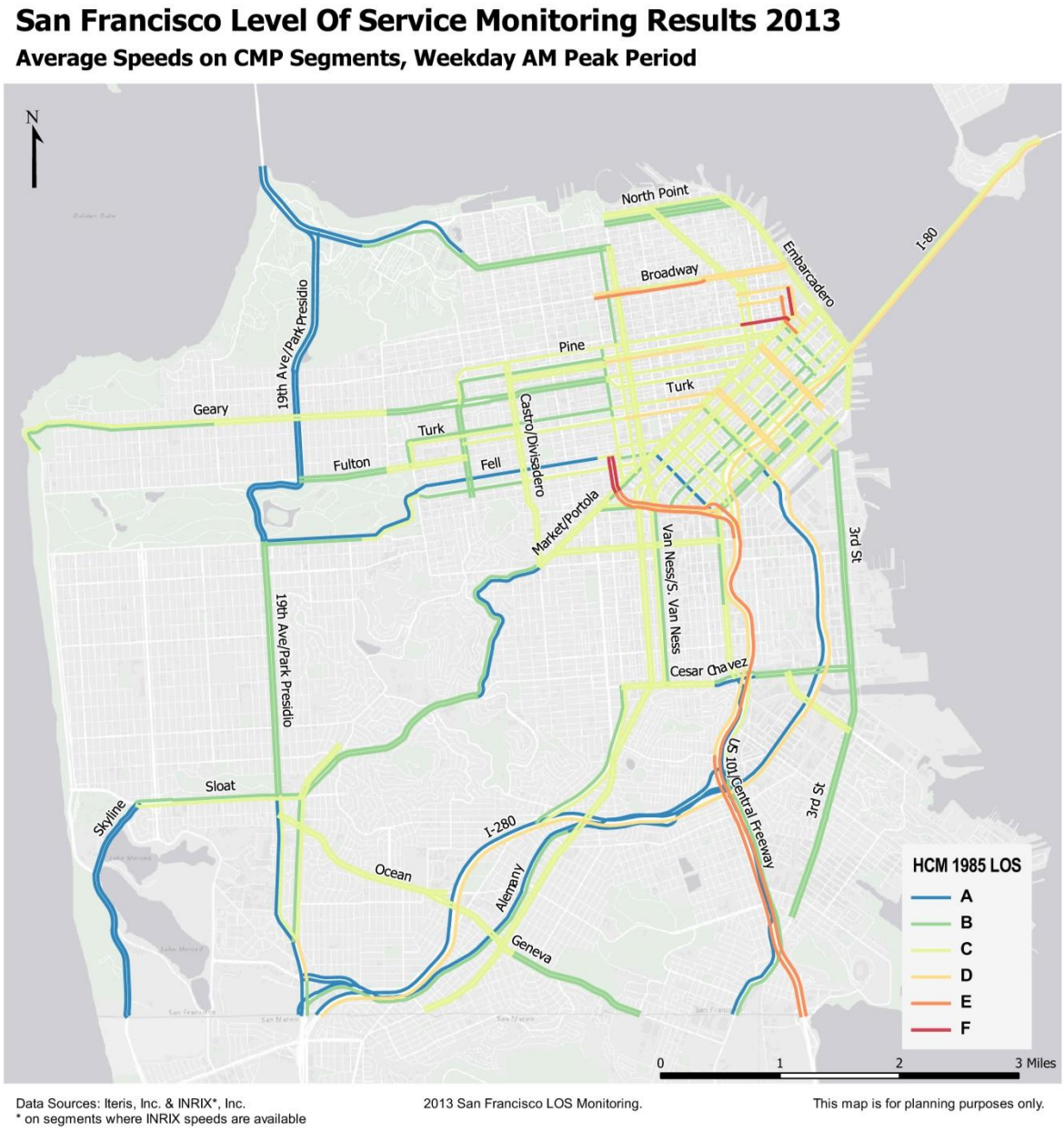

Figure A4-2: 2011 LOS Monitoring: PM Peak

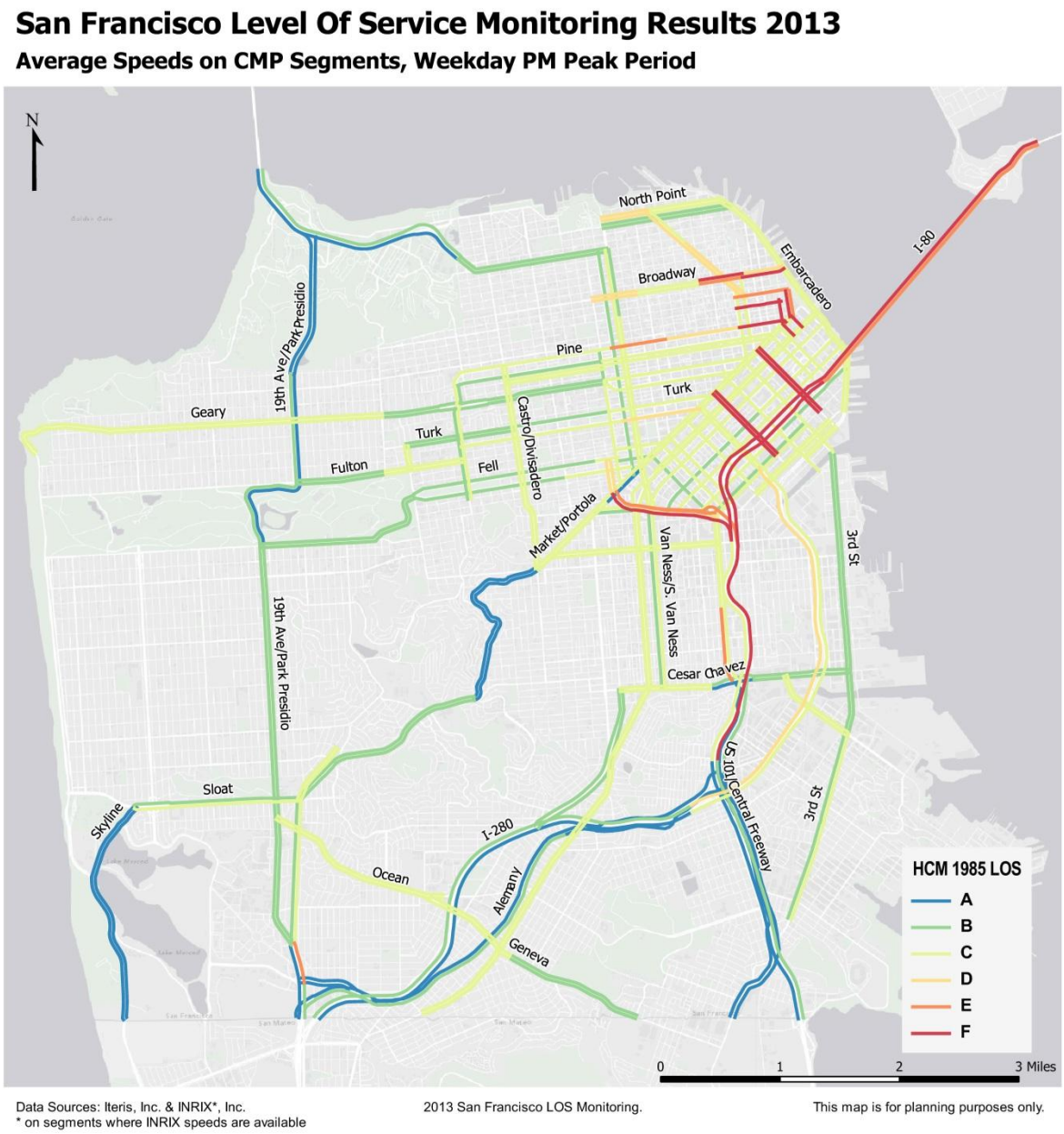

Figure A4-3: Segments Exempt in AM Due to Monitoring at LOS F in Inaugural Cycle

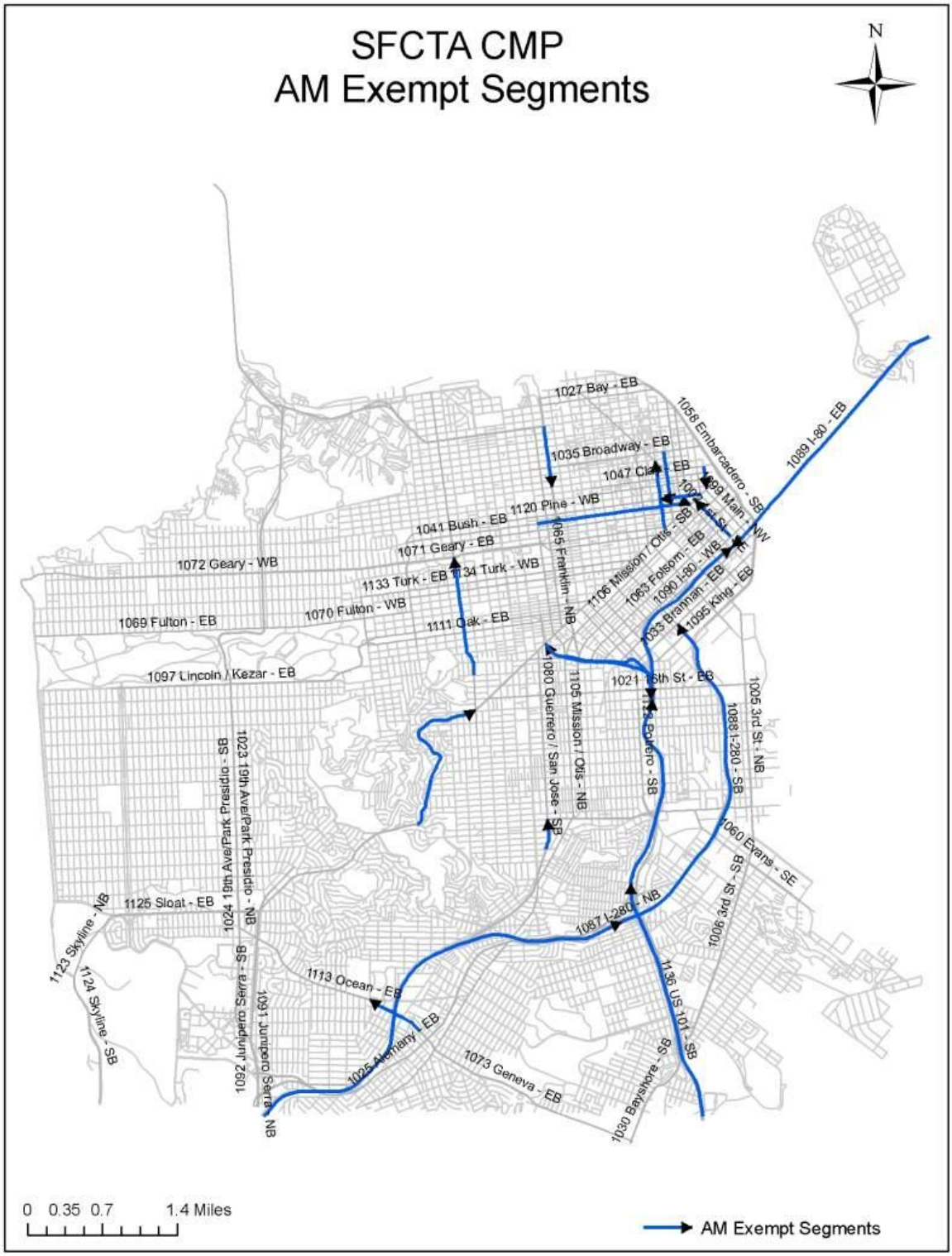

Figure A4-4: Segments Exempt in PM Due to Monitoring at LOS F in Inaugural Cycle

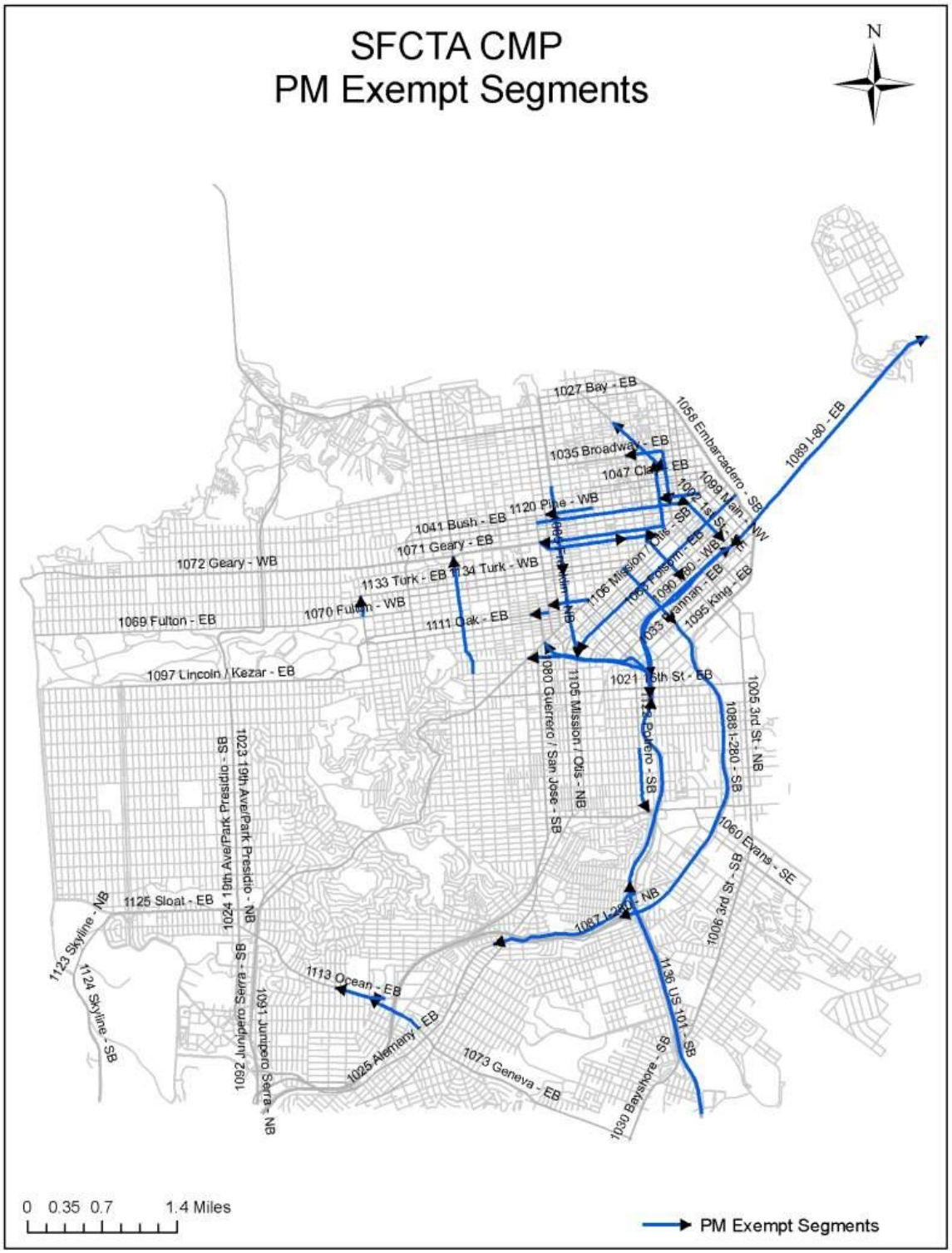

Figure A4-5 – Segments Exempt Due to Location within Infill Opportunity Zone

A.4.4 LOS F Segments

The segments monitored at LOS F (1985 HCM method) are shown in Table 3 and Table 4. As noted above, the Transportation Authority uses the 1985 HCM for calculating LOS when making historical comparisons to the baseline cycle.

Tables A-1, A-2, and A-3 present LOS monitoring results for all segments of arterials and freeways in the CMP network. For arterials, results are presented for both the 1985 and 2000 HCM methodologies. The information includes segment length, direction of travel, time of day (AM and PM peak), average operating speed measured, and LOS results for all monitoring cycles.

As shown in Table 3, four arterial CMP route segment and no freeway segments evaluated during the morning peak period were found to operate at LOS F. Two of the arterial segments measured at LOS F are located within an IOZ and are therefore exempt from automobile LOS standards, while the other two were measured at LOS during the baseline cycle and are likewise exempt. One arterial segment dropped four grades from B to F relative to the last monitoring cycle in 2011, but in prior years was more consistent with the 2013 LOS; this may suggest that the data collected for 2011 was unreliable or that outside factors influenced its high LOS rating. The freeway segments on US-101 and I-280 measured LOS F during the baseline 1991 monitoring cycle and are therefore exempt from constituting a deficiency. The segment on US 101 monitored at LOS F in the previous cycle in 2011 as well. The freeway segment on I-280 dropped two grades from D to F relative to the last monitoring cycle.

Table 4 shows the 2013 CMP route segments that had LOS F during the PM Peak based on HCM 1985. Eleven arterial CMP segment and five freeway segments evaluated during the evening peak period were found to operate at LOS F. Nine of these arterial segments are located within IOZs and are therefore exempt from automobile LOS, while the remaining two were measure at LOS in the baseline cycle and are thus also exempt. The five freeway segments operating at LOS F in the 2013 cycle were also operating at LOS F during the baseline 1991 monitoring cycle and therefore are exempt from constituting a deficiency. All but one of the freeway segments that operated at LOS F in 2013 also were operating at LOS F in 2011, when it was operating at LOS E, and was in previous years operating at LOS F.

The number of arterial segments operating at LOS F in the PM peak is a significant increase; in 2011, just one arterial segment was at LOS F. Data for all arterial segments operating at LOS F in 2013 in both the AM and PM peak periods was gathered using the floating car method in September, 2013, as INRIX data was not available. These floating car runs were conducted during America's Cup, which held sailing races throughout the month of September and attracted thousands of attendees. The LOS F arterial segments are primarily located downtown and in SOMA, and although many are relatively far from the waterfront, attendees traveling to and from the event could have affected the results significantly.

All arterial and freeway segments operating at LOS F in the 2013 monitoring cycle are exempt from constituting deficiencies, either because there were operating at LOS F during the baseline 1991 monitoring cycle or because they are located within an IOZ.

Table A4-4: 2013 Roadway Monitoring Results – LOS F Segments (1985 HCM), AM Peak

Name	From	To	Dir	Ave Speed (mph)	LOS	Status / Comments
Drumm	Washington	Market	S	1991: N/A 92/93*: 5.3 2009: 8.7 2011: 20.3 2013: 6.7	- F E B F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan. Further, segment experience construction during monitoring.
Octavia	Fell	Market	S	1991: N/A 2006*: 14.5 2009: 10.4 2011: 7.5 2013: 3.3	- C D E F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
Octavia	Market	Fell	N	1991:- 2006*: 8.7 2009:11.0 2011: 10.1 2013: 5.8	- E D D F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
Pine	Market	Kearny	W	1991: 4.6 2009: 8.8 2011: 10.5 2013: 6.9	F E D F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.

* First available monitoring records available where none was available in 1991.

Table A4-5: 2013 Roadway Monitoring Results – LOS F Segments (1985 HCM), PM Peak

Name	From	To	Dir	Ave Speed (mph)	LOS	Status / Comments
2nd	Market	Brannan	N	1991: N/A 2006*: 13.4 2009: 10.6 2011: 12.2 2013: 6.0	N/A C D D F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
2nd	Brannan	Market	S	1991: N/A 2006*: 9.5 2009: 10.4 2011: 13.3 2013: 3.1	N/A D D C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
5th	Market	Brannan	S	1991: 7.9 2009: 13.1 2011: 13.8 2013: 5.4	E C C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency. Construction impacts on parallel street (4th Street)..
5th	Brannan	Market	N	1991: 7.9 2009: 15.6 2011: 15.7 2013: 4.0	E C C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency. Construction impacts on parallel street (4th Street)..
Beale/ Davis	Clay	Mission	S	1991: N/A 92/93*: 13.4 2009: 11.2 2011: 11.7 2013: 5.3	N/A C D D F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
Broadway	Montgomery	Powell	W	1991: 6.2 2009: 7.7 2011: 11.8 2013: 6.6	F E D F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.
Broadway	Montgomery	Embarcadero	E	1991: N/A 92/93*: 13.1 2009: 14.7 2011: 13.2 2013: 6.7	N/A C C C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
Clay	Kearny	Davis	E	1991: 11.7 2009: 11.7 2011: 16.2 2013: 6.6	D D C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
Drumm	Washington	Market	S	1991: N/A 92/93* 9.3 2009: 7.9 2011: 17.7 2013: 5.4	N/A D E C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency. Segment was undergoing construction
Main	Mission	Market	N	1991: N/A 92/93*: 9.8 2009: 19.3 2011: 14.3 2013: 3.2	N/A D B C F	**Exempt:** Segment is within an IOZ and therefore does not constitute a deficiency.
Pine	Market	Kearny	W	1991: 4.6 2009: 8.9 2011: 13.2 2013: 4.2	F E C F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.

Name	From	To	Dir	Ave Speed (mph)	LOS	Status / Comments
US 101	Cortland	I-80	N	1991: 24.6 2009: 23.6 2011: 18.3 2013: 24.5	F F F F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.
I-80	Treasure Island	Fremont Exit	S	1991: 27.5 2009: 26.8 2011: 30.3 2013: 27.9	F F E F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.
I-80	Fremont Exit	US-101	SW	1991: 18.6 2009: 24.5 2011: 19.9 2013: 18.5	F F F F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.
US 101	Market	I-80	S	1991: 18.8 2009: 21.3 2011: 13.1 2013: 19.3	F F F F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.
I-80	US-101	Fremont Exit	N	1991: 19.0 2009: 7.0 2011: 10.8 2013: 12	F F F F	**Exempt:** Segment monitored at LOS F during base-line cycle and therefore does not constitute a deficiency plan.

AM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	2013 LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013					
1st	Market	Harrison	3	S	0.48		*	15.1	C							12.5	D	11.2	D	20.8	B	16.3	C	14.2	C	13.8	C	19.7	B	C to B
2nd	Market	Brannan	3	N	0.72															14.3	C	18.6	C	16.3	C	20.8	B	9.6	D	B to D
	Brannan	Market	3	S	0.72															10.1	D	10.8	D	12.2	D	13.9	C	11.1	D	C to D
3rd	Jamestown	Evans	3	N	1.62		*	25.4	B							23.5	B			17.9	C	20.5	B	24.6	B	23.9	B	19.0	B	
	Evans	Jamestown	3	S	1.62		*	22.3	C							20.9	B			23.7	B	21.9	B	23.2	B	25.4	A	20.1	B	A to B
	Evans	Terry Francois	3	N	2.33	10.3	D	24.0	B							23.6	B			24.7	B	23.1	B	28.4	A	27.6	A	21.9	B	A to B
	Terry Francois	Evans	3	S	2.33	10.3	D	24.1	B							23.8	B			20.2	B	28.9	A	28.6	A	27.3	A	22.6	B	A to B
	Terry Francois	Market	3	N	1.08	12.1	D	12.1	D	15.3	C			10.8	D	9.2	D	6.2	F	8.1	E	9.7	D	20.0	B	15.1	C	16.4	C	
4th / Stockton	O'Farrell	Harrison	3	S	0.56		*	11.6	D	8.1	E	14.6	C							11.3	D	9.4	D	13.4	C	17.0	C	15.6	C	
	Harrison	Channel	3	S	0.62																	16.0	C	13.8	C	16.8	C	14.4	C	
5th	Market	Brannan	3	S	0.72	7.9	E	11.6	C							9.9	D	10.6	D	11.8	D	11.4	D	19.3	B	16.1	C	11.7	D	C to D
	Brannan	Market	3	N	0.72	7.9	E	10.5	D	10.7	D	12.1	D	10.5	D	11.8	D	8.6	E	10.9	D	11.8	D	14.7	C	16.3	C	9.5	D	C to D
6th	Market	Brannan	3	S	0.72		*	22.4	B							10.0	D	8.3	E	13.6	C	14.2	C	15.1	C	16.5	C	19.9	B	C to B
	Brannan	Market	3	N	0.72		*	13.8	C							4.7	F	5.5	F	12.6	D	10.3	D	11.2	D	15.7	C	15.4	C	
7th	Brannan	Market	3	N	0.72	8.9	E	13.9	C					14.2	C			6.8	F	13.4	C	19.1	B	18.9	C	19.3	B	18.0	C	B to C
8th	Market	Bryant	3	S	0.60		*	17.1	C					17.7	C			15.9	C	16.6	C	18.7	C	15.0	C	17.9	C	18.1	C	
9th	Brannan	Market	3	N	0.72	9.9	D	12.5	D	13.3	C					10.3	D	9.6	D	14.2	C	13.0	C	11.4	D	13.8	C	16.5	C	
10th	Market	Brannan	3	S	0.73	12.1	D	20.5	B							16.3	C	9.7	D	17.0	C	26.1	A	21.9	B	21.4	B	25.9	A	B to A
16th	Market	Mission	3	E	0.74															19.0	B	18.5	C	12.1	D	13.7	C	17.3	C	
	Mission	Market	3	W	0.74															12.9	D	13.7	C	13.4	C	12.7	D	17.1	C	D to C
	Mission	Potrero	3	E	0.67															15.9	C	13.6	C	14.1	C	13.6	C	16.0	C	
	Potrero	Mission	3	W	0.67															13.4	C	11.5	D	13.5	C	12.1	D	16.0	C	D to C
19th Avenue/ Park Presidio	US 101	Lake	1	S	1.33		*	38.3	A							47.2	A			42.2	A	40.3	A	40.7	A	24.4	C	45.5	A	C to A
	Lake	US 101	1	N	1.21		*	38.8	A							28.6	B			34.7	B	44.0	A	45.3	A	43.6	A	50.3	A	
	Lake	Lincoln	3	S	1.84		*	20.9	B					22.0	B					25.1	A	26.1	A	26.3	A	28.1	A	28.3	A	
	Lincoln	Lake	3	N	1.84		*	21.9	B					19.7	B					19.9	B	20.4	B	19.9	B	22.1	B	26.8	A	B to A
	Lincoln	Sloat	3	S	2.13	11.1	D	17.2	C					18.4	C					21.8	B	22.2	B	19.2	B	19.3	B	20.0	B	
	Sloat	Lincoln	3	N	2.13	11.1	D	19.2	B					15.0	C					17.9	C	18.6	C	13.8	C	15.4	C	21.7	B	C to B
	Sloat	Junipero Serra	3	S	1.25		*	20.2	B					21.2	B					20.2	B	17.2	C	21.6	B	23.6	B	25.5	A	B to A
	Junipero Serra	Sloat	3	N	1.25		*	19.2	B					23.1	B					22.1	B	16.4	C	18.2	C	16.9	C	17.9	C	
Alemany	Junipero Serra	Lyell	3	E	2.94		*	25.6	B							20.0	C			20.9	B	21.5	B	28.3	A	23.2	B	24.4	B	
	Lyell	County Line	3	W	3.03		*	25.6	B							15.1	C			19.1	B	21.4	B	25.3	A	21.4	B	31.6	A	B to A
	Lyell	Bayshore	3	E	1.59		*	28.5	A							19.0	C			23.7	B	28.5	A	26.1	A	28.5	A	31.5	A	
	Bayshore	Lyell	3	W	1.52		*	35.4	A							28.4	A			37.5	A	25.4	A	30.7	A	28.1	A	32.5	A	
Bay	Van Ness	Embarcadero	3	E	1.09	12.7	D	22.4	B							16.8	C			19.7	B	21.0	B	18.9	C	14.1	C	21.5	B	C to B
	Embarcadero	Van Ness	3	W	1.09	12.7	D	19.7	B							22.8	B			18.3	C	19.6	B	19.3	B	20.1	B	21.2	B	
Bayshore	Jerrold	Industrial	3	S	0.72			21.0	B							17.5	C			17.6	C	29.9	A	25.4	A	19.4	B	27.2	A	B to A
	Industrial	Cesar Chavez	3	N	0.82			20.2	B							14.8	C			11.2	D	19.0	B	17.5	C	12.6	D	18.9	C	D to C
	Industrial	County Line	3	S	2.26			27.4	A							23.3	B			25.7	A	30.1	A	27.8	A	24.1	B	26.3	A	B to A
	County Line	Industrial	3	N	2.27			20.9	B							25.3	B			18.4	C	26.2	A	17.4	C	19.1	B	22.4	B	
Beale/Davis	Clay	Mission	3	S	0.32		*	11.3	D	10.0	D	16.6	C	16.6	C					15.6	C	14.1	C	12.8	D	12.3	D	8.8	E	D to E
Brannan	Division	6th	3	E	0.54																	15.7	C	13.8	C	11.7	D	21.3	B	D to B
	6th	Division	3	W	0.54																	16.3	C	16.9	C	14.1	C	23.3	B	C to B
	6th	3rd	3	E	0.52																	21.8	B	15.8	C	14.7	C	20.4	B	C to B
	3rd	6th	3	W	0.52																	15.9	C	17.0	C	12.8	D	21.6	B	D to B
Broadway	Gough	Larkin	3	E	0.36		*	19.2	B					9.0	D	10.6	D	12.3	D	11.4	D	14.7	C	15.1	C	16.3	C	8.8	E	C to E
	Larkin	Gough	3	W	0.36		*	10.6	D	11.2	D	12.9	D	15.2	C	17.1	C	14.4	C	14.4	C	17.9	C	19.5	B	15.0	C	11.6	D	C to D
	Larkin	Powell	1	E	0.55		*	22.5	B					15.1	E	16.6	E	16.3	E	36.8	A	18.2	D	32.8	B	23.2	C	14.0	E	C to E
	Powell	Larkin	1	W	0.55		*	35.6	A					16.0	E	20.0	D	16.3	E	34.1	B	34.6	B	32.9	B	31.6	B	27.8	C	B to C
	Powell	Montgomery	3	E	0.35		*	16.8	C					8.0	E	10.9	D	11.8	D	13.9	C	15.4	C	20.1	B	15.8	C	11.4	D	C to D
	Montgomery	Powell	3	W	0.35		*	15.2	C					10.0	D	8.9	E	13.5	C	14.5	C	11.5	D	13.3	C	11.7	D	11.1	D	
	Montgomery	Embarcadero	3	E	0.35		*	11.2	D	9.4	D	15.1	C	12.2	E	11.6	D	8.8	F	10.8	D	11.3	D	13.9	C	15.3	C	11.3	D	C to D
	Embarcadero	Montgomery	3	W	0.35		*	17.7	C					14.8	C	11.2	D	12.1	D	17.0	C	17.5	C	19.9	B	17.1	C	12.7	D	C to D
Brotherhood	Junipero Serra	Alemany	3	E	0.44																	21.3	B	25.8	A	29.2	A	30.4	A	
	Alemany	Junipero Serra	3	W	0.47																	31.8	A	29.7	A	28.8	A	29.8	A	
Bryant	Division	4th	3	E	0.99	7.7	E	12.2	D	13.2	C			12.9	D	13.2	C			12.2	D	11.2	D	13.1	C	19.4	B	17.5	C	B to C
	4th	Embarcadero	3	E	0.77		*	21.8	B					14.4	C					18.3	C		B	21.2	B	18.9	C	22.5	B	C to B
Bush	Masonic	Gough	3	E	1.24		*	17.3	C							22.4	B			18.2	C	17.2	C	18.0	C	23.3	B	21.9	B	
	Gough	Market	3	E	1.46	3.2	F	10.9	D	9.6	D	11.4	D	11.6	D	12.6	D	8.7	E	10.7	D	11.7	D	10.9	D	13.8	C	17.7	C	

AM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	2013 LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013		
Castro/ Divisadero	Pine	Geary	3	S	0.27		*	14.2	C					13.2	C	7.3	E	7.8	E	11.7	D	15.6	C	14.5	C	13.0	D	14.8	C			D to C
	Geary	Pine	3	N	0.27		*	10.8	D	7.7	E	7.5	E	7.4	E	7.3	E	8.4	E	7.1	E	6.1	F	11.1	D	8.1	E	14.5	C			E to C
	Geary	14th	3	S	1.13		*	14.8	C					14.0	C	11.5	D	9.8	D	12.3	D	15.8	C	16.6	C	12.8	D	16.2	C			D to C
	14th	Geary	3	N	1.13	4.5	F	14.0	C					10.6	D	11.2	D	8.8	E	11.2	D	11.3	D	15.0	C	14.9	C	15.7	C			
	14th	Market	3	S	0.32		*	11.9	D	10.4	D	13.3	C	14.2	C					10.3	D	16.4	C	9.9	D	16.0	C	15.4	C			
	Market	14th	3	N	0.32		*	17.5	C					11.9	D	10.1	D	10.7	D	16.0	C	9.0	E	14.8	C	15.6	C	14.5	C			
Cesar Chavez	Guerrero	Bryant	3	E	0.75			19.0	B							14.3	C			16.6	C	17.2	C	18.8	C	17.0	C	18.3	C			
	Bryant	Guerrero	3	W	0.75			19.6	B							16.2	C			19.3	B	16.0	C	13.8	C	14.8	C	16.5	C			
	Kansas	Bryant	3	W	0.37			17.7	C							31.9	A			30.1	A	26.2	A	23.5	B	25.3	A	23.7	B			A to B
	Bryant	Kansas	3	E	0.37			19.9	B							28.9	A			28.3	A	31.3	A	20.5	B	26.9	A	27.5	A			
	Kansas	3rd	3	E	0.79			17.6	C							19.5	B			25.0	A	16.4	C	18.6	C	19.9	B	21.8	B			
	3rd	Kansas	3	W	0.79			19.4	B							18.8	C			22.1	B	20.1	B	18.6	C	23.0	B	22.7	B			
Clay	Kearny	Davis	3	E	0.38	11.7	D	3.7	E					12.5	D	10.6	D	9.2	D	10.8	D	14.3	C	19.1	B	19.0	B	12.4	D			B to D
Columbus	North Point	Greenwich	3	S	0.42		*	18.6	C					16.9	C					15.9	C	12.5	D	18.7	C	18.4	C	13.2	C			
	Greenwich	North Point	3	N	0.42		*	22.6	B					9.1	D	18.2	C			18.8	C	16.6	C	10.6	D	10.5	D	13.6	C			D to C
	Greenwich	Montgomery	3	S	0.67		*	16.3	C					11.1	D	9.2	D	9.3	D	11.7	D	12.3	D	11.6	D	12.0	D	14.0	C			D to C
	Montgomery	Greenwich	3	N	0.67		*	14.0	C					14.9	C					13.3	C	14.3	C	14.9	C	12.6	D	14.2	C			D to C
Doyle/Lombard/ Richardson	Marin County	SF County	1	E	1.00																	47.9	A	48.7	A	Closed	Closed					
	SF County	Marin County	1	W	1.00																	48.6	A	45.3	A	Closed	Closed					
	County Line	SF Cemetery	1	S	1.13															27.3	C	38.3	A	42.7	A	Closed	Closed	37.7	A			
	SF Cemetery	County Line	1	N	1.13															28.7	B	41.3	A	44.1	A	Closed	Closed	40.1	A			
	SF Cemetery	Lyon/Francisco	1	E	0.95															28.3	B	19.3	D	12.5	F	Closed	Closed	28.9	B			
	Lyon/Francisco	SF Cemetery	1	W	0.98															31.4	B	40.3	A	37.8	A	Closed	Closed	38.4	A			
	Lyon/Francisco	Van Ness	3	E	1.28			22.2	B							13.7	C			20.9	B	21.2	B	20.8	B	19.2	B	21.7	B			
	Van Ness	Lyon/Francisco	3	W	1.28			19.7	B							16.9	C			16.6	C	18.3	C	17.7	C	16.6	C	22.6	B			C to B
Drumm	Washington	Market	3	S	0.22		*	5.3	F	5.3	F					22.0	B			8.4	E	11.6	D	8.7	E	20.3	B	6.7	F			B to F
	Market	Washington	3	N	0.22		*	19.9	B							23.0	B			12.9	D	13.1	C	16.8	C	16.1	C	11.2	D			C to D
Duboce/ Division	Market	Mission	3	E	0.34		*	7.7	E	9.1	D	3.0	F	8.8	E	5.5	F	5.8	F	12.0	D			9.7	D	16.6	C	20.6	B			C to B
	Mission	Market	3	W	0.34		*	10.7	D	11.7	D	9.4	D	13.5	C					14.7	C			14.6	C	14.1	C	18.8	C			
	Mission	Potrero	3	E	0.64	9.9	D	12.0	D	11.5	D	10.4	D	12.6	D	13.0	C			15.1	C			13.8	C	23.5	B	12.7	D			B to D
	Potrero	Mission	3	W	0.64	9.9	D	17.1	C							11.3	D	5.8	F	12.7	D			12.8	D	18.0	C	11.8	D			C to D
	Market	Howard	3	E	0.47																	10.2	D	11.0	D	18.0	C					
	Howard	Market	3	W	0.47																	18.8	C	11.0	D	14.6	C					
	Howard	Brannan	3	E	0.54																	11.5	D	13.1	C	23.5	B					
	Brannan	Howard	3	W	0.54																	20.9	B	16.4	C	18.5	C					
Embarcadero	Townsend	North Point	3	N	2.17		*	21.2	B							14.5	C			12.3	D	22.4	B	21.1	B	20.4	B	18.7	C			B to C
	North Point	Townsend	3	S	2.17		*	15.2	C							13.8	C			16.6	C	17.3	C	13.2	C	14.1	C	17.9	C			
Evans	Cesar Chavez	3rd	3	S	0.73			16.3	C							20.4	B			16.1	C	16.9	C	20.7	B	15.7	C	14.8	C			
	3rd	Cesar Chavez	3	N	0.73			19.9	B							17.0	C			28.4	A	24.8	B	22.5	B	15.9	C	15.3	C			
Fell	Gough	Market	3	E	0.29		*	11.6	D	12.0	D	4.3	F	8.1	E	7.6	E	6.1	F	7.7	E	8.8	E	11.4	D	8.7	E	19.5	B			E to B
	Gough	Laguna	3	W	0.18		*	26.7	A							11.8	D	11.1	D	7.2	E	6.2	F	12.9	D	15.2	C	18.3	C			
	Laguna	Stanyan	3	W	1.56		*	19.0	B							24.5	B	16.2	C	23.2	B	27.9	A	26.4	A	26.3	A	25.4	A			
Folsom	13th	8th	3	E	0.48															10.2	D					18.2	C	20.0	B			C to B
	8th	4th	3	E	0.69															24.8	B	13.3	C	14.9	C	17.0	C	19.9	B			C to B
	4th	1st	3	E	0.52															19.5	B	17.0	C	20.7	B	18.8	C	19.9	B			C to B
	1st	Embarcadero	3	E	0.35															11.5	D	18.6	C	13.2	C	10.8	D	17.2	C			D to C
	14th	8th	3	E	0.56																	12.7	D	15.2	C							
Franklin	Market	Pine	3	N	1.06	8.5	E	13.3	C							11.5	D	9.0	D	13.5	C	16.9	C	14.9	C	12.7	D	17.7	C			D to C
	Pine	Lombard	3	N	0.83		*	14.0	C							26.3	A			18.3	C	18.3	C	20.5	B	21.1	B	22.3	B			
Fremont	Harrison	Market	3	N	0.48		*	6.4	F							11.3	D	10.7	D	12.4	D	12.7	D	12.9	D	13.6	C	19.1	B			C to B
Fulton	Park P.	10th Avenue	3	E	0.20		*	16.7	C							15.2	C					30.8	A	27.2	A	24.5	B	22.9	B			
	10th Avenue	Park P.	3	W	0.20			14.2	C							10.4	D	6.4	F			16.6	C	15.4	C	11.8	D	19.9	B			D to B
	10th Avenue	Arguello	3	E	0.53			22.4	B							16.3	C					29.5	A	19.2	B	17.0	C	19.2	B			C to B
	Arguello	10th Avenue	3	W	0.53			22.0	B							28.7	A					21.8	B	27.3	A	17.4	C	20.5	B			C to B
	Arguello	Masonic	3	E	0.66	9.8	D	18.6	C							11.5	D	9.9	D	15.0	C	12.5	D	16.2	C	13.4	C	16.3	C			
	Masonic	Arguello	3	W	0.66		*	15.9	C							16.2	C			18.5	C	23.5	B	20.4	B	16.5	C	18.6	C			

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Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	2013 LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013		
	Great Hwy.	25th Avenue	3	E	1.78		*	24.2	B							23.5	B	16.4	C	21.5	B	25.3	A	25.0	B	23.1	B	19.1	B		
	25th Avenue	Great Hwy.	3	W	1.78		*	28.3	A							26.0	A	14.7	C	23.3	B	24.3	B	23.9	B	24.5	B	18.8	C	B to C	
	25th Avenue	Arguello	3	E	1.42		*	21.6	B					10.6	D	20.7	B	10.3	D	16.7	C	25.1	A	23.9	B	20.3	B	17.5	C	B to C	
Geary	Arguello	25th Avenue	3	W	1.42		*	21.3	B					13.7	C			11.0	D	15.5	C	23.0	B	22.1	B	19.8	B	17.3	C	B to C	
	Arguello	Gough	3	E	1.89		*	25.3	A					24.6	B			15.0	C	23.6	B	23.4	B	28.5	A	22.2	B	21.7	B		
	Gough	Arguello	3	W	1.89		*	23.8	B					24.7	B			15.4	C	17.7	C	20.2	B	20.1	B	20.3	B	22.5	B		
	Kearny	Gough	3	W	1.18		*	12.3	D	15.4	C			7.2	E	15.2	C	9.5	D	15.0	C	14.2	C	15.1	C	14.1	C	14.4	C		
	Ocean	Cayuga	3	E	0.56		*	15.0	C							20.4	B			14.7	C	13.3	C	8.8	E	11.9	D	15.6	C	D to C	
	Cayuga	Ocean	3	W	0.56		*	4.5	F	15.5	C					15.0	C			11.0	D	6.9	F	9.6	D	8.8	E	14.8	C	E to C	
Geneva	Cayuga	Paris	3	E	0.33	10.4	D	11.7	D	13.0	C					16.1	D	8.8	E	11.8	D	11.1	D	13.4	C	15.3	C	16.4	C		
	Paris	Cayuga	3	W	0.33	10.4	D	11.6	D	13.3	C					18.7	C			10.4	D	9.9	D	8.2	E	8.7	E	14.2	C	E to C	
	Paris	Santos	3	E	1.19		*	29.7	A							25.0	B			27.2	A	21.2	B	20.6	B	22.9	B	24.4	B		
	Santos	Paris	3	W	1.19		*	27.4	A							27.3	A			26.7	A	22.8	B	23.4	B	22.7	B	21.9	B		
Golden Gate	Masonic	Franklin	3	E	1.37		*	19.3	B							17.2	C			26.3	A	15.9	C	17.0	C	15.4	C	13.6	C		
	Franklin	Market	3	E	0.65	12.2	D	16.9	C							13.2	C			12.2	D	12.4	D	10.7	D	12.3	D	10.9	D		
	Pine	Geary	3	S	0.26	9.5	D	25.6	A							28.4	A			21.5	B	23.6	B	20.6	B	16.4	C	20.8	B	C to B	
Gough	Geary	Golden Gate	3	S	0.33		*	20.1	B							20.1	B	20.9	B	15.3	C	22.5	B	23.2	B	19.1	B	19.2	B		
	Golden Gate	Market	3	S	0.52	8.3	E	12.8	D	11.1	D	6.5	F	18.9	C			8.9	E	15.4	C	13.8	C	15.7	C	15.9	C	18.1	C		
	Cesar Chavez	29th	3	S	0.28		*	26.3	A							20.5	B			19.9	C	22.4	B	21.2	B	12.2	D	22.4	B	D to B	
Guerrero/ San Jose	29th	Cesar Chavez	3	N	0.28	6.2	F	19.3	B							15.2	C			22.6	C	19.9	B	24.5	B	10.2	D	18.9	C	D to C	
	29th	Monterey	1	S	1.19		*	23.7	B							31.6	B			23.1	C	26.1	C	30.3	B	30.0	B	32.4	B		
	Monterey	29th	1	N	1.19		*	17.3	C							33.8	B			28.3	B	27.3	C	25.6	C	24.4	C	24.9	C		
	Embarcadero	1st	3	W	0.34			34.8	A							13.8	C			18.6	C	12.7	D	20.1	B	17.5	C	17.9	C		
Harrison	1st	4th	3	W	0.56			27.6	A							15.2	C			17.3	C	24.4	B	11.4	D	14.0	C	19.1	B	C to B	
	4th	8th	3	W	0.69			28.9	A							26.2	A			19.1	B	16.0	C	15.8	C	19.5	B	19.7	B		
	8th	Division	3	W	0.40			14.4	C							13.6	C			14.3	C	15.3	C	13.3	C	14.4	C	18.2	C		
Hayes	Market	Gough	3	W	0.39		*	10.2	D	11.1	D	11.6	D	23.3	B			9.4	D	16.6	B	18.0	C	12.4	D	12.5	D	17.3	C	D to C	
Howard	Embarcadero	SVanNess	3	W	2.11		*	14.9	C							14.2	C			15.6	D	16.2	C	14.2	C	15.0	C	18.1	C		
	Sloat	19th	1	S	1.21		*	32.4	B							20.9	D	18.9	D	18.7	D	16.1	E	22.1	C	10.8	F	28.4	B	F to B	
	19th	Sloat	1	N	1.21		*	27.0	C							19.4	D	17.3	D	18.8	D	24.7	C	24.9	C	19.8	D	23.7	C	D to C	
Junipero Serra	19th	Brotherhood	1	S	0.31		*	19.9	B							30.7	B			43.0	A	39.4	A	39.6	A	42.3	A	44.6	A		
	Brotherhood	19th	1	N	0.31	9.7	D	23.8	C							36.7	A			32.8	B	29.2	B	22.1	C	10.8	F	17.5	D	F to D	
	Brotherhood	County Line	1	S	0.32		*	41.9	A							38.7	A			40.4	A	42.5	A	43.5	A	44.1	A	53.4	A		
	County Line	Brotherhood	1	N	0.32		*	40.4	A							33.3	B			39.0	A	45.8	A	40.0	A	44.1	A	34.5	B	A to B	
Kearny	Market	Columbus	3	N	0.65	6.3	F	13.7	C					8.8	E	12.9	D	5.4	F	14.1	C	13.7	C	13.8	C	14.7	C	13.3	C		
	5th	2nd	3	E	0.52															16.9	C			19.2	B	22.2	B				
King	2nd	5th	3	W	0.52															27.0	A			24.2	B	21.3	B				
	4th	2nd	3	E	0.34																	20.9	B					17.0	C		
	2nd	4th	3	W	0.34																	18.3	C					19.5	B		
	19th Avenue	5th Ave.	3	E	0.83		*	22.6	B							11.4	D	13.4	C	17.2	C	23.9	B	22.4	B	26.9	A	21.8	B	A to B	
Lincoln/ Kezar	5th Ave.	19th Avenue	3	W	0.83		*	25.2	A							10.6	D	13.8	C	26.3	A	27.7	A	25.9	A	29.2	A	25.8	A		
	5th Ave.	Stanyan	3	E	0.70		*	10.7	D	12.2	D	23.4	B							20.3	B	11.9	D	20.3	B	21.1	B	18.4	C	B to C	
	Stanyan	5th Ave.	3	W	0.70		*	31.7	A							9.9	D	15.4	C	25.0	A	25.4	A	24.4	B	24.3	B	26.8	A	B to A	
Main	Mission	Market	3	N	0.12		*	9.9	D	9.8	D	8.4	E	11.5	D	11.8	D	9.1	D	13.9	C	16.8	C	10.7	D	21.7	B	12.0	D	B to D	
	Sloat	Santa Clara	3	E	0.43		*	16.0	C					18.9	C					13.8	C	16.8	C	20.3	B	25.1	A	23.3	B	A to B	
	Santa Clara	Sloat	3	W	0.43		*	13.2	C					9.5	D	18.2	C			19.6	B	16.2	C	10.4	D	12.5	D	19.6	B	D to B	
	Santa Clara	Burnett	3	E	1.34		*	24.1	B					33.0	A					18.6	C	20.5	B	19.5	B	18.5	C	23.0	B	C to B	
	Burnett	Santa Clara	3	W	1.34		*	22.8	B					30.2	A					19.0	B	22.0	B	21.2	B	23.5	B	21.7	B		
	Burnett	Castro	3	E	1.62	7.0	F	33.0	A					22.0	B					20.9	B	25.4	A	26.5	A	21.1	B	25.1	A	B to A	
Market/ Portola	Castro	Burnett	3	W	1.62		*	28.0	B					27.5	B					22.6	B	25.1	A	25.3	A	22.4	B	24.1	B		
	Castro	Guerrero	3	E	0.79	8.7	E	20.0	B					Constr	C					13.2	C	10.1	D	15.7	C	9.2	D	15.2	C	D to C	
	Guerrero	Castro	3	W	0.79		*	18.8	B					Constr	C					16.9	C	15.7	C	15.1	C	12.5	D	18.7	C	D to C	
	Guerrero	Van Ness	3	E	0.43	8.3	E	16.3	C					9.3	D	16.2	C			6.7	F	8.9	E	16.0	C	12.9	D	21.8	B	D to B	
	Van Ness	Guerrero	3	W	0.43	8.3	E	17.8	C					7.3	E	23.3	B			13.6	C	13.9	C	14.2	C	13.8	C	16.7	C		
	Van Ness	Drumm	3	E	1.69	9.6	D	14.4	C							8.4	E	9.8	D	9.3	D	12.0	D	12.5	D	11.6	D	15.7	C	D to C	
	Drumm	Van Ness	3	W	1.77	9.6	D	15.3	C							12.0	D	11.4	D	12.8	D	13.6	C	14.9	C	15.7	C	14.5	C		
	Presidio	Geary	3	S	0.29	8.5	E	11.2	D	15.7	C					10.3	D	7.7	E	13.5	C	18.3	C	19.7	B	10.0	D	18.4	C	D to C	
Masonic	Geary	Bush/Euclid	3	N	0.19	8.5	E	14.6	C							9.7	D	7.9	E	14.2	C	23.8	B	27.0	A	15.4	C	23.8	B	C to B	
	Geary	Page	3	S	0.79	10.0	D	16.4	C							14.8	C			11.8	D	16.2	C	17.2	C	11.1	D	20.7	B	D to B	
	Page	Geary	3	N	0.79	10.0	D	13.1	C							11.3	D	9.4	D	15.4	C	16.3	C	19.9	B	12.8	D	22.4	B	D to B	

AM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	2013 LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013		
Mission/ Otis	Embarcadero	3rd	3	S	0.74	9.7	D	8.0	E	10.8	D	14.3	C	10.7	D	9.7	D	10.7	D	13.2	C	13.1	C	13.8	C	10.1	D	15.6	C			D to C
	3rd	Embarcadero	3	N	0.74	9.7	D	8.9	E	10.8	D	11.2	D	8.2	E	8.7	E	8.6	E	11.8	D	10.2	D	17.3	C	12.2	D	16.1	C			D to C
	3rd	9th	3	S	0.98		*	16.9	C					16.2	C			8.4	E	16.3	C	16.6	C	15.5	C	15.4	C	18.9	C			
	9th	3rd	3	N	0.98		*	13.7	C					13.4	C			9.1	D	18.4	C	13.0	D	17.1	C	16.2	C	18.0	C			
	9th	14th	3	S	0.68	9.7	D	12.8	D	12.8	D	10.7	D	11.7	D	8.7	E	5.8	F	14.1	C	15.2	C	15.8	C	19.4	B	16.0	C			B to C
	14th	9th	3	N	0.65		*	12.0	D	11.3	D	11.0	D	10.0	D	8.1	E	8.2	E	11.0	D	11.5	D	15.1	C	16.3	C	15.9	C			
	14th	Cesar Chavez	3	S	1.39	10.9	D	17.9	C					14.8	C					16.0	C	13.5	C	17.9	C	15.0	C	15.0	C			
	Cesar Chavez	14th	3	N	1.39	10.9	D	19.8	B					14.3	C					13.6	C	14.6	C	18.5	C	15.7	C	14.3	C			
	Cesar Chavez	Ocean	3	S	1.96		*	17.6	C					19.6	B					18.9	C	16.7	C	20.1	B	18.8	C	17.3	C			
	Ocean	Cesar Chavez	3	N	1.96		*	20.3	B					20.4	B	18.3	C			18.1	C	14.8	C	19.3	B	17.2	C	15.2	C			
	Ocean	Sickles	3	S	1.45		*	20.8	B					31.8	A					20.7	B	25.3	A	22.3	B	22.0	B	17.5	C			B to C
	Sickles	Ocean	3	N	1.45		*	21.1	B					26.5	A					26.3	A	21.8	B	22.2	B	21.8	B	17.1	C			B to C
Montgomery	Broadway	Bush	3	S	0.51	6.2	F	6.5	F							9.3	D	8.5	E	10.2	D	11.7	D	14.1	C	11.1	D	14.6	C			D to C
North Point	Van Ness	Columbus	3	E	0.38		*	15.2	C							12.5	D	10.8	D	18.9	C	13.1	C	17.5	C	18.9	C	14.4	C			
	Columbus	Van Ness	3	W	0.38		*	15.3	C							13.7	C			17.6	C	17.0	C	16.2	C	16.1	C	16.0	C			
	Columbus	Embarcadero	3	E	0.61		*	14.9	C							15.4	C			17.6	C	23.5	B	18.7	C	22.2	B	21.4	B			
	Embarcadero	Columbus	3	W	0.61		*	16.0	C							13.9	C			18.9	C	21.4	B	15.7	C	18.6	C	15.2	C			
Oak	Divisadero	Fillmore	3	E	0.37		*		~							25.2	A			24.7	B	26.7	A	19.7	B	20.4	B	18.1	C			B to C
	Fillmore	Laguna	3	E	0.27	8.2			~							8.8	E	15.3	C	16.5	C	21.4	B	17.0	C	8.8	E	13.4	C			E to C
	Laguna	Franklin	3	E	0.27		*	20.0	B							7.5	E	7.0	E	14.8	C	12.4	D	15.1	C	17.0	C	16.2	C			
	Stanyan	Divisadero	3	E	0.91			23.1	B							23.5	B			27.7	A	25.4	A	23.6	B	25.0	A	21.5	B			A to B
Ocean	19th Avenue	Miramar	3	E	1.11		*	19.5	B							7.6	E	11.4	D	14.3	C	13.6	C	18.7	C	13.9	C	15.8	C			
	Miramar	19th Avenue	3	W	1.11		*	15.4	C							9.2	D	8.2	E	13.8	C	13.4	C	11.1	D	14.6	C	14.5	C			
	Miramar	Howth	3	E	0.48		*									7.6	E	8.2	E	12.6	D	12.9	D	11.1	D	11.4	D	15.1	C			D to C
	Howth	Miramar	3	W	0.48		*	9.4	D	16.3	C					8.6	E	8.4	E	13.4	C	11.3	D	14.8	C	15.8	C	14.5	C			
Octavia	Fell	Market	3	S	0.27															14.5	C	6.8	F	10.4	D	7.5	E	3.3	F			E to F
	Market	Fell	3	N	0.27															8.7	E	10.6	D	11.0	D	10.1	D	5.8	F			D to F
O'Farrell	Gough	Mason	3	E	0.85		*	16.6	C							13.5	C			11.9	D	12.7	D	13.4	C	12.2	D	16.5	C			D to C
	Mason	Market	3	E	0.28		*	18.7	C							10.9	D	8.3	E	8.2	E	9.1	D	11.6	D	9.6	D	14.0	C			D to C
Pine	Market	Kearny	3	W	0.38	4.6	F	9.9	D	7.3	E	8.1	E	8.3	E	7.9	E	7.2	E	7.5	E	7.3	E	8.8	E	10.5	D	6.9	F			D to F
	Kearny	Leavenworth	3	W	0.63		*	16.2	C							15.6	C			13.4	C	25.2	A	18.2	C	24.1	B	15.2	C			B to C
	Leavenworth	Franklin	3	W	0.46		*	17.2	C							9.4	D	9.4	D	12.3	D	18.3	C	17.7	C	17.7	C	13.5	C			
	Franklin	Presidio	3	W	1.27		*	20.0	B							20.4	B			23.7	B	21.0	B	21.3	B	21.8	B	17.3	C			B to C
Potrero	Division	21st	3	S	0.80		*	24.8	B					18.2	C					21.5	B	20.5	B	23.9	B	19.0	B	19.2	B			
	21st	Division	3	N	0.80		*	21.4	B					18.3	C					17.7	C	26.5	A	22.5	B	24.3	B	19.0	C			B to C
	21st	Cesar Chavez	3	S	0.62		*	20.1	B					13.5	C					19.1	B	25.5	A	22.0	B	23.3	B	17.2	C			B to C
	Cesar Chavez	21st	3	N	0.62		*	25.2	A					15.5	C					17.8	C	26.6	A	21.2	B	23.5	B	15.2	C			B to C
Skyline	Sloat	County Line	3	S	1.94		*	41.6	A							41.6	A			48.7	C	39.2	A	42.1	A	40.6	A	43.4	A			
	County Line	Sloat	3	N	1.94		*	43.7	A							41.8	A			49.0	C	46.8	A	46.7	A	44.5	A	42.6	A			
Sloat	Skyline	Junipero Serra	1	E	1.38		*	19.8	D	21.5	D	14.5	E	18.1	D	23.4	C			22.8	C	18.2	D	22.6	C	19.0	D	26.6	C			D to C
	Junipero Serra	Skyline	1	W	1.38		*	23.3	C							23.5	C			29.8	B	26.1	C	26.7	C	32.0	B	30.0	B			
Stanyan	Fulton	Turk	3	N	0.20		*	12.2	D	12.8	D	13.2	C					13.7	C	15.7	C	16.6	C	15.6	C	14.2	C	18.6	C			
	Turk	Fulton	3	S	0.20		*	11.6	D	7.4	E	16.7	C					11.7	D	16.6	C	12.3	D	11.1	D	11.2	D	20.2	B			D to B
Sutter	Market	Mason	3	W	0.56		*	11.6	D	10.2	D	13.2	C					11.2	D	11.2	D	16.9	C	17.5	C	17.8	C	14.6	C			
	Mason	Gough	3	W	0.82	9.0	D	12.3	D	13.4	C					14.5	C			12.8	D	8.6	E	8.9	E	10.5	D	12.2	D			
	Gough	Divisadero	3	W	0.82		*	14.1	C							15.5	C			15.1	C	15.3	C	15.0	C	13.6	C	14.2	C			
	Divisadero	Gough	3	E	0.82		*	13.9	C							12.4	D	16.1	C	15.7	C	14.6	C	16.2	C	14.5	C	16.4	C			
Townsend	7th	2nd	3	E	0.86															16.6	C	15.8	C	19.6	B	17.3	C	18.2	C			
	2nd	7th	3	W	0.86															18.9	C	17.9	C	18.4	C	13.9	C	18.6	C			
Turk	Market	Hyde	3	W	0.38		*	10.9	D	11.6	D	11.2	D	11.7	D	8.1	E	11.7	D	16.9	C	12.4	D	14.7	C	12.8	D	12.1	D			
	Hyde	Gough	3	W	0.46		*	14.1	C							10.1	D	8.0	E	11.2	D	14.0	C	12.8	D	12.8	D	16.2	C			D to C
	Gough	Divisadero	3	W	0.82		*	22.1	B							22.4	B			24.4	B	28.4	A	19.8	B	19.7	B	22.4	B			
	Divisadero	Stanyan	3	W	0.91		*	17.1	C							23.1	B			17.1	C	20.0	B	21.3	B	16.3	C	19.4	B			C to B
	Stanyan	Divisadero	3	E	0.91		*	21.0	B							15.5	C			17.7	C	20.8	B	18.0	C	17.7	C	18.0	C			

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Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	2013 LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013		
	Lombard	Washington	3	S	0.58	4.5	F	18.2	C					7.6	E	12.2	D	13.4	C	12.7	D	17.8	C	16.4	C	16.4	C	13.9	C		
	Washington	Lombard	3	N	0.58		*	11.9	D	14.3	D	12.1	D	9.4	D	12.6	D	6.9	F	9.2	D	10.2	D	13.6	C	11.3	D	13.9	C	D to C
	Washington	Golden Gate	3	S	0.84		*	15.0	C					9.2	D	7.3	E	9.4	D	16.1	C	17.2	C	21.2	B	21.6	B	16.6	C	B to C
Van Ness/	Golden Gate	Washington	3	N	0.84		*	13.6	C					10.4	D	10.4	D	6.9	F	11.5	D	11.9	D	15.2	C	16.8	C	14.1	C	
SVanNess	Golden Gate	13th	3	S	0.80		*	17.3	C					16.6	C			7.4	E	12.7	D	11.8	D	15.7	C	14.0	C	18.6	C	
	13th	Golden gate	3	N	0.80		*	15.9	C					18.2	C			7.3	E	11.8	D	14.6	C	15.0	C	20.2	B	16.3	C	B to C
	13th	Cesar Chavez	3	S	1.50	12.6	D	15.7	C					16.8	C			16.0	C	19.2	B	19.8	B	17.9	C	12.8	D	16.5	C	D to C
	Cesar Chavez	13th	3	N	1.50																	17.0	C	20.1	B	18.4	C	19.2	B	C to B
Washington	Drumm	Kearny	3	W	0.44		*	14.2	C					7.9	E	30.5	A			17.1	C	14.9	C	14.6	C	12.8	D	10.1	D	
West Portal	Ulloa	Sloat	3	S	0.54		*	16.1	C							12.4	D	12.1	D	16.1	C	15.1	C	17.5	C	17.4	C	17.2	C	
	Sloat	Ulloa	3	N	0.54		*	17.8	C							14.8	C			18.7	C	15.3	C	15.5	C	16.8	C	14.4	C	
FREEWAY SEGMENTS INBOUND																																
I-280	Junipero Serra	Weldon	Fwy	E	4.29	22.9	F	43.0	E	27.3	F					43.2	D	43.6	D	31.9	E	56.7	B	47.6	D	37.5	E	47.5	D	E to D
	Weldon	6th/Brannan	Fwy	NE	3.37	section closed		29.1	F							30.5	E	31.2	E	27.7	F	34.3	E	41.6	D	28.1	F	45.1	D	F to D
	C & C Limit	Cortland	Fwy	N	2.31	10.9	F	47.2	D	31.0	E	30.1	E	35.7	E	44.8	D	37.1	E	57.5	B	59.0	B	50.6	C	43.0	D	35.5	E	D to E
US 101	Cortland	I-80	Fwy	N	1.90	21.4	F	21.2	F							28.1	F	27.8	F	38.0	E	35.4	E	41.7	D	36.9	E	34.3	E	
	I-80	Market	Fwy	NW	1.28	18.7	F	45.4	E	44.8	E	37.6	E	36.9	E	section closed		section closed		section closed		20.9	F	21.9	F	13.9	F	30.1	E	F to E
I-80	Treasure Island	Fremont Exit	Fwy	S	2.72	17.5	F	32.2	E	26.5	F					28.8	F	22.3	F	36.8	E	34.4	E	50.8	C	44.5	D	50.2	C	D to C
	Fremont Exit	US-101	Fwy	SW	1.66	48.1	D	33.3	E	37.9	E	32.7	E	40.4	E	25.9	F	24.0	F	51.6	A	50.0	C	55.3	B	48.7	D	52.6	C	D to C
FREEWAY SEGMENTS OUTBOUND																																
I-280	6th/Brannan	Weldon	Fwy	W	3.35	section closed		51.9	D	46.4	D	54.8	C			47.3	C	41.0	D	69.0	A	60.0	B	62.9	A	55.1	B	61.1	A	B to A
	Weldon	Junipero Serra	Fwy	SW	4.29	55.7	C	57.5	B							51.5	C	50.5	C	65.5	A	66.5	A	65.2	A	60.6	A	64.7	A	
	Market	I-80	Fwy	S	1.14	13.5	F	17.9	F							section closed		section closed		12.0	F	46.9	D	40.3	E	41.3	D	33.9	E	D to E
US 101	I-80	Cortland	Fwy	S	1.99	45.8	E	53.6	D	36.4	E	42.3	E	44.7	D	40.1	E	31.7	E	40.3	E	54.8	C	54.6	C	51.8	C	48.5	D	C to D
	Cortland	Monster Pk Exit	Fwy	S	2.15	53.3	D	45.6	E	36.3	E	34.1	E	39.0	E	33.3	E	31.6	E	45.8	D	48.3	D	54.2	C	48.7	D	39.2	E	D to E
I-80	US-101	Fremont Exit	Fwy	N	1.75	18.6	F	53.6	D	36.0	E	32.4	E	28.8	F	16.3	F	24.9	F	12.3	F	38.1	E	48.1	D	48.5	D	43.4	D	
	Fremont Exit	Treasure Island	Fwy	NE	2.72	50.6	D	50.8	D	39.9	E	40.3	E	30.5	F	36.5	E	20.2	F	43.7	D	50.2	C	56.0	B	51.4	C	48.4	D	C to D

PM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013	2013
1st	Market	Harrison	3	S	0.48	1.2	F	15.5	C							2.1	F	2.6	F	4.2	F	12.8	D	13.1	C	18.2	C	15.3	C		
2nd	Market	Brannan	3	N	0.72															13.4	C	11.9	D	10.6	D	12.2	D	6.0	F	D to F
	Brannan	Market	3	S	0.72															9.5	D	11.8	D	10.4	D	13.3	C	3.1	F	C to F
3rd	Jamestown	Evans	3	N	1.62		*	18.5	C							20.2	B			12.5	D	21.6	B	22.1	B	24.0	B	18.3	C	B to C
	Evans	Jamestown	3	S	1.62		*	17.6	C							18.1	C			15.8	C	22.2	B	22.3	B	22.7	B	19.5	B	
	Evans	Terry Francois	3	N	2.33	10.3	D	18.5	C							20.5	B			24.0	B	26.1	A	30.1	A	30.0	A	21.3	B	A to B
	Terry Francois	Evans	3	S	2.33	10.3	D	17.0	C							20.2	B			21.8	B	30.7	A	27.8	A	29.5	A	21.4	B	A to B
	Terry Francois	Market	3	N	1.08	12.1	D	8.8	D	11.6	D	10.2	D	11.7	D	11.6	D	7.3	E	12.7	D	11.3	D	16.1	C	12.9	D	15.4	C	D to C
4th / Stockton	O'Farrell	Harrison	3	S	0.56	4.7	F	8.4	E	10.5	D	10.5	D	5.9	F	10.5	D	9.8	D	8.9	E	9.1	D	8.5	E	15.1	C	13.9	C	
	Harrison	Channel	3	S	0.62																	14.1	C	14.3	C	14.9	C	14.2	C	
5th	Market	Brannan	3	S	0.72	7.9	E	13.5	C							5.2	F	6.3	F	9.3	D	11.2	D	13.1	C	13.8	C	5.4	F	C to F
	Brannan	Market	3	N	0.72	7.9	E	12.7	D	7.7	E	11.3	D	7.6	E	16.5	C			9.8	D	9.5	D	15.6	C	15.7	C	4.0	F	C to F
6th	Market	Brannan	3	S	0.72	6.7	F	11.5	D	12.0	D	9.4	D	9.5	D	6.8	F	4.4	F	12.9	D	10.9	D	12.3	D	9.6	D	14.4	C	D to C
	Brannan	Market	3	N	0.72		*	12.7	D	7.6	E	11.2	D	9.0	D	6.4	F	6.6	F	12.7	D	11.7	D	11.1	D	11.0	D	14.2	C	D to C
7th	Brannan	Market	3	N	0.72	8.9	E	16.8	C					13.7	C			10.4	D	15.4	C	14.9	C	16.4	C	20.9	B	17.0	C	B to C
8th	Market	Bryant	3	S	0.60		*	15.8	C					15.7	C			13.0	C	15.9	C	21.2	B	17.0	C	23.8	B	18.1	C	B to C
9th	Brannan	Market	3	N	0.72	9.9	D	12.4	D	9.7	D	13.8	C	11.2	D	9.1	D	11.8	D	13.3	C	11.2	D	14.6	C	13.4	C	15.8	C	
10th	Market	Brannan	3	S	0.73	12.1	D	20.5	B							13.7	C			16.4	C	20.9	B	16.3	C	20.4	B	23.3	B	
16th	Market	Mission	3	E	0.74															11.0	D	10.5	D	10.7	D	11.9	D	16.3	C	D to C
	Mission	Market	3	W	0.74															10.6	D	14.1	C	12.3	D	8.4	E	17.5	C	E to C
	Mission	Potrero	3	E	0.67															13.1	C	9.8	D	12.8	D	11.7	D	15.9	C	D to C
	Potrero	Mission	3	W	0.67															11.2	D	13.6	C	15.2	C	13.4	C	14.0	C	
19th Avenue/ Park Presidio	U.S. 101	Lake	1	S	1.33		*	36.4	A							34.5	B			35.4	A	42.7	A	35.2	A	30.9	B	43.7	A	B to A
	Lake	U.S. 101	1	N	1.21		*	35.9	A							15.6	E			34.7	B	44.2	A	46.0	A	43.0	A	46.4	A	
	Lake	Lincoln	3	S	1.84		*	26.4	A					20.3	B					24.1	B	15.8	C	19.8	B	24.6	B	22.8	B	
	Lincoln	Lake	3	N	1.84		*	25.4	A					19.8	B					27.2	A	27.2	A	28.5	A	29.3	A	29.4	A	
	Sloat	Lincoln	3	N	2.13	11.1	D	21.9	B					17.5	C					20.5	B	24.3	B	23.6	B	27.7	A	21.6	B	A to B
	Lincoln	Sloat	3	S	2.13	11.1	D	21.0	B					18.6	B					21.6	B	24.0	B	23.0	B	21.4	B	21.0	B	
	Junipero Serra	Sloat	3	N	1.25		*	18.4	C					11.9	D			11.9	D	9.9	D	16.9	C	12.1	D	17.7	C	20.2	B	C to B
	Sloat	Junipero Serra	3	S	1.25		*	17.5	C					21.5	B					14.8	C	16.0	C	13.5	C	23.2	B	20.0	B	
Alemany	J. Serra	Lyell	3	E	2.94		*	29.5	B							20.8	B			20.4	B	18.6	C	22.4	B	22.0	B	24.9	B	
	Lyell	County Line	3	W	3.03		*	22.1	C							23.9	B			19.5	B	19.8	B	22.2	B	22.5	B	34.3	A	B to A
	Lyell	Bayshore	3	E	1.59		*	32.9	A							12.7	D	14.7	C	32.1	A	23.7	B	29.9	A	30.2	A	34.3	A	
	Bayshore	Lyell	3	W	1.52	4.6	F	30.8	A							23.3	B			32.4	A	23.4	B	31.4	A	24.7	B	32.6	A	B to A
Bay	Van Ness	Embarcadero	3	E	1.09	12.7	D	16.8	C							12.1	E			13.4	C	18.2	C	16.5	C	18.2	C	21.0	B	C to B
	Embarcadero	Van Ness	3	W	1.09	12.7	D	12.0	D	15.7	C					13.1	D	13.5	C	18.7	C	18.6	C	16.2	C	16.4	C	20.7	B	C to B
Bayshore	Jerrold	Industrial	3	S	0.72			21.0	B							28.4	A			21.1	B	19.1	B	22.3	B	15.3	C	25.9	A	C to A
	Industrial	Cesar Chavez	3	N	0.82			26.4	A							16.4	C			13.1	C	22.1	B	14.4	C	15.5	C	20.9	B	C to B
	Industrial	County Line	3	S	2.26			22.0	B							26.4	A			19.7	B	27.0	A	26.3	A	21.8	B	27.3	A	B to A
	County Line	Industrial	3	N	2.27			22.6	B							33.9	A			22.0	B	20.7	B	21.5	B	23.1	B	28.7	A	B to A
Beale/Davis	Clay	Mission	3	S	0.32		*	13.4	C							8.4	E	8.4	E	14.6	C	10.7	D	11.2	D	11.7	D	5.2	F	D to F
Brannan	Division	6th	3	E	0.54																	11.6	D	13.7	C	13.6	C	18.0	C	
	6th	Division	3	W	0.54																	17.2	C	9.8	D	8.8	E	22.5	B	E to B
	6th	3rd	3	E	0.52																	9.9	D	10.3	D	17.2	C	15.8	C	
	3rd	6th	3	W	0.52																	8.6	E	14.0	C	16.4	C	19.3	B	C to B
Broadway	Gough	Larkin	3	E	0.36		*	14.6	C					14.2	C	10.0	D	12.0	D	11.5	D	10.2	D	10.5	D	10.2	D	12.8	D	
	Larkin	Gough	3	W	0.36	7.7	E	14.6	C					7.8	E	9.9	D	8.8	E	7.3	E	10.9	D	11.3	D	11.1	D	12.6	D	
	Larkin	Powell	1	E	0.55		*	38.9	A					25.5	C	11.0	F	12.7	F	26.1	C	31.8	B	36.1	A	33.6	B	25.2	C	B to C
	Powell	Larkin	1	W	0.55		*	24.7	C					25.3	C	11.0	F	10.6	F	32.7	B	31.0	B	32.3	B	29.6	B	25.5	C	B to C
	Powell	Montgomery	3	E	0.35		*	16.3	C					12.4	D	10.4	D	11.2	D	12.8	D	11.2	D	13.3	C	14.2	C	9.0	E	C to E
	Montgomery	Powell	3	W	0.35	6.2	F	8.4	E	9.2	D	12.5	D	8.5	E	8.3	E	10.2	D	8.0	E	10.1	D	7.7	E	11.8	D	6.6	F	D to F
	Montgomery	Embarcadero	3	E	0.35		*	13.1	C					8.4	E	7.9	E	7.2	E	9.0	D	9.4	D	14.7	C	13.2	C	6.8	F	C to F
	Embarcadero	Montgomery	3	W	0.35		*	15.4	C					9.6	D	4.4	F	6.9	F	10.1	D	13.1	C	14.9	C	13.3	C	9.9	D	C to D
Brotherhood	J. Serra	Alemany	3	E	0.44																	21.0	B	26.6	A	24.6	B	30.3	A	B to A
	Alemany	J. Serra	3	W	0.47																	26.2	A	33.4	A	31.5	A	32.5	A	
Bryant	Division	4th	3	E	0.99	7.7	E	11.8	D	9.8	D	12.8	D	15.7	C	10.6	D	9.6	D	13.3	C	8.8	E	12.7	D	14.3	C	16.4	C	
	4th	Embarcadero	3	E	0.77		*	13.2	C							9.5	D	10.2	D	19.5	B	16.0	C	15.7	C	14.0	C	21.6	B	C to B

PM CMP Segments Level of Service Monitoring

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Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013	2013
Bush	Masonic	Gough	3	E	1.24		*	20.0	B							20.5	B			19.0	B	19.6	B	21.2	B	21.9	B	23.5	B	
	Gough	Market	3	E	1.46	3.2	F	10.1	D	11.5	D	11.7	D	11.6	D	10.2	D	9.2	D	12.5	D	13.9	C	14.3	C	11.3	D	17.4	C	D to C
Castro/ Divisadero	Pine	Geary	3	S	0.27		*	11.6	D	8.1	E	11.0	D	8.3	E	12.6	D	7.9	E	11.7	D	8.6	E	13.5	C	10.1	D	14.2	C	D to C
	Geary	Pine	3	N	0.27		*	8.4	E	13.5	C			9.8	D	14.6	C			7.5	E	10.3	D	10.7	D	9.2	D	15.1	C	D to C
	Geary	14th	3	S	1.13		*	15.7	C					11.4	D	12.1	D	8.2	E	12.3	D	9.4	D	11.1	D	10.3	D	13.8	C	D to C
	14th	Geary	3	N	1.13	4.5	F	12.8	D	11.2	D	12.3	D	11.8	D	11.1	D	9.5	D	9.4	D	13.8	C	12.3	D	11.6	D	15.1	C	D to C
	14th	Market	3	S	0.32		*	13.8	C					14.3	C	17.3	C			12.0	D	11.6	D	15.2	C	11.6	D	13.9	C	D to C
	Market	14th	3	N	0.32	7.7	E	16.7	C					12.1	D	16.1	C			15.2	C	10.0	D	15.7	C	15.2	C	15.0	C	
Cesar Chavez	Guerrero	Bryant	3	E	0.75			20.7	B							15.1	C			18.2	C	14.1	C	15.1	C	10.6	D	17.2	C	D to C
	Bryant	Guerrero	3	W	0.75			16.5	C							15.8	C			18.8	C	12.8	D	16.8	C	11.6	D	17.2	C	D to C
	Kansas	Bryant	3	W	0.37			17.5	C											30.4	A	30.4	A	21.0	B	23.4	B	22.7	B	
	Bryant	Kansas	3	E	0.37			26.7	B							8.5	E			31.4	A	30.7	A	27.6	A	30.0	A	28.8	A	
	Kansas	3rd	3	E	0.79			17.3	C							12.0	D	15.1	C	19.5	B	22.8	B	25.4	A	22.8	B	23.1	B	
	3rd	Kansas	3	W	0.79			16.3	C											21.1	B	16.3	C	22.3	B	19.5	B	24.9	B	
Clay	Kearny	Davis	3	E	0.38	11.7	D	7.0	E	8.7	E	10.4	D	10.4	D	9.4	D	6.5	F	8.7	E	16.3	C	11.7	D	16.2	C	6.6	F	C to F
Columbus	North Point	Greenwich	3	S	0.42		*	15.2	C					17.7	C					15.9	C	12.5	D	13.3	C	14.0	C	11.4	D	C to D
	Greenwich	North Point	3	N	0.42		*	13.4	C					16.2	C					13.3	C	16.8	C	9.2	D	13.4	C	13.7	C	
	Greenwich	Montgomery	3	S	0.67	6.3	F	16.0	C					10.2	D	9.3	D	8.7	E	9.2	D	10.4	D	7.1	E	12.3	D	12.7	D	
	Montgomery	Greenwich	3	N	0.67	6.3	F	12.8	D	12.9	D	10.3	D	11.1	D	15.0	C			12.8	D	21.0	B	14.1	C	12.7	D	12.8	D	
Doyle/Lombard/ Richardson	Marin County	SF County	1	E	1.00																	49.2	A	48.6	A	Closed	Closed			
	SF County	Marin County	1	W	1.00																	46.3	A	45.7	A	Closed	Closed			
	County Line	SF Cemetery	1	S	1.13															21.7	D	39.8	A	39.8	A	Closed	Closed	41.0	A	
	SF Cemetery	County Line	1	N	1.13															24.2	C	38.8	A	41.0	A	Closed	Closed	28.0	B	
	SF Cemetery	Francisco	1	E	0.95															23.8	C	32.7	B	35.8	A	Closed	Closed	40.2	A	
	Francisco	SF Cemetery	1	W	0.98															23.5	C	35.2	A	39.4	A	Closed	Closed	30.6	B	
	Francisco	Van Ness	3	E	1.28			16.4	C							14.8	C			14.5	C	15.7	C	18.2	C	15.3	C	20.9	B	C to B
	Van Ness	Francisco	3	W	1.28			20.5	B							22.4	B			15.3	C	16.0	C	15.7	C	16.4	C	20.6	B	C to B
Drumm	Washington	Market	3	S	0.22		*	9.3	D	3.6	F					17.4	C			9.7	D	6.1	F	7.6	E	17.7	C	5.5	F	C to F
	Market	Washington	3	N	0.22		*	12.8	D	13.5	C					24.7	B			11.7	D	11.2	D	16.2	C	17.2	C	8.0	E	C to E
Duboce/ Division	Market	Mission	3	E	0.34		*	10.0	D	15.4	C					7.5	E	6.3	F	9.4	D			14.8	C	16.7	C	23.0	B	C to B
	Mission	Market	3	W	0.34	6.3	F	6.2	F							7.4	E	6.0	F	6.5	F			10.6	D	9.6	D	17.5	C	D to C
	Mission	Potrero	3	E	0.64	9.9	D	14.1	C							14.2	C			14.1	C			13.3	C	18.5	C	10.5	D	C to D
	Potrero	Mission	3	W	0.64	9.9	D	16.4	C							12.0	D	7.1	E	9.4	D			9.6	D	16.2	C	8.6	E	C to E
	Market	Howard	3	E	0.47																	14.8	C	15.0	C	16.3	C			
	Howard	Market	3	W	0.47																	9.1	D	8.5	E	10.6	D			
	Howard	Brannan	3	E	0.54																	12.2	D	12.8	D	19.4	B			
	Brannan	Howard	3	W	0.54																	8.9	E	11.5	D	16.4	C			
Embarcadero	North Point	Townsend	3	S	2.17		*	9.0	D	16.4	C					14.7	C			16.0	C	15.2	C	14.0	C	8.9	E	16.0	C	E to C
	Townsend	North Point	3	N	2.17		*	16.7	C							6.4	F	12.3	D	15.2	C	18.5	C	20.2	B	17.6	C	15.6	C	
Evans	Cesar Chavez	3rd	3	S	0.73			21.4	B							15.4	C			19.1	B	21.8	B	21.6	B	17.5	C	16.8	C	
	3rd	Cesar Chavez	3	N	0.73			20.3	B							15.2	C			23.8	B	22.7	B	20.1	B	21.5	B	16.9	C	B to C
Fell	Gough	Market	3	E	0.29		*	13.5	C							9.4	D	8.3	E	7.0	E	18.4	C	12.6	D	12.9	D	20.1	B	D to B
	Gough	Laguna	3	W	0.18	5.6	F	13.3	C	7.3	E	8.2	E	12.0	D	7.8	E	7.4	E	16.9	C	11.8	D	9.0	E	9.3	D	17.8	C	D to C
	Laguna	Stanyan	3	W	1.56		*	20.7	B							23.5	B			19.6	B	23.1	B	23.7	B	24.1	B	24.0	B	
Folsom	13th	8th	3	E	0.48															18.0	C					14.6	C	19.4	B	C to B
	8th	4th	3	E	0.69															18.8	C	21.2	B	17.2	C	19.4	B	19.1	B	
	4th	1st	3	E	0.52															18.3	C	20.0	B	15.0	C	16.9	C	16.1	C	
	1st	Embarcadero	3	E	0.35															10.0	D	17.0	C	12.1	D	12.1	D	16.8	C	D to C
	14th	8th	3	E	0.56																	12.5	D	14.2	C					
Franklin	Market	Pine	3	N	1.06	8.5	E	18.8	C							14.6	C			14.5	C	15.9	C	15.6	C	13.4	C	19.3	B	C to B
	Pine	Lombard	3	N	0.83		*	16.4	C							7.3	E	7.7	E	17.5	C	21.7	B	23.8	B	20.8	B	21.9	B	
Fremont	Harrison	Market	3	N	0.48		*	9.3	D	10.6	D	16.6	C			3.2	F	5.2	F	14.1	C	10.5	D	10.1	D	10.6	D	18.4	C	D to C
Fulton	Park P.	10th Ave	3	E	0.2																			25.7	A	25.0	B	24.4	B	
	10th Ave	Park Presidio	3	W	0.2																			8.5	E	11.3	D	19.3	B	D to B
	10th Ave	Arguello	3	E	0.53																			23.5	B	15.0	C	19.8	B	C to B
	Arguello	10th Ave	3	w	0.53																			22.1	B	17.7	C	19.0	B	C to B
	Arguello	Masonic	3	E	0.66	9.8	D	13.2	C							14.8	C			15.0	C	10.9	D	13.6	C	12.2	D	15.5	C	D to C
	Masonic	Arguello	3	W	0.66		*	18.9	C							14.7	C			20.7	B	23.9	B	20.6	B	13.8	C	18.6	C	

PM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013	2013
	Great Hwy.	25th Avenue	3	E	1.78		*	26.2	A							20.1	B	16.0	C	23.6	B	23.0	B	21.4	B	23.8	B	18.8	C	B to C
	25th Avenue	Great Hwy.	3	W	1.78		*	23.9	B							29.4	A	12.7	D	21.0	B	23.3	B	22.0	B	22.7	B	17.4	C	B to C
	25th Avenue	Arguello	3	E	1.42		*	21.5	B					15.0	C			8.4	E	14.9	C	21.0	B	22.9	B	21.5	B	17.6	C	B to C
Geary	Arguello	25th Avenue	3	W	1.42	11.3	D	20.3	B					15.8	C			10.6	D	15.1	C	18.1	C	17.0	C	17.1	C	16.6	C	
	Arguello	Gough	3	E	1.89	11.3	D	22.6	B					20.7	B			14.7	C	22.4	B	27.4	A	20.3	B	20.1	B	19.7	B	
	Gough	Arguello	3	W	1.89		*	23.1	B					21.2	B			13.3	C	19.1	B	20.5	B	25.0	B	25.1	A	23.7	B	A to B
	Kearny	Gough	3	W	1.18	6.7	F	9.9	D	14.4	C			15.9	C	23.8	B	10.0	D	12.2	D	12.1	D	10.1	D	12.9	D	13.0	C	D to C
	Ocean	Cayuga	3	E	0.56		*	12.0	D	17.2	C					14.6	C			12.9	D	11.6	D	8.4	E	12.9	D	15.4	C	D to C
	Cayuga	Ocean	3	W	0.56	6.7	F	10.4	D	12.0	D	9.6	D	14.2	C					7.9	E	6.9	F	9.2	D	10.2	D	15.4	C	D to C
Geneva	Cayuga	Paris	3	E	0.33	10.4	D	12.1	D	10.5	D	15.5	C							8.8	E	9.2	D	10.8	D	11.5	D	15.5	C	D to C
	Paris	Cayuga	3	W	0.33	10.4	D	12.3	D	10.7	D	11.9	D	12.8	D	12.7	D	10.6	D	10.1	D	9.7	D	10.5	D	8.1	E	14.9	C	E to C
	Paris	Santos	3	E	1.19		*	20.5	B							22.1	B			21.0	B	20.5	B	21.2	B	22.0	B	24.4	B	
	Santos	Paris	3	W	1.19		*	22.6	B							31.3	A			25.2	A	21.2	B	23.6	B	23.4	B	21.5	B	
Golden Gate	Masonic	Franklin	3	E	1.37		*	20.4	B							16.0	C			25.9	A	20.1	B	18.9	C	13.8	C	16.1	C	
	Franklin	Market	3	E	0.65	12.2	D	15.2	C							14.3	C			11.7	D	12.0	D	12.8	D	8.9	E	9.5	D	E to D
	Pine	Geary	3	S	0.26	9.5	D	21.8	B							6.5	F	6.3	F	11.4	D	9.6	D	24.3	B	23.0	B	19.9	B	
Gough	Geary	Golden Gate	3	S	0.33		*	17.1	C							15.8	C	9.4	D	13.6	C	9.7	D	18.3	C	20.2	B	17.3	C	B to C
	Golden Gate	Market	3	S	0.52	8.3	E	16.4	C							7.6	E	6.4	F	7.0	E	7.2	E	8.7	E	12.3	D	14.6	C	D to C
	Cesar Chavez	29th	3	S	0.28		*	24.0	B							24.9	A			20.1	B	20.5	B	14.3	C	20.8	B	21.3	B	
Guerrero/	29th	Cesar Chavez	3	N	0.28		*	12.6	D	7.9	E	17.8	C			15.6	C			14.1	C	16.4	C	20.0	B	12.7	D	20.0	B	D to B
San Jose	29th	Monterey	1	S	1.19		*	21.6	D	23.0	C					26.8	C			27.7	C	37.7	A	26.0	C	27.6	C	32.8	B	C to B
	Monterey	29th	1	N	1.19		*	30.8	B							41.2	A			27.0	C	26.3	C	23.7	C	24.2	C	28.7	B	C to B
	Embarcadero	1st	3	W	0.34			11.4	D	11.6	D	9.6	D	9.4	D	14.5	C			14.3	C	8.0	E	11.9	D	12.8	D	15.8	C	D to C
Harrison	1st	4th	3	W	0.56			20.5	B							14.0	C			20.0	B	22.4	B	16.7	C	18.9	C	17.9	C	
	4th	8th	3	W	0.69	12.7	D	19.1	B							16.0	C			19.0	B	19.0	C	11.6	D	14.9	C	17.8	C	
	8th	Division	3	W	0.40			13.6	C							13.0	C			12.4	D	12.7	D	13.2	C	11.6	D	17.5	C	D to C
Hayes	Market	Gough	3	W	0.39	5.6	F	11.7	D	15.7	C					10.9	D	7.1	E	11.8	D	13.3	C	9.6	D	8.8	E	13.5	C	E to C
Howard	Embarcadero	S. Van Ness	3	W	2.11	5.4	F	13.6	C							13.0	C			12.7	D	14.6	C	12.6	D	12.2	D	17.3	C	D to C
	Sloat	19th	1	S	1.21		*	18.0	D	20.6	D	11.8	F	12.0	F	18.1	D	14.7	E	18.8	D	14.9	E	16.7	E	16.8	E	28.0	B	E to B
	19th	Sloat	1	N	1.21		*	20.5	D	18.9	D	12.8	F	19.3	D	14.4	E	14.6	E	11.8	F	15.5	E	22.8	C	22.0	D	25.8	C	D to C
	19th	Brotherhood	1	S	0.31		*	22.1	C							16.6	E	19.0	D	35.3	A	40.4	A	39.2	A	40.3	A	41.7	A	
J. Serra	Brotherhood	19th	1	N	0.31		*	19.1	D	21.7	D	23.6	D	26.5	C					16.2	E	16.4	E	15.2	E	10.5	F	16.2	E	F to E
	Brotherhood	County Line	1	S	0.32		*	48.1	A							26.3	B			39.2	A	44.5	A	39.6	A	45.3	A	52.4	A	
	County Line	Brotherhood	1	N	0.32		*	40.4	A							26.3	B			41.8	A	41.0	A	35.6	A	47.1	A	30.2	B	A to B
Kearny	Market	Columbus	3	N	0.65	6.3	F	12.9	D	10.8	D	9.2	D	9.1	D	8.1	E	7.2	E	11.7	D	11.2	D	13.0	C	14.8	C	13.3	C	
	5th	2nd	3	E	0.52															13.2	C			17.8	C	19.8	B			
King	2nd	5th	3	W	0.52															16.2	C			18.5	C	8.3	E			
	4th	2nd	3	E	0.34																	21.7	B					16.1	C	
	2nd	4th	3	W	0.34																	7.7	E					16.2	C	
	19th Avenue	5th Ave.	3	E	0.83		*	16.4	C							14.5	C			12.3	D	24.0	B	23.1	B	20.6	B	22.6	B	
Lincoln/	5th Ave.	19th Avenue	3	W	0.83	11.3	D	20.8	B							12.0	D	9.1	D	22.7	B	12.8	D	12.9	D	18.9	C	20.0	B	C to B
Kezar	5th Ave.	Stanyan	3	E	0.70		*	22.8	B							14.0	C			22.8	B	21.8	B	21.7	B	22.8	B	23.3	B	
	Stanyan	5th Ave.	3	W	0.70		*	21.3	B							9.8	D	9.9	D	23.6	B	18.1	C	29.1	A	24.8	B	23.8	B	
Main	Mission	Market	3	N	0.12		*	9.8	D	8.4	E	6.7	F	7.7	E	5.4	F	7.5	E	14.4	C	16.3	C	19.3	B	14.3	C	3.2	F	C to F
	Sloat	Santa Clara	3	E	0.43		*	16.5	C					15.9	C					21.0	B	16.0	C	20.2	B	21.1	B	22.8	B	
	Santa Clara	Sloat	3	W	0.43	11.8	D	22.2	B					18.4	C					14.8	C	7.9	E	8.3	E	14.0	C	20.4	B	C to B
	Santa Clara	Burnett	3	E	1.34		*	23.6	B					37.4	A					20.6	B	22.2	B	24.0	B	20.0	B	24.7	B	
	Burnett	Santa Clara	3	W	1.34		*	19.6	B					35.7	A					24.0	B	22.0	B	20.4	B	21.4	B	23.0	B	
	Burnett	Castro	3	E	1.62		*	34.1	A					30.9	A					22.0	B	24.5	B	22.0	B	23.5	B	25.7	A	B to A
Market/	Castro	Burnett	3	W	1.62		*	27.0	A					24.7	B					28.0	A	28.4	A	26.7	A	30.1	A	26.9	A	
Portola	Castro	Guerrero	3	E	0.79		*	15.0	C					9.2	Cons	14.8	C			10.0	D	10.6	D	9.9	D	10.3	D	15.3	C	D to C
	Guerrero	Castro	3	W	0.79		*	16.5	C					11.5	Cons	13.2	C			19.4	B	15.0	C	15.1	C	12.7	D	17.8	C	D to C
	Guerrero	Van Ness	3	E	0.43	8.3	E	17.9	C					7.4	E	6.7	F	9.0	D	7.0	E	10.5	D	12.1	D	14.8	C	28.1	A	C to A
	Van Ness	Guerrero	3	W	0.43	8.3	E	12.5	D	8.0	E	10.8	D	11.1	D	24.8	B			12.1	D	8.3	E	12.2	D	11.3	D	14.5	C	D to C
	Van Ness	Drumm	3	E	1.69	9.6	D	12.9	D	6.3	F					8.7	E	9.3	D	11.0	D	9.2	D	9.5	D	10.6	D	15.9	C	D to C
	Drumm	Van Ness	3	W	1.77	9.6	D	15.5	C							10.0	D	7.4	E	9.9	D	11.5	D	13.5	C	12.1	D	13.6	C	D to C

PM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013	2013
Masonic	Presidio	Geary	3	S	0.29	8.5	E	9.3	D	12.7	D	16.9	C							11.4	D	10.5	D	14.5	C	9.2	D	17.1	C	D to C
	Geary	Bush	3	N	0.19	8.5	E	21.5	B							15.1	C			15.5	C	24.7	B	27.0	A	22.4	B	24.4	B	
	Geary	Page	3	S	0.79	10.0	D	13.4	C							16.3	C			11.1	D	12.5	D	16.9	C	13.5	C	20.9	B	C to B
	Page	Geary	3	N	0.79	10.0	D	13.6	C							11.9	D	7.3	E	13.8	C	14.7	C	18.8	C	17.2	C	18.8	C	
Mission/ Otis	Embarcadero	3rd	3	S	0.74	9.7	D	7.6	D	13.0	C			10.7	D	9.7	D	8.6	E	13.4	C	11.3	D	13.9	C	11.0	D	14.0	C	D to C
	3rd	Embarcadero	3	N	0.74	9.7	D	15.9	C					5.1	F	10.7	D	9.2	D	7.6	E	8.9	E	13.0	D	10.9	D	15.2	C	D to C
	3rd	9th	3	S	0.98		*	19.1	B					12.1	D	12.3	D	8.4	E	18.3	C	13.2	C	15.1	C	14.4	C	16.1	C	
	9th	3rd	3	N	0.98		*	19.9	B					13.5	C	9.7	D	9.8	D	12.7	D	14.2	C	13.7	C	12.4	D	16.8	C	D to C
	9th	14th	3	S	0.68	9.7	D	14.9	C					16.7	C					12.9	D	13.4	C	13.4	C	13.5	C	14.9	C	
	14th	9th	3	N	0.65		*	12.2	D	9.9	D	9.2	D	10.5	D	8.5	D	8.3	E	12.3	D	12.6	D	13.3	C	12.2	D	16.7	C	D to C
	14th	Cesar Chavez	3	S	1.39	10.9	D	14.9	C					13.2	C					13.3	C	13.4	C	15.2	C	13.8	C	13.6	C	
	Cesar Chavez	14th	3	N	1.39	10.9	D	10.5	D	12.3	D	13.0	C	14.7	C					12.6	D	13.8	C	13.9	C	14.2	C	13.0	C	
	Cesar Chavez	Ocean	3	S	1.96		*	15.6	C					14.7	C					14.7	C	14.5	C	13.8	C	15.5	C	14.5	C	
	Ocean	Cesar Chavez	3	N	1.96		*	17.3	C					18.5	C					19.1	B	15.3	C	17.8	C	16.3	C	15.2	C	
	Ocean	Sickles	3	S	1.45		*	15.1	C					24.9	B					21.3	B	16.6	C	20.3	B	19.4	B	16.5	C	B to C
	Sickles	Ocean	3	N	1.45		*	18.1	C					22.0	B					23.0	B	19.8	B	22.4	B	20.3	B	17.6	C	B to C
Montgomery	Broadway	Bush	3	S	0.51	6.2	F	2.4	F							12.4	D	8.2	E	8.2	E	5.5	F	9.2	D	7.2	E	13.4	C	E to C
North Point	Van Ness	Columbus	3	E	0.38		*	15.4	C							7.4	E	11.0	D	11.4	D	15.0	C	15.5	C	14.4	C	9.3	D	C to D
	Columbus	Van Ness	3	W	0.38	8.5	E	20.9	B							10.4	D	9.8	D	19.5	B	12.6	D	16.4	C	13.2	C	10.4	D	C to D
	Columbus	Embarcadero	3	E	0.61		*	14.5	C							11.4	D	9.9	D	12.8	D	20.3	B	15.9	C	16.3	C	17.7	C	
	Embarcadero	Columbus	3	W	0.61		*	16.9	C							12.2	D	10.3	D	19.5	B	21.3	B	15.8	C	20.2	B	18.0	C	B to C
Oak	Divisadero	Fillmore	3	E	0.37		*		~							16.9	C			24.6	B	26.7	A	25.3	A	26.4	A	24.5	B	A to B
	Fillmore	Laguna	3	E	0.27	8.2	E		~							15.3	C	15.7	C	23.8	B	27.8	A	22.3	B	24.5	B	17.1	C	B to C
	Stanyan	Divisadero	3	E	0.91			21.6	B							15.6	C			23.0	B	27.4	A	21.5	B	22.6	B	18.8	C	B to C
	Laguna	Franklin	3	E	0.27		*	23.1	B							13.0	C	11.8	D	16.2	C	13.5	C	11.8	D	16.4	C	23.0	B	C to B
Ocean	19th Avenue	Miramar	3	E	1.11		*	17.1	C							9.4	D	12.5	D	12.4	D	14.9	C	12.9	D	12.8	D	14.6	C	D to C
	Miramar	19th Avenue	3	W	1.11		*	14.6	C							8.8	E	10.3	D	12.5	D	15.4	C	12.4	D	14.5	C	14.4	C	
	Miramar	Howth	3	E	0.48	0.8	F	21.0	B							10.7	D	13.2	C	14.2	C	13.7	C	14.8	C	12.7	D	15.2	C	D to C
	Howth	Miramar	3	W	0.48	6.1	F	14.9	C							9.1	D	11.2	D	8.4	E	10.7	D	13.0	D	11.9	D	13.3	C	D to C
Octavia	Fell	Market	3	S	0.27															14.2	C	12.6	D	11.6	D	9.9	D	9.8	D	
	Market	Fell	3	N	0.27															8.2	E	14.5	C	16.1	C	13.6	C	10.9	D	C to D
O'Farrell	Gough	Mason	3	E	0.85	5.7	F	13.7	C							12.6	D	14.6	C	9.9	D	10.0	D	11.2	D	11.2	D	15.1	C	D to C
	Mason	Market	3	E	0.28	6.9	F	7.9	E							4.2	F	6.7	F	6.7	F	6.1	F	9.0	E	8.0	E	13.2	C	E to C
Pine	Market	Kearny	3	W	0.38	4.6	F	10.8	D	7.3	E	10.3	D	6.7	F	8.0	E	4.3	F	8.9	E	5.9	F	8.9	E	13.2	C	4.3	F	C to F
	Kearny	Leavenworth	3	W	0.63		*	12.9	D	19.8	B					17.1	C			16.2	C	13.6	C	16.8	C	16.2	C	12.1	D	C to D
	Leavenworth	Franklin	3	W	0.46	4.8	F	13.2	C							9.4	D	6.5	F	12.6	D	10.9	D	14.3	C	14.5	C	8.5	E	C to E
	Franklin	Presidio	3	W	1.27		*	15.3	C							19.2	B			20.3	B	23.4	B	22.4	B	22.0	B	14.5	C	B to C
Potrero	Division	21st	3	S	0.80		*	22.6	B					18.8	C					16.5	C	20.5	B	25.2	A	22.6	B	14.0	C	B to C
	21st	Division	3	N	0.80		*	21.4	B					19.3	B					14.9	C	21.3	B	15.6	C	23.2	B	15.3	C	B to C
	21st	C. Chavez	3	S	0.62	4.8	F	13.7	C					19.1	B					15.5	C	15.8	C	19.4	B	18.0	C	8.5	E	C to E
	C. Chavez	21st	3	N	0.62		*	23.8	B					14.5	C					17.0	C	23.6	B	18.8	C	21.3	B	15.1	C	B to C
Skyline	Sloat	County Line	3	S	1.94		*	42.1	A							36.6	A			47.1	A	37.8	A	38.1	A	38.3	A	42.1	A	
	County Line	Sloat	3	N	1.94		*	44.9	A							42.6	A			49.3	A	41.7	A	46.8	A	42.2	A	43.7	A	
Sloat	Skyline	J. Serra	1	E	1.38		*	19.2	D	24.9	C					19.9	D	18.4	D	25.9	C	17.6	D	20.7	D	17.7	D	27.9	C	D to C
	J. Serra	Skyline	1	W	1.38		*	23.2	C							27.4	C			24.8	C	27.2	C	26.9	C	29.6	B	30.6	B	
Stanyan	Fulton	Turk	3	N	0.20	4.6	F	10.8	D	11.6	D	16.8	C							15.9	C	12.0	D	12.6	D	15.6	C	18.7	C	
	Turk	Fulton	3	S	0.20		*	7.6	D	10.5	D	8.0	E	13.3	C					18.9	C	6.4	F	9.2	D	8.6	E	17.0	C	E to C
Sutter	Market	Mason	3	W	0.56		*	7.3	E	12.4	D	12.7	D	8.0	E	12.7	C			11.6	D	13.5	C	11.3	D	12.7	D	13.3	C	D to C
	Mason	Gough	3	W	0.82	9.0	D	17.0	C							14.6	C			13.3	C	12.4	D	14.6	C	11.8	D	13.1	C	D to C
	Gough	Divisadero	3	W	0.82		*	16.6	C							14.3	C			13.3	C	15.6	C	14.9	C	13.6	C	13.5	C	
	Divisadero	Gough	3	E	0.82		*	15.4	C							12.8	C			15.8	C	15.9	C	15.5	C	13.4	C	15.8	C	
Townsend	7th	2nd	3	E	0.86															21.3	B	16.8	C	11.9	D	15.9	C	18.7	C	
	2nd	7th	3	W	0.86															18.7	C	18.0	C	12.8	D	11.4	D	17.7	C	D to C
Turk	Market	Hyde	3	W	0.38		*	14.9	C							7.3	E	8.3	E	12.8	D	13.3	C	11.1	D	11.4	D	14.6	C	D to C
	Hyde	Gough	3	W	0.46	8.7	E	14.9	C							9.1	D	11.3	D	10.5	D	10.6	D	9.3	D	11.3	D	16.3	C	D to C
	Gough	Divisadero	3	W	0.82		*	27.1	A							18.0	C			19.3	B	21.7	B	19.4	B	18.3	C	22.8	B	C to B
	Divisadero	Stanyan	3	W	0.91		*	19.2	B							14.6	C			21.3	B	18.9	C	25.6	A	17.4	C	20.1	B	C to B
	Stanyan	Divisadero	3	E	0.91		*	14.9	C							16.4	C			18.4	C	19.1	B	17.2	C	17.2	C	19.8	B	C to B

PM CMP Segments Level of Service Monitoring

(1991 - 2013)

Name	From	To	Class	Travel Dir.	Dist.	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	Ave Speed	LOS	LOS Changes
					(mi)	91	91	92/3	92/3	95	95	97	97	99	99	2001	2001	2004	2004	2006	2006	2007	2007	2009	2009	2011	2011	2013	2013	2013
	Lombard	Washington	3	S	0.58		*	17.7	C					14.5	C	12.8		11.7	D	13.5	C	19.9	B	12.4	D	17.1	C	15.2	C	
	Washington	Lombard	3	N	0.58		*	13.2	C					18.0	C	26.1		9.2	D	22.4	B	26.6	A	26.4	A	24.5	B	19.2	B	
	Washington	Golden Gate	3	S	0.84	4.6	F	11.7	D	7.0	E	8.4	E	9.7	D	10.0	D	9.8	D	8.0	E	10.4	D	12.2	D	11.5	D	14.9	C	D to C
Van Ness/	Golden Gate	Washington	3	N	0.84		*	15.1	C					11.4	D	12.8	D	9.8	D	16.6	C	16.9	C	17.4	C	21.9	B	17.0	C	B to C
S VanNess	Golden Gate	13th	3	S	0.80	4.6	F	6.9	F					23.1	B			5.0	F	9.1	D	12.7	D	12.3	D	16.5	C	17.4	C	
	13th	Golden Gate	3	N	0.80		*	13.7	C					18.3	C			6.6	F	10.2	D	12.8	D	14.7	C	13.7	C	16.7	C	
	13th	Cesar Chavez	3	S	1.50	12.6		18.2	C					18.9	C					20.2	B	20.4	B	17.1	C	18.7	C	19.2	B	C to B
	Cesar Chavez	13th	3	N	1.50			22.4	B					16.9	C	26.1				16.3	C	15.5	C	14.7	C	13.9	C	18.8	C	
Washington	Drumm	Kearny	3	W	0.44		*	10.3	D	12.5	D	8.0	E	9.5	D	18.4	C			14.1	C	15.2	C	11.3	D	14.9	C	8.1	E	C to E
West Portal	Ulloa	Sloat	3	S	0.54		*	18.2	C							11.3	D	8.0	E	17.1	C	15.4	C	15.2	C	16.7	C	13.4	C	
	Sloat	Ulloa	3	N	0.54		*	17.1	C							11.6	D	10.0	D	15.1	C	15.1	C	12.6	D	15.4	C	13.7	C	
FREEWAY SEGMENTS INBOUND																														
I-280	J. Serra	Weldon	Fwy	E	4.29	54.9	C	59.1	B					0		45.0	D	43.7	D	67.4	A	60.4	A	64.6	A	61.3	A	66.0	A	
	Weldon	6th/Brannan	Fwy	NE	3.37	section closed		46.3	D	51	D	48.6	D	38.6	E	38.9	E	42.3	D	25.5	F	50.8	C	41.8	D	35.6	E	50.8	C	E to C
	C & C Limit	Cortland	Fwy	N	2.31	20.6	F	72.4	A							43.2	D	40.1	E	55.2	B	63.9	A	49.1	C	49.0	C	57.0	B	C to B
US 101	Cortland	I-80	Fwy	N	1.90	24.6	F	45.8	E	31.8	E	40.9	E	6.2	F	24.0	F	17.8	F	53.1	C	48.6	D	23.6	F	18.3	F	24.5	F	
	I-80	Market	Fwy	NW	1.28	12.2	F	15.3	F							section closed		section closed		section closed		32.6	E	22.8	F	30.5	E	36.4	E	
	Treasure Island	Fremont Exit	Fwy	S	2.72	27.5	F	26.3	F							31.6	E	21.7	F	41.9	D	21.9	F	26.8	F	30.3	E	27.9	F	E to F
I-80	Fremont Exit	US-101	Fwy	SW	1.66	18.6	F	21.5	F							24.9	F	13.8	F	22.4	F	18.2	F	24.5	F	19.9	F	18.5	F	
FREEWAY SEGMENTS OUTBOUND																														
I-280	6th/Brannan	Weldon	Fwy	E	3.35	section closed		22.9	F							30.9	E	28.5	F	29.8	F	54.8	C	54.5	C	41.5	D	45.9	D	
	Weldon	J. Serra	Fwy	SW	4.29	51.9	D	56.6	B							44.5	D	31.4	E	54.3	C	53.5	C	45.7	D	50.6	C	57.3	B	C to B
US 101	Market	I-80	Fwy	S	1.14	18.8	F	13.4	F							section closed		section closed		section closed		18.9	F	21.3	F	13.1	F	19.3	F	
	I-80	Cortland	Fwy	S	1.99	31.6	E	46.3	D	47.2	D	35.5	E	32.4	E	44.4	D	21.4	F	30.3	E	45.2	D	45.6	D	46.9	D	52.1	C	D to C
	Cortland	Monster Pk Exit	Fwy	S	2.15	48.1	D	51.1	D	30.8	E	39.2	E	49	D	41.6	D	30.5	E	52.2	C	49.8	C	55.2	B	51.3	C	61.4	A	C to A
I-80	US-101	Fremont Exit	Fwy	N	1.75	19.0	F	25.9	F							14.8	F	10.0	F	8.9	F	19.6	F	7.0	F	10.8	F	12.0	F	
	Fremont Exit	Treasure Island	Fwy	NE	2.72	29.3	F	37.7	E	34.6	E	45.6	E	23.1	F	21.6	F	14.6	F	41.5	D	45.7	D	36.0	E	32.0	E	39.4	E	

Appendix E: Average Speed and LOS for all Arterial HCM 2000 Segments

						2009				2011				2013			
Route Name	Start Intersection	End Intersection	Dir	Length (mi)	HCM 2000 Class	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS
1st St	Market	Harrison	S	0.48	4	14.2	C	13.1	C	13.8	C	18.2	C	19.7	B	15.3	C
2nd St	Brannan	Market	N	0.72	4	12.2	D	10.4	D	13.9	C	13.3	C	11.1	D	3.1	F
2nd St	Market	Brannan	S	0.72	4	16.3	C	10.6	D	20.8	B	12.2	D	9.6	D	6.0	E
3rd St	Jamestown	Evans	N	1.62	4	24.6	B	22.1	B	23.9	B	24.0	B	19.0	B	18.3	C
3rd St	Evans	Terry Francois	N	2.33	3	28.4	B	30.1	A	27.6	B	30.0	A	21.9	C	21.3	C
3rd St	Terry Francois	Berry	N	0.11	3	21.3	C	21.3	C	16.2	D	21.4	C				
3rd St	Berry	Market	N	0.97	4	19.9	B	15.7	C	15.0	C	12.3	D				
3rd St	Terry Francois	Evans	S	2.33	3	28.6	B	27.8	B	27.3	B	29.5	B	22.6	C	21.4	C
3rd St	Evans	Jamestown	S	1.62	4	23.2	B	22.3	B	25.4	A	22.7	B	20.1	B	19.5	B
4th St/Stockton	O'farrell	Harrison	S	0.56	4	13.4	C	8.5	E	17.0	C	15.1	C	15.6	C	13.9	C
4th St/Stockton	Harrison	Channel	S	0.62	4	13.8	C	14.3	C	16.8	C	14.9	C	14.4	C	14.2	C
5th St	Brannan	Market	N	0.72	4	14.7	C	15.6	C	16.3	C	15.7	C	9.5	D	4.0	F
5th St	Market	Brannan	S	0.72	4	19.3	B	13.2	C	16.1	C	13.8	C	11.7	D	5.4	E
6th St	Brannan	Market	N	0.72	4	11.2	D	11.1	D	15.7	C	11.0	D	15.4	C	14.2	C
6th St	Market	Brannan	S	0.72	4	15.1	C	12.3	D	16.5	C	9.6	D	19.9	B	14.4	C
7th St	Brannan	Market	N	0.72	4	18.9	C	16.4	C	19.3	B	20.9	B	18.0	C	17.0	C
8th St	Market	Bryant	S	0.60	3	15.0	D	17.0	D	17.9	D	23.8	C	18.1	C	18.1	C
9th St	Brannan	Market	N	0.72	4	11.4	D	14.6	C	13.8	C	13.4	C	16.5	C	15.8	C
10th St	Market	Brannan	S	0.73	3	21.9	C	16.3	D	21.4	C	20.4	C	25.9	B	23.3	C
16th St	Market	Mission	E	0.74	4	12.1	D	10.7	D	13.7	C	11.9	D	17.3	C	16.3	C
16th St	Mission	Potrero	E	0.67	4	14.1	C	12.8	D	13.6	C	11.7	D	16.0	C	15.9	C
16th St	Potrero	Mission	W	0.67	4	13.5	C	15.2	C	12.1	D	13.4	C	16.0	C	14.0	C
16th St	Mission	Market	W	0.74	4	13.4	C	12.3	D	12.7	D	8.4	E	17.1	C	17.5	C
19th Ave/Park Presidio	Junipero Serra	Sloat	N	1.25	3	18.2	C	12.1	E	16.9	D	17.7	D	17.9	D	20.0	C
19th Ave/Park Presidio	Sloat	Lincoln	N	2.13	3	13.8	E	23.6	C	15.4	D	27.7	B	21.7	C	21.0	C
19th Ave/Park Presidio	Lincoln	Fulton	N	0.93	2	20.0	D	32.5	B	22.3	C	30.1	B				
19th Ave/Park Presidio	Fulton	Lake	N	0.91	3	19.8	C	25.3	B	22.0	C	28.5	B				
19th Ave/Park Presidio	Lake	Us 101	N	1.21	1	45.3	A	46.0	A	43.6	A	43.0	A	50.3	A	46.4	A
19th Ave/Park Presidio	Us 101	Lake	S	1.32	1	40.7	B	35.2	B	24.4	D	30.9	C	45.5	A	43.7	A
19th Ave/Park Presidio	Lake	Fulton	S	0.91	3	24.0	B	21.7	C	25.6	B	23.4	C				
19th Ave/Park Presidio	Fulton	Lincoln	S	0.93	2	29.0	B	18.2	D	30.9	B	25.8	C				
19th Ave/Park Presidio	Lincoln	Sloat	S	2.13	3	19.2	C	23.0	C	19.3	C	21.4	C	20.0	C	21.6	C
19th Ave/Park Presidio	Sloat	Junipero Serra	S	1.25	3	21.6	C	13.5	E	23.6	C	23.2	C	25.5	B	20.2	C
Alemany	County Line	Lyell	E	3.01	2	28.3	B	22.4	C	23.2	C	22.0	C				
Alemany	Lyell	Bayshore	E	1.59	2	26.1	C	29.9	B	28.5	B	30.2	B	31.5	B	34.3	B
Alemany	Bayshore	Lyell	W	1.51	2	30.7	B	31.4	B	28.1	B	24.7	C	32.5	B	32.6	B
Alemany	Lyell	County Line	W	3.03	2	25.3	C	22.2	C	21.4	D	22.5	C	31.6	B	34.3	B
Bay	Van Ness	Embarcadero	E	1.08	4	18.9	C	16.5	C	14.1	C	18.2	C	21.5	B	21.0	B
Bay	Embarcadero	Van Ness	W	1.08	4	19.3	B	16.2	C	20.1	B	16.4	C	21.2	B	20.7	B
Bayshore	County Line	Industrial	N	2.26	3	17.4	D	21.5	C	19.1	C	23.1	C	22.4	C	28.7	B
Bayshore	Industrial	Cesar Chavez	N	0.83	3	17.5	D	14.4	D	12.6	E	15.5	D	18.9	C	20.9	C
Bayshore	Cesar Chavez	Industrial	S	0.83	3	25.4	B	22.3	C	19.4	C	15.3	D				
Bayshore	Industrial	County Line	S	2.26	3	27.8	B	26.3	B	24.1	B	21.8	C	26.3	B	27.3	B
Beale/Davis	Clay	Mission	S	0.33	4	12.8	D	11.2	D	12.3	D	11.7	D	8.8	E	5.2	E
Brannan	10th	6th	E	0.54	4	13.8	C	13.6	C	11.7	D	13.6	C				

Appendix E: Average Speed and LOS for all Arterial HCM 2000 Segments

						2009				2011				2013			
Route Name	Start Intersection	End Intersection	Dir	Length (mi)	HCM 2000 Class	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS
Brannan	6th	3rd	E	0.52	4	15.8	C	10.3	D	14.7	C	17.2	C	20.4	B	15.8	C
Brannan	3rd	6th	W	0.52	4	17.0	C	14.0	C	12.8	D	16.4	C	21.6	B	19.3	B
Brannan	6th	10th	W	0.54	4	16.9	C	9.8	D	14.1	C	8.8	E				
Broadway	Gough	Larkin	E	0.36	4	15.1	C	10.5	D	16.3	C	10.2	D	8.8	E	12.8	D
Broadway	Larkin	Powell	E	0.55	1	32.8	C	36.1	B	23.2	D	33.6	C	14.0	E	25.2	D
Broadway	Powell	Montgomery	E	0.35	4	20.1	B	13.3	C	15.8	C	14.2	C	11.4	D	9.0	E
Broadway	Montgomery	Embarcadero	E	0.35	4	13.9	C	14.7	C	15.3	C	13.2	C	11.3	D	6.8	E
Broadway	Embarcadero	Montgomery	W	0.35	4	19.9	B	14.9	C	17.1	C	13.3	C	12.7	D	9.9	D
Broadway	Montgomery	Powell	W	0.35	4	13.3	C	7.7	E	11.7	D	11.8	D	11.1	D	6.6	E
Broadway	Powell	Larkin	W	0.55	1	32.9	C	32.3	C	31.6	C	29.6	C	27.8	C	25.5	D
Broadway	Larkin	Gough	W	0.36	4	19.5	B	11.3	D	15.0	C	11.1	D	11.6	D	12.6	D
Brotherhood	Junipero Serra	Alemany	E	0.44	3	25.8	B	26.6	B	29.2	B	24.6	B	30.4	A	30.3	A
Brotherhood	Alemany	Junipero Serra	W	0.47	3	29.7	B	33.4	A	28.8	B	31.5	A	29.8	B	32.5	A
Bryant	Division	4th	E	0.99	3	13.1	E	12.7	E	19.4	C	14.3	D				
Bryant	4th	2nd	E	0.34	3	24.5	B	19.1	C	26.4	B	20.9	C				
Bryant	2nd	Embarcadero	E	0.43	4	19.2	B	13.7	C	15.5	C	11.1	D				
Bush	Masonic	Gough	E	1.24	3	18.0	C	21.2	C	23.3	C	21.9	C	21.9	C	23.5	C
Bush	Gough	Market	E	1.46	3	10.9	E	14.3	D	13.8	E	11.3	E	17.7	D	17.4	D
Castro/Divisadero	Market	14th	N	0.32	4	14.8	C	15.7	C	15.6	C	15.2	C				
Castro/Divisadero	14th	Geary	N	1.13	4	15.0	C	12.3	D	14.9	C	11.6	D	15.7	C	15.1	C
Castro/Divisadero	Geary	Pine	N	0.27	4	11.1	D	10.7	D	8.1	E	9.2	D	14.5	C	15.1	C
Castro/Divisadero	Pine	Geary	S	0.27	4	14.5	C	13.5	C	13.0	D	10.1	D	14.8	C	14.2	C
Castro/Divisadero	Geary	14th	S	1.13	4	16.6	C	11.1	D	12.8	D	10.3	D	16.2	C	13.8	C
Castro/Divisadero	14th	Market	S	0.32	4	9.9	D	15.2	C	16.0	C	11.6	D	15.4	C	13.9	C
Cesar Chavez	Guerrero	South Van Ness	E	0.36	4	20.3	B	13.5	C	14.6	C	10.7	D				
Cesar Chavez	South Van Ness	Evans	E	1.03	4	18.6	C	22.1	B	22.6	B	16.8	C				
Cesar Chavez	Evans	Pennsylvania	E	0.27	4	21.3	B	30.8	A	24.3	B	24.0	B				
Cesar Chavez	Pennsylvania	3rd	E	0.26	4	17.5	C	20.5	B	15.8	C	22.4	B				
Cesar Chavez	3rd	Pennsylvania	W	0.26	4	13.6	C	16.3	C	21.0	B	11.6	D				
Cesar Chavez	Pennsylvania	Evans	W	0.27	4	22.2	B	25.7	A	23.6	B	26.9	A				
Cesar Chavez	Evans	South Van Ness	W	1.03	4	21.2	B	22.7	B	23.4	B	23.4	B				
Cesar Chavez	South Van Ness	Guerrero	W	0.36	4	10.9	D	13.7	C	11.2	D	8.0	E				
Clay	Kearny	Davis	E	0.38	4	19.1	B	11.6	D	19.0	B	16.2	C	12.4	D	6.6	E
Columbus	Montgomery	Greenwich	N	0.67	4	14.9	C	14.1	C	12.6	D	12.7	D	14.2	C	12.8	D
Columbus	Greenwich	North Point	N	0.42	4	10.6	D	9.2	D	10.5	D	13.4	C	13.6	C	13.7	C
Columbus	North Point	Greenwich	S	0.42	4	18.7	C	13.3	C	18.4	C	14.0	C	13.2	C	11.4	D
Columbus	Greenwich	Montgomery	S	0.67	4	11.6	D	7.1	E	12.0	D	12.3	D	14.0	C	12.7	D
Doyle/Richardson/Lombard	Francisco	Broderick	S	0.19	3	14.9	D	18.9	C	16.1	D	15.2	D				
Doyle/Richardson/Lombard	Broderick	Pierce	S	0.28	3	23.3	C	20.4	C	23.0	C	16.3	D				
Doyle/Richardson/Lombard	Pierce	Laguna	S	0.46	3	25.1	B	21.1	C	22.6	C	18.8	C				
Doyle/Richardson/Lombard	Laguna	Van Ness	S	0.36	3	19.1	C	14.3	D	15.8	D	12.0	E				
Doyle/Richardson/Lombard	Van Ness	Laguna	N	0.36	3	12.1	E	11.7	E	13.3	E	12.6	E				
Doyle/Richardson/Lombard	Laguna	Pierce	N	0.46	3	22.1	C	17.6	D	22.7	C	21.4	C				
Doyle/Richardson/Lombard	Pierce	Broderick	N	0.28	3	21.6	C	16.9	D	12.6	E	18.1	C				
Doyle/Richardson/Lombard	Broderick	Francisco	N	0.19	3	20.9	C	22.0	C	23.5	C	14.8	D				

Appendix E: Average Speed and LOS for all Arterial HCM 2000 Segments

						2009				2011				2013			
Route Name	Start Intersection	End Intersection	Dir	Length (mi)	HCM 2000 Class	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS
Drumm	Market	Washington	N	0.22	4	16.8	C	16.2	C	16.1	C	17.2	C	11.2	D	8.0	E
Drumm	Washington	Market	S	0.22	4	8.7	E	7.6	E	20.3	B	17.7	C	6.7	E	5.5	E
Duboce/Division	Market	Mission	E	0.35	4	9.7	D	14.8	C	16.6	C	16.7	C	20.6	B	23.0	B
Duboce/Division	Mission	Brannan	E	0.66	4	13.8	C	13.3	C	23.5	B	18.5	C				
Duboce/Division	Brannan	Mission	W	0.66	4	12.8	D	9.6	D	18.0	C	16.2	C				
Duboce/Division	Mission	Market	W	0.35	4	14.6	C	10.6	D	14.1	C	9.6	D	18.8	C	17.5	C
Embarcadero	Townsend	Bay	N	2.06	3	20.9	C	21.0	C	20.6	C	17.5	D				
Embarcadero	Bay	North Point	N	0.10	4	26.7	A	11.4	D	16.8	C	21.0	B				
Embarcadero	North Point	Bay	S	0.10	4	13.7	C	11.6	D	9.0	D	17.5	C				
Embarcadero	Bay	Townsend	S	2.06	3	13.2	E	14.2	D	14.5	D	8.7	F				
Evans	3rd	Cesar Chavez	N	0.73	4	22.5	B	20.1	B	15.9	C	21.5	B	15.3	C	16.9	C
Evans	Cesar Chavez	3rd	S	0.73	4	20.7	B	21.6	B	15.7	C	17.5	C	14.8	C	16.8	C
Fell	Gough	10th	E	0.29	4	11.4	D	12.6	D	8.7	E	12.9	D				
Fell	Franklin	Gough	W	0.09	4	15.1	C	4.3	F	13.2	C	3.8	F				
Fell	Gough	Laguna	W	0.18	3	12.9	E	9.0	F	15.2	D	9.3	F	18.3	C	17.8	D
Fell	Laguna	Stanyan	W	1.56	3	26.4	B	23.7	C	26.3	B	24.1	B	25.4	B	24.0	B
Folsom	11th	8th	E	0.31	3	17.2	D	16.9	D	18.0	D	14.7	D				
Folsom	8th	4th	E	0.69	3	14.9	D	17.2	D	17.0	D	19.4	C	19.9	C	19.1	C
Folsom	4th	1st	E	0.52	3	20.7	C	15.0	D	18.8	C	16.9	D	19.9	C	16.1	D
Folsom	1st	Embarcadero	E	0.34	3	13.2	E	12.1	E	10.8	E	12.1	E	17.2	D	16.8	D
Franklin	Market	Pine	N	1.06	4	14.9	C	15.6	C	12.7	D	13.4	C	17.7	C	19.3	B
Franklin	Pine	Lombard	N	0.83	4	20.5	B	23.8	B	21.1	B	20.8	B	22.3	B	21.9	B
Fremont	Harrison	Market	N	0.48	4	12.9	D	10.1	D	13.6	C	10.6	D	19.1	B	18.4	C
Fulton	Park Presidio	Arguello	E	0.74	3	20.9	C	24.1	B	18.6	C	16.9	D				
Fulton	Arguello	Masonic	E	0.66	4	16.2	C	13.6	C	13.4	C	12.2	D	16.3	C	15.5	C
Fulton	Masonic	Arguello	W	0.66	4	20.4	B	20.6	B	16.5	C	13.8	C	18.6	C	18.6	C
Fulton	Arguello	Park Presidio	W	0.74	3	22.5	C	15.4	D	15.4	D	15.3	D				
Geary	Great Hwy.	25th Avenue	E	1.78	4	25.0	B	21.4	B	23.1	B	23.8	B	19.1	B	18.8	C
Geary	25th Avenue	Arguello	E	1.42	4	23.9	B	22.9	B	20.3	B	21.5	B	17.5	C	17.6	C
Geary	Arguello	Collins	E	0.48	4	27.7	A	13.2	C	18.4	C	15.2	C				
Geary	Collins	Gough	E	1.41	3	28.7	B	24.7	B	23.8	C	22.5	C				
Geary	Kearny	Gough	W	1.18	4	15.1	C	10.1	D	14.1	C	12.9	D	14.4	C	13.0	C
Geary	Gough	Collins	W	1.41	3	19.4	C	25.3	B	19.4	C	25.8	B				
Geary	Collins	Arguello	W	0.48	4	22.7	B	24.1	B	23.3	B	23.1	B				
Geary	Arguello	25th Avenue	W	1.42	4	22.1	B	17.0	C	19.8	B	17.1	C	17.3	C	16.6	C
Geary	25th Avenue	Great Hwy.	W	1.78	4	23.9	B	22.0	B	24.5	B	22.7	B	18.8	C	17.4	C
Geneva	Ocean	Cayuga	E	0.56	4	8.8	E	8.4	E	11.9	D	12.9	D	15.6	C	15.4	C
Geneva	Cayuga	Paris	E	0.33	4	13.4	C	10.8	D	15.3	C	11.5	D	16.4	C	15.5	C
Geneva	Paris	Moscow	E	0.36	4	15.8	C	13.4	C	15.0	C	17.4	C				
Geneva	Moscow	Santos	E	0.83	3	23.8	C	28.5	B	29.7	B	24.8	B				
Geneva	Santos	Moscow	W	0.83	3	24.5	B	27.7	B	27.1	B	25.6	B				
Geneva	Moscow	Paris	W	0.36	4	21.3	B	17.7	C	16.4	C	19.6	B				
Geneva	Paris	Cayuga	W	0.33	4	8.2	E	10.5	D	8.7	E	8.1	E	14.2	C	14.9	C
Geneva	Cayuga	Ocean	W	0.56	4	9.6	D	9.2	D	8.8	E	10.2	D	14.8	C	15.4	C
Golden Gate	Masonic	Divisadero	E	0.46	4	16.0	C	16.5	C	13.3	C	13.5	C				

Appendix E: Average Speed and LOS for all Arterial HCM 2000 Segments

						2009				2011				2013			
Route Name	Start Intersection	End Intersection	Dir	Length (mi)	HCM 2000 Class	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS
Golden Gate	Divisadero	Franklin	E	0.91	3	17.6	D	20.5	C	16.7	D	14.0	D				
Golden Gate	Franklin	Market	E	0.65	4	10.7	D	12.8	D	12.3	D	8.9	E	10.9	D	9.5	D
Gough	Pine	Geary	S	0.26	4	20.6	B	24.3	B	16.4	C	23.0	B	20.8	B	19.9	B
Gough	Geary	Golden Gate	S	0.33	4	23.2	B	18.3	C	19.1	B	20.2	B	19.2	B	17.3	C
Gough	Golden Gate	Market	S	0.53	4	15.7	C	8.7	E	15.9	C	12.3	D	18.1	C	14.6	C
Guerrero/San Jose	Monterey	Randall	N	0.89	1	27.5	C	30.4	C	26.2	D	30.9	C				
Guerrero/San Jose	Randall	29th	N	0.29	2	21.3	D	14.2	E	20.0	D	14.6	E				
Guerrero/San Jose	29th	Cesar Chavez	N	0.29	4	24.5	B	20.0	B	10.2	D	12.7	D	18.9	C	20.0	B
Guerrero/San Jose	Cesar Chavez	29th	S	0.29	4	21.2	B	14.3	C	12.2	D	20.8	B	22.4	B	21.3	B
Guerrero/San Jose	29th	Randall	S	0.29	2	16.6	E	12.1	F	17.8	D	15.0	E				
Guerrero/San Jose	Randall	Monterey	S	0.89	1	41.6	B	41.9	B	38.7	B	38.2	B				
Harrison	Embarcadero	2nd	W	0.51	3	14.5	D	13.4	E	13.8	E	13.7	E				
Harrison	2nd	4th	W	0.34	3	12.8	E	16.3	D	17.9	D	20.8	C				
Harrison	4th	8th	W	0.69	3	15.8	D	11.6	E	19.5	C	14.9	D				
Harrison	8th	10th	W	0.21	3	12.8	E	13.5	E	12.1	E	13.2	E				
Harrison	10th	Division/13th	W	0.19	4	13.9	C	13.0	D	18.5	C	10.2	D				
Hayes	Market	Gough	W	0.39	4	12.4	D	9.6	D	12.5	D	8.8	E	17.3	C	13.5	C
Howard	Embarcadero	South Van Ness	W	2.11	3	14.2	D	12.6	E	15.0	D	12.2	E				
J. Serra	County Line	Brotherhood	N	0.31	1	40.0	B	35.6	B	44.1	A	47.1	A	34.5	B	30.2	C
J. Serra	Brotherhood	19th	N	0.31	1	22.1	D	15.2	F	10.8	F	10.5	F	17.5	E	16.2	E
J. Serra	19th	Sloat	N	1.21	2	24.9	C	22.8	C	19.8	D	22.0	D	23.7	C	25.8	C
J. Serra	Sloat	19th	S	1.21	2	17.8	D	16.7	E	21.4	D	16.8	E	28.4	B	28.0	B
J. Serra	19th	Brotherhood	S	0.31	1	39.6	B	39.2	B	42.3	A	40.3	B	44.6	A	41.7	B
J. Serra	Brotherhood	County Line	S	0.31	1	43.5	A	39.6	B	44.1	A	45.3	A	53.4	A	52.4	A
Kearny	Market	Columbus	N	0.65	4	13.8	C	13.0	C	14.7	C	14.8	C	13.3	C	13.3	C
King	5th	2nd	E	0.52	4	19.2	B	17.8	C	22.2	B	19.8	B				
King	2nd	5th	W	0.52	4	24.2	B	18.5	C	21.3	B	8.3	E				
Lincoln/Kezar	19th Avenue	5th Ave.	E	0.83	3	22.4	C	23.1	C	26.9	B	20.6	C	21.8	C	22.6	C
Lincoln/Kezar	5th Ave.	Martin Luther King Jr Dr	E	0.22	3	22.8	C	21.0	C	29.3	B	18.9	C				
Lincoln/Kezar	Martin Luther King Jr Dr	Stanyan	E	0.48	4	19.4	B	22.0	B	18.6	C	25.2	A				
Lincoln/Kezar	Stanyan	Martin Luther King Jr Dr	W	0.48	4	28.4	A	29.2	A	32.7	A	25.1	A				
Lincoln/Kezar	5th Ave.	19th Avenue	W	0.83	3	25.9	B	12.9	E	29.2	B	18.9	*	25.8	B	20.0	C
Main	Mission	Market	N	0.12	4	10.7	D	19.3	B	21.7	B	14.3	*	12.0	D	3.2	F
Market/Portola	Sloat	Vicente	E	0.43	3	20.3	C	20.2	C	25.1	B	21.1	C				
Market/Portola	Vicente	Burnett	E	1.34	3	19.5	C	24.0	C	18.5	C	20.0	C				
Market/Portola	Burnett	Eureka	E	1.43	3	29.8	B	23.4	C	28.7	B	24.5	B				
Market/Portola	Eureka	Castro	E	0.19	4	14.5	C	14.9	C	7.0	E	18.1	C				
Market/Portola	Castro	Laguna	E	0.79	3	15.7	D	9.9	F	9.2	F	10.3	E				
Market/Portola	Laguna	Franklin	E	0.32	3	17.7	D	11.0	E	13.6	E	16.3	D				
Market/Portola	Franklin	Van Ness	E	0.11	4	12.5	D	17.2	C	11.3	D	11.7	D				
Market/Portola	Van Ness	Drumm	E	1.77	4	12.5	D	9.5	D	11.6	D	10.6	D	15.7	C	15.9	C
Market/Portola	Drumm	Van Ness	W	1.77	4	14.9	C	13.5	C	15.7	C	12.1	D	14.5	C	13.6	C
Market/Portola	Van Ness	Franklin	W	0.11	4	23.9	B	10.1	D	22.8	B	12.8	D				
Market/Portola	Franklin	Laguna	W	0.32	3	12.4	E	13.1	E	12.1	E	10.9	E				
Market/Portola	Laguna	Castro	W	0.79	3	15.1	D	15.1	D	12.5	E	12.7	E				

Appendix E: Average Speed and LOS for all Arterial HCM 2000 Segments

						2009				2011				2013			
Route Name	Start Intersection	End Intersection	Dir	Length (mi)	HCM 2000 Class	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS
Market/Portola	Castro	Eureka	W	0.19	4	21.8	B	25.6	A	28.0	A	22.8	B				
Market/Portola	Eureka	Burnett	W	1.43	3	25.9	B	26.9	B	21.8	C	31.4	A				
Market/Portola	Burnett	Vicente	W	1.34	3	21.2	C	20.4	C	23.5	C	21.4	C				
Market/Portola	Vicente	Sloat	W	0.43	3	10.4	E	8.3	F	12.5	E	14.0	D				
Masonic	Page	Geary	N	0.79	3	19.9	C	18.8	C	12.8	E	17.2	D	22.4	C	18.8	C
Masonic	Geary	Bush/Euclid	N	0.19	3	27.0	B	27.0	B	15.4	D	22.4	C	23.8	C	24.4	B
Masonic	Presidio	Geary	S	0.29	3	19.7	C	14.5	D	10.0	E	9.2	F	18.4	C	17.1	D
Masonic	Geary	Page	S	0.79	3	17.2	D	16.9	D	11.1	E	13.5	E	20.7	C	20.9	C
Mission/Otis	Sickles	Ocean	N	1.45	4	22.2	B	22.4	B	21.8	B	20.3	B	17.1	C	17.6	C
Mission/Otis	Ocean	Cesar Chavez	N	1.95	4	19.3	B	17.8	C	17.2	C	16.3	C	15.2	C	15.2	C
Mission/Otis	Cesar Chavez	14th	N	1.39	4	18.5	C	13.9	C	15.7	C	14.2	C				
Mission/Otis	14th	9th	N	0.65	4	15.1	C	13.3	C	16.3	C	12.2	D				
Mission/Otis	9th	3rd	N	0.98	4	17.1	C	13.7	C	16.2	C	12.4	D				
Mission/Otis	3rd	Embarcadero	N	0.74	4	17.3	C	13.0	D	12.2	D	10.9	D	16.1	C	15.2	C
Mission/Otis	Embarcadero	3rd	S	0.74	4	13.8	C	13.9	C	10.1	D	11.0	D				
Mission/Otis	3rd	9th	S	0.98	4	15.4	C	15.1	C	15.4	C	14.4	C				
Mission/Otis	9th	14th	S	0.68	4	15.8	C	13.4	C	19.4	B	13.5	C				
Mission/Otis	14th	Cesar Chavez	S	1.39	4	17.9	C	15.2	C	15.0	C	13.8	C	15.0	C	13.6	C
Mission/Otis	Cesar Chavez	Ocean	S	1.95	4	20.1	B	13.8	C	18.8	C	15.5	C	17.3	C	14.5	C
Mission/Otis	Ocean	Sickles	S	1.45	4	22.3	B	20.3	B	22.0	B	19.4	B	17.5	C	16.5	C
Montgomery	Broadway	Bush	S	0.51	4	14.1	C	9.2	D	11.1	D	7.2	E	14.6	C	13.4	C
North Point	Van Ness	Columbus	E	0.38	4	17.5	C	15.5	C	18.9	C	14.4	C	14.4	C	9.3	D
North Point	Columbus	Embarcadero	E	0.61	4	18.7	C	15.9	C	22.2	B	16.3	C	21.4	B	17.7	C
North Point	Embarcadero	Columbus	W	0.61	4	15.7	C	15.8	C	18.6	C	20.2	B	15.2	C	18.0	C
North Point	Columbus	Van Ness	W	0.38	4	16.2	C	16.4	C	16.1	C	13.2	C	16.0	C	10.4	D
Oak	Stanyan	Lyon	E	0.64	3	24.4	B	26.0	B	27.0	B	27.0	B				
Oak	Lyon	Divisadero	E	0.27	3	21.9	C	15.4	D	21.5	C	16.4	D				
Oak	Divisadero	Fillmore	E	0.37	3	19.7	C	25.3	B	20.4	C	26.4	B	18.1	C	24.5	B
Oak	Fillmore	Laguna	E	0.27	3	17.0	D	22.3	C	8.8	F	24.5	B	13.4	E	17.1	D
Oak	Laguna	Franklin	E	0.27	3	15.1	D	11.8	E	17.0	D	16.4	D	16.2	D	18.8	C
Ocean	19th Avenue	Miramar	E	1.11	4	18.7	C	12.9	D	13.9	C	12.8	D	15.8	C	14.6	C
Ocean	Miramar	Howth	E	0.48	4	11.1	D	14.8	C	11.4	D	12.7	D	15.1	C	15.2	C
Ocean	Howth	Miramar	W	0.48	4	14.8	C	13.0	D	15.8	C	11.9	D	14.5	C	13.3	C
Ocean	Miramar	19th Avenue	W	1.11	4	11.1	D	12.3	D	14.6	C	14.5	C	14.5	C	14.4	C
Octavia	Octavia	Fell	N	0.28	4	11.0	D	16.1	C	10.1	D	13.6	C				
Octavia	Fell	Octavia	S	0.28	4	10.4	D	11.6	D	7.5	E	9.9	D				
O'Farrell	Gough	Mason	E	0.85	4	13.4	C	11.2	D	12.2	D	11.2	D	16.5	C	15.1	C
O'Farrell	Mason	Market	E	0.28	4	11.6	D	9.0	E	9.6	D	8.0	E	14.0	C	13.2	C
Pine	Market	Kearny	W	0.38	3	8.8	F	8.9	F	10.5	E	13.2	E	6.9	E	4.3	F
Pine	Kearny	Leavenworth	W	0.63	3	18.2	C	16.8	D	24.1	B	16.2	D	15.2	D	12.1	E
Pine	Leavenworth	Franklin	W	0.46	3	17.7	D	14.3	D	17.7	D	14.5	D	13.5	E	8.5	E
Pine	Franklin	Presidio	W	1.27	3	21.3	C	22.4	C	21.8	C	22.0	C	17.3	D	14.5	D
Potrero	Cesar Chavez	21st	N	0.62	4	21.2	B	18.8	C	23.5	B	21.3	B	15.2	C	15.1	C
Potrero	21st	Division	N	0.80	4	22.5	B	15.6	C	24.3	B	23.2	B	19.0	C	15.3	C
Potrero	Division	21st	S	0.80	4	23.9	B	25.2	A	19.0	B	22.6	B	19.2	B	14.0	C

Appendix E: Average Speed and LOS for all Arterial HCM 2000 Segments

						2009				2011				2013			
Route Name	Start Intersection	End Intersection	Dir	Length (mi)	HCM 2000 Class	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS	AM Avg. Speed (mph)	AM LOS	PM Avg. Speed (mph)	PM LOS
Potrero	21st	Cesar Chavez	S	0.62	4	22.0	B	19.4	B	23.3	B	18.0	C	17.2	C	8.5	E
Skyline	County Line	Sloat	N	1.94	1	46.7	A	46.8	A	44.5	A	42.2	A	42.6	A	43.7	A
Skyline	Sloat	County Line	S	1.94	1	42.1	A	38.1	B	40.6	B	38.3	B	43.4	A	42.1	A
Sloat	Skyline	Junipero Serra	E	1.37	2	22.6	C	20.7	D	19.0	D	17.7	D	26.6	C	27.9	C
Sloat	Junipero Serra	Skyline	W	1.37	2	26.7	C	26.9	C	32.0	B	29.6	B	30.0	B	30.6	B
Stanyan	Fulton	Turk	N	0.20	4	15.6	C	12.6	D	14.2	C	15.6	C	18.6	C	18.7	C
Stanyan	Turk	Fulton	S	0.20	4	11.1	D	9.2	D	11.2	D	8.6	E	20.2	B	17.0	C
Sutter	Divisadero	Gough	E	0.82	4	16.2	C	15.5	C	14.5	C	13.4	C	16.4	C	15.8	C
Sutter	Market	Mason	W	0.56	4	17.5	C	11.3	D	17.8	C	12.7	D	14.6	C	13.3	C
Sutter	Mason	Gough	W	0.82	4	8.9	E	14.6	C	10.5	D	11.8	D	12.2	D	13.1	C
Sutter	Gough	Divisadero	W	0.82	4	15.0	C	14.9	C	13.6	C	13.6	C	14.2	C	13.5	C
Townsend	7th	2nd	E	0.86	4	19.6	B	11.9	D	17.3	C	15.9	C				
Townsend	2nd	7th	W	0.86	4	18.4	C	12.8	D	13.9	C	11.4	D				
Turk	Stanyan	Divisadero	E	0.91	4	18.0	C	17.2	C	17.7	C	17.2	C	18.0	C	19.8	B
Turk	Market	Hyde	W	0.38	4	14.7	C	11.1	D	12.8	D	11.4	D	12.1	D	14.6	C
Turk	Hyde	Van Ness	W	0.27	4	18.1	C	9.2	D	16.8	C	12.2	D				
Turk	Van Ness	Gough	W	0.18	3	8.8	F	9.5	F	9.4	F	10.3	E				
Turk	Gough	Divisadero	W	0.82	3	19.8	C	19.4	C	19.7	C	18.3	C	22.4	C	22.8	C
Turk	Divisadero	Stanyan	W	0.91	4	21.3	B	25.6	A	16.3	C	17.4	C	19.4	B	20.1	B
Van Ness/S. Van Ness	Cesar Chavez	13th	N	1.49	4	20.1	B	14.7	C	18.4	C	13.9	C	19.2	B	18.8	C
Van Ness/S. Van Ness	13th	Golden Gate	N	0.79	4	15.0	C	14.7	C	20.2	B	13.7	C	16.3	C	16.7	C
Van Ness/S. Van Ness	Golden Gate	Washington	N	0.84	4	15.2	C	17.4	C	16.8	C	21.9	B	14.1	C	17.0	C
Van Ness/S. Van Ness	Washington	Lombard	N	0.58	4	13.6	C	26.4	A	11.3	D	24.5	B	13.9	C	19.2	B
Van Ness/S. Van Ness	Lombard	Washington	S	0.58	4	16.4	C	12.4	D	16.4	C	17.1	C	13.9	C	15.2	C
Van Ness/S. Van Ness	Washington	Golden Gate	S	0.84	4	21.2	B	12.2	D	21.6	B	11.5	D	16.6	C	14.9	C
Van Ness/S. Van Ness	Golden Gate	13th	S	0.79	4	15.7	C	12.3	D	14.0	C	16.5	C	18.6	C	17.4	C
Van Ness/S. Van Ness	13th	Cesar Chavez	S	1.49	4	17.9	C	17.1	C	12.8	D	18.7	C	16.5	C	19.2	B
Washington	Drumm	Kearny	W	0.44	4	14.6	C	11.3	D	12.8	D	14.9	C	10.1	D	8.1	E
West Portal	Sloat	Ulloa	N	0.54	4	15.5	C	12.6	D	16.8	C	15.4	C	14.4	C	13.7	C
West Portal	Ulloa	Sloat	S	0.54	4	17.5	C	15.2	C	17.4	C	16.7	C	17.2	C	13.4	C

Commercial Data Average Speed Comparison, PM Peak

(2011-2013)

CMP Segment	Dir	Dist	2011 INRIX Speed	2013 Inrix Speed
1st St: Market to Harrison	SE	0.5	9.6	15.3
3rd St: Jamestown to Evans	N	1.6	20.0	18.3
3rd St: Evans to Terry Francois	S	2.3	23.3	21.3
3rd St: Terry Francois to Market	N	1.1	17.5	15.4
3rd St: Terry Francois to Evans	N	2.3	12.8	21.4
3rd St: Evans to Jamestown	S	1.6	22.7	19.5
4th St/Stockton: O'Farrell to Harrison	S	0.6	11.5	13.9
4th St/Stockton: Harrison to Channel	S	0.6	11.2	14.2
6th St: Brannan to Market	N	0.7	14.1	14.2
6th St: Market to Brannan	S	0.7	13.1	14.4
7th St: Brannan to Market	N	0.7	17.1	17.0
8th St: Market to Bryant	SE	0.6	15.1	18.1
9th St: Brannan to Market	N	0.7	14.6	15.8
10th St: Market to Brannan	SE	0.7	21.6	23.3
16th St: Market to Mission	E	0.7	12.4	16.3
16th St: Mission to Potrero	W	0.7	17.2	15.9
16th St: Potrero to Mission	W	0.7	14.4	14.0
16th St: Mission to Market	E	0.7	13.7	17.5
19th Ave/Park Presidio: Junipero Serra to Sloat	N	1.3	19.2	20.0
19th Ave/Park Presidio: Sloat to Lincoln	N	2.1	25.6	21.0
19th Ave/Park Presidio: Lincoln to Lake	N	1.8	36.9	29.4
19th Ave/Park Presidio: Lake to US 101	N	1.2	23.3	46.4
19th Ave/Park Presidio: US 101 to Lake	S	1.3	33.7	43.7
19th Ave/Park Presidio: Lake to Lincoln	S	1.8	19.3	22.8
19th Ave/Park Presidio: Lincoln to Sloat	S	2.1	21.8	21.6
19th Ave/Park Presidio: Sloat to Junipero Serra	N	1.3	20.0	20.2
Alemany: Lyell to Bayshore	E	1.6	22.7	34.3
Alemany: Bayshore to Lyell	E	1.5	30.0	32.6
Alemany: Lyell to County Line	W	3.0	22.9	34.3
Bay: Van Ness to Embarcadero	W	1.1	18.8	21.0
Bay: Embarcadero to Van Ness	E	1.1	19.5	20.7
Bayshore: County Line to Industrial	S	2.3	21.1	28.7
Bayshore: Industrial to Cesar Chavez	N	0.8	26.7	20.9
Bayshore: Industrial to County Line	S	2.3	24.2	27.3
Brannan: 6th to 3rd	W	0.5	18.5	15.8
Brannan: 3rd to 6th	W	0.5	18.1	19.3
Brotherhood: Junipero Serra to Alemany	W	0.4	31.2	30.3
Brotherhood: Alemany to Junipero Serra	E	0.5	30.3	32.5
Bryant: Division to 4th	E	1.0	15.3	16.4
Bryant: 4th to Embarcadero	E	0.8	17.8	21.6
Bush: Masonic to Gough	E	1.2	23.4	23.5

Commercial Data Average Speed Comparison, PM Peak

(2011-2013)

CMP Segment	Dir	Dist	2011 INRIX Speed	2013 Inrix Speed
Bush: Gough to Market	E	1.5	15.4	17.4
Castro/Divisadero: Market to 14th	S	0.3	12.2	15.0
Castro/Divisadero: 14th to Geary	N	1.1	14.0	15.1
Castro/Divisadero: Geary to Pine	S	0.3	14.8	15.1
Castro/Divisadero: Pine to Geary	S	0.3	11.5	14.2
Castro/Divisadero: Geary to 14th	N	1.1	14.2	13.8
Castro/Divisadero: 14th to Market	N	0.3	11.7	13.9
Columbus: Montgomery to Greenwich	NW	0.7	13.0	12.8
Columbus: Greenwich to North Point	SE	0.4	12.3	13.7
Columbus: North Point to Greenwich	SE	0.4	12.0	11.4
Columbus: Greenwich to Montgomery	NW	0.7	12.6	12.7
Duboce/Division: Market to Mission	W	0.3	10.5	23.0
Duboce/Division: Mission to Market	W	0.3	10.5	17.5
Embarcadero: Townsend to North Point	S	2.2	15.2	16.0
Embarcadero: North Point to Townsend	N	2.2	15.8	15.6
Fell: Gough to Laguna	W	0.2	17.9	17.8
Fell: Laguna to Stanyan	W	1.6	22.8	24.0
Folsom: 13th to 8th	E	0.5	16.2	19.4
Folsom: 8th to 4th	E	0.7	18.5	19.1
Folsom: 4th to 1st	E	0.5	15.8	16.1
Folsom: 1st to Embarcadero	E	0.4	11.3	16.8
Franklin: Market to Pine	N	1.1	15.3	19.3
Franklin: Pine to Lombard	N	0.8	18.1	21.9
Fremont: Harrison to Market	N	0.5	9.1	18.4
Fulton: Arguello to Masonic	E	0.7	16.4	15.5
Fulton: Masonic to Arguello	E	0.7	18.8	18.6
Geary: Great Hwy. to 25th Avenue	W	1.8	17.6	18.8
Geary: 25th Avenue to Arguello	E	1.4	20.7	17.6
Geary: Arguello to Gough	W	1.9	18.4	19.7
Geary: Kearny to Gough	W	1.2	13.0	13.0
Geary: Gough to Arguello	E	1.9	20.9	23.7
Geary: Arguello to 25th Avenue	W	1.4	18.6	16.6
Geary: 25th Avenue to Great Hwy.	E	1.8	20.5	17.4
Geneva: Ocean to Cayuga	E	0.6	13.8	15.4
Geneva: Cayuga to Paris	W	0.3	12.4	15.5
Geneva: Paris to Santos	E	1.2	13.7	24.4
Geneva: Santos to Paris	W	1.2	18.7	21.5
Geneva: Paris to Cayuga	E	0.3	19.6	14.9
Geneva: Cayuga to Ocean	W	0.6	15.3	15.4
Gough: Pine to Geary	S	0.3	18.2	19.9
Gough: Geary to Golden Gate	S	0.3	16.5	17.3

Commercial Data Average Speed Comparison, PM Peak

(2011-2013)

CMP Segment	Dir	Dist	2011 INRIX Speed	2013 Inrix Speed
Gough: Golden Gate to Market	S	0.5	13.4	14.6
Guerrero/San Jose: Monterey to 29th	S	1.2	22.6	28.7
Guerrero/San Jose: 29th to Cesar Chavez	N	0.3	17.6	20.0
Guerrero/San Jose: Cesar Chavez to 29th	N	0.3	25.4	21.3
Guerrero/San Jose: 29th to Monterey	S	1.2	18.7	32.8
Harrison: 4th to 8th	W	0.7	16.1	17.8
Harrison: 8th to Division	W	0.4	14.0	17.5
Hayes: Market to Gough	W	0.4	9.3	13.5
Howard: Embarcadero to SVanNess	W	2.1	13.2	17.3
J. Serra: County Line to Brotherhood	N	0.3	15.1	30.2
J. Serra: Brotherhood to 19th	N	0.3	17.9	16.2
J. Serra: 19th to Sloat	S	1.2	29.9	25.8
J. Serra: Sloat to 19th	S	1.2	23.9	28.0
J. Serra: 19th to Brotherhood	S	0.3	41.0	41.7
Kearny: Market to Columbus	N	0.7	11.9	13.3
Lincoln/Kezar: 19th Avenue to 5th Ave.	E	0.8	23.4	22.6
Lincoln/Kezar: 5th Ave. to Stanyan	W	0.7	19.1	23.3
Lincoln/Kezar: Stanyan to 5th Ave.	W	0.7	22.3	23.8
Lincoln/Kezar: 5th Ave. to 19th Avenue	E	0.8	22.3	20.0
Market/Portola: Burnett to Castro	E	1.6	21.1	25.7
Market/Portola: Van Ness to Drumm	W	1.8	12.5	15.9
Market/Portola: Drumm to Van Ness	E	1.8	12.3	13.6
Market/Portola: Castro to Burnett	E	1.6	21.4	26.9
Masonic: Page to Geary	S	0.8	15.2	18.8
Masonic: Geary to Bush/Euclid	N	0.2	22.9	24.4
Masonic: Presidio to Geary	S	0.3	13.8	17.1
Masonic: Geary to Page	N	0.8	16.1	20.9
Mission/Otis: Sickles to Ocean	N	1.5	14.4	17.6
Mission/Otis: Ocean to Cesar Chavez	S	2.0	14.3	15.2
Mission/Otis: Cesar Chavez to 14th	N	1.4	11.7	13.0
Mission/Otis: 14th to 9th	N	0.7	13.9	16.7
Mission/Otis: 9th to 3rd	S	1.0	13.7	16.8
Mission/Otis: 3rd to Embarcadero	S	0.7	12.9	15.2
Mission/Otis: Embarcadero to 3rd	S	0.7	9.4	14.0
Mission/Otis: 3rd to 9th	S	1.0	14.8	16.1
Mission/Otis: 9th to 14th	N	0.7	15.5	14.9
Mission/Otis: 14th to Cesar Chavez	N	1.4	13.1	13.6
Mission/Otis: Cesar Chavez to Ocean	S	2.0	16.4	14.5
Mission/Otis: Ocean to Sickles	N	1.5	16.9	16.5
Montgomery: Broadway to Bush	S	0.5	9.1	13.4
Oak: Divisadero to Fillmore	E	0.4	24.3	24.5

Commercial Data Average Speed Comparison, PM Peak

(2011-2013)

CMP Segment	Dir	Dist	2011 INRIX Speed	2013 Inrix Speed
Oak: Fillmore to Laguna	E	0.3	18.5	17.1
Oak: Laguna to Franklin	E	0.3	19.0	18.8
Ocean: 19th Avenue to Miramar	E	1.1	13.4	14.6
Ocean: Miramar to Howth	W	0.5	12.8	15.2
Ocean: Howth to Miramar	W	0.5	13.4	13.3
Ocean: Miramar to 19th Avenue	E	1.1	14.1	14.4
O'Farrell: Gough to Mason	E	0.9	14.0	15.1
O'Farrell: Mason to Market	E	0.3	11.7	13.2
Skyline: County Line to Sloat	N	1.9	40.3	43.7
Skyline: Sloat to County Line	S	1.9	32.7	42.1
Sloat: Skyline to Junipero Serra	W	1.4	25.6	27.9
Sloat: Junipero Serra to Skyline	E	1.4	22.2	30.6
Stanyan: Fulton to Turk	N	0.2	19.9	18.7
Stanyan: Turk to Fulton	S	0.2	14.3	17.0
Sutter: Divisadero to Gough	E	0.8	13.1	15.8
Sutter: Market to Mason	W	0.6	10.3	13.3
Sutter: Mason to Gough	W	0.8	11.2	13.1
Sutter: Gough to Divisadero	W	0.8	13.4	13.5
Townsend: 7th to 2nd	W	0.9	15.0	18.7
Townsend: 2nd to 7th	E	0.9	14.3	17.7
Turk: Stanyan to Divisadero	W	0.9	17.9	19.8
Turk: Market to Hyde	E	0.4	19.2	14.6
Turk: Hyde to Gough	W	0.5	14.7	16.3
Turk: Gough to Divisadero	W	0.8	13.7	22.8
Turk: Divisadero to Stanyan	W	0.9	20.2	20.1
Van Ness/S. Van Ness: Cesar Chavez to 13th	N	1.5	19.2	18.8
Van Ness/S. Van Ness: 13th to Golden Gate	N	0.8	13.3	16.7
Van Ness/S. Van Ness: Golden Gate to Washington	S	0.8	14.5	17.0
Van Ness/S. Van Ness: Washington to Lombard	S	0.6	14.4	19.2
Van Ness/S. Van Ness: Lombard to Washington	N	0.6	12.5	15.2
Van Ness/S. Van Ness: Washington to Golden Gate	N	0.8	18.8	14.9
Van Ness/S. Van Ness: Golden Gate to 13th	S	0.8	17.0	17.4
Van Ness/S. Van Ness: 13th to Cesar Chavez	S	1.5	13.4	19.2
FREEWAYS				
I-280: Junipero Serra to Weldon	S	4.3	42.0	66.0
I-280: Weldon to 6th/Brannan	N	3.4	58.8	50.8
US 101/Central Freeway: C & C Limit to Cortland	N	2.3	35.0	57.0
I-80: Treasure Island to Fremont Exit	E	2.7	17.2	27.9
I-80: Fremont Exit to US-101	W	1.7	24.6	18.5
I-280: 6th/Brannan to Weldon	N	3.4	50.8	45.9
I-280: Weldon to Junipero Serra	S	4.2	53.0	57.3

Commercial Data Average Speed Comparison, PM Peak

(2011-2013)

CMP Segment	Dir	Dist	2011 INRIX Speed	2013 Inrix Speed
I-80: US-101 to Fremont Exit	W	1.8	20.1	12.0
I-80: Fremont Exit to Treasure Island	E	2.7	22.3	39.4

APPENDIX 6

2013 Transit Analysis Results

Transit Speed and Reliability, AM Peak
(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
2nd St: Brannan to Market	N	6.7	11.1	1.7	2.4	36%	14%	24%	62%	10.8
2nd St: Market to Brannan	S	9.3	9.6	1.0	1.9	21%	26%	19%	55%	16.8
3rd St: Terry Francois to Market	N	7.4	16.4	2.2	0.5	7%	21%	16%	63%	11.7
4th St/Stockton: Harrison to Channel	S	8.1	14.4	1.8	2.1	25%	12%	16%	72%	11.3
5th St: Brannan to Market	N	6.5	9.5	1.5	2.0	30%	12%	14%	74%	8.7
5th St: Market to Brannan	S	7.1	11.7	1.6	0.5	8%	20%	16%	65%	11.0
7th St: Brannan to Market	N	5.8	18.0	3.1	1.3	23%	29%	22%	49%	12.0
8th St: Market to Bryant	S	6.7	18.1	2.7	1.3	20%	20%	14%	65%	10.2
16th St: Market to Mission	E	6.3	17.3	2.7	1.0	16%	30%	35%	35%	17.9
16th St: Mission to Potrero	E	6.4	16.0	2.5	0.8	13%	31%	23%	46%	13.7
16th St: Potrero to Mission	W	7.6	16.0	2.1	0.6	8%	23%	21%	56%	13.6
16th St: Mission to Market	W	6.3	17.1	2.7	0.7	12%	42%	31%	27%	23.5
19th Ave/Park Presidio: Junipero Serra to Sloat	N	9.8	17.9	1.8	1.4	14%	12%	8%	80%	12.2
19th Ave/Park Presidio: Sloat to Lincoln	N	9.8	21.7	2.2	0.8	9%	16%	19%	65%	15.2
19th Ave/Park Presidio: Lincoln to Lake	N	12.1	26.8	2.2	0.5	5%	15%	17%	68%	17.7
19th Ave/Park Presidio: Lake to US 101	N	19.3	50.3	2.6	0.8	4%	7%	9%	84%	23.1
19th Ave/Park Presidio: US 101 to Lake	S	17.3	45.5	2.6	3.5	20%	6%	13%	81%	21.4
19th Ave/Park Presidio: Lake to Lincoln	S	14.5	28.3	2.0	1.5	10%	16%	16%	68%	21.5
19th Ave/Park Presidio: Lincoln to Sloat	S	11.0	20.0	1.8	1.4	12%	14%	13%	73%	15.1
19th Ave/Park Presidio: Sloat to Junipero Serra	S	11.1	25.5	2.3	1.6	15%	13%	18%	69%	15.9
Bayshore: Industrial to Cesar Chavez	N	9.3	18.9	2.0	1.6	17%	17%	18%	65%	14.4
Bayshore: Jerrold to Industrial	S	7.1	27.2	3.8	2.0	28%	15%	28%	58%	12.3

Transit Speed and Reliability, AM Peak
(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
Beale/Davis: Clay to Mission	S	7.2	8.8	1.2	1.5	21%	33%	22%	45%	16.2
Broadway: Powell to Montgomery	E	6.9	11.4	1.6	1.2	17%	24%	24%	52%	13.2
Broadway: Montgomery to Embarcadero	E	5.9	11.3	1.9	1.6	27%	23%	30%	48%	12.3
Bryant: Division to 4th Street	E	9.2	17.5	1.9	1.6	17%	14%	20%	66%	13.9
Castro/Divisadero: Market to 14th Street	N	6.7	14.5	2.2	0.9	13%	33%	20%	48%	14.1
Castro/Divisadero: 14th to Geary	N	6.4	15.7	2.5	0.5	8%	20%	16%	63%	10.1
Castro/Divisadero: Geary to Pine	N	6.6	14.5	2.2	0.9	14%	28%	17%	55%	12.0
Castro/Divisadero: Pine to Geary	S	6.2	14.8	2.4	1.7	27%	13%	24%	63%	9.7
Castro/Divisadero: Geary to 14th	S	7.1	16.2	2.3	0.7	10%	18%	28%	54%	13.2
Castro/Divisadero: 14th Street to Market	S	9.7	15.4	1.6	1.7	18%	22%	25%	53%	18.3
Cesar Chavez: Guerrero to Bryant	E	4.8	18.3	3.8	2.1	44%	28%	16%	56%	8.5
Cesar Chavez: Bryant to Guerrero	W	3.4	16.5	4.9	2.2	64%	47%	11%	42%	8.2
Clay: Kearny to Davis	E	7.2	12.4	1.7	0.7	9%	25%	19%	56%	12.8
Columbus: Montgomery to Greenwich	N	6.1	14.2	2.3	0.5	9%	22%	22%	55%	11.0
Columbus: Greenwich to North Point	N	7.4	13.6	1.8	0.6	8%	16%	11%	73%	10.1
Columbus: North Point to Greenwich	S	6.6	13.2	2.0	1.1	16%	19%	14%	67%	10.0
Columbus: Greenwich to Montgomery	S	4.7	14.0	3.0	0.4	9%	21%	27%	52%	9.0
Doyle/ Richardson/ Lombard: County Line to SF Cemetery	E	11.8	37.7	3.2	2.1	18%	1%	4%	95%	12.4
Doyle/ Richardson/ Lombard: SF Cemetery to Lyon/Francisco	E	11.8	28.9	2.4	2.1	18%	1%	4%	95%	12.4
Doyle/ Richardson/ Lombard: Lyon/Francisco to Van Ness	E	11.4	21.7	1.9	1.4	13%	10%	21%	69%	16.6
Doyle/ Richardson/ Lombard: Van Ness to Lyon/Francisco	W	9.4	22.6	2.4	0.9	10%	6%	13%	82%	11.5
Doyle/ Richardson/ Lombard: Lyon/Francisco to SF Cemetery	W	21.8	38.4	1.8	2.0	9%	1%	2%	96%	22.7

Transit Speed and Reliability, AM Peak
(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
Doyle/ Richardson/ Lombard: SF Cemetery to County Line	W	21.8	40.1	1.8	2.0	9%	1%	2%	96%	22.7
Evans: Cesar Chavez to 3rd Street	E	11.2	14.8	1.3	2.0	18%	12%	23%	65%	17.1
Evans: 3rd Street to Cesar Chavez	W	12.8	15.3	1.2	2.6	20%	16%	14%	70%	18.3
Folsom: 13th Street to 8th Street	E	9.2	20.0	2.2	2.4	26%	15%	29%	56%	16.5
Folsom: 8th Street to 4th Street	E	7.5	19.9	2.7	1.4	18%	16%	22%	63%	11.9
Fulton: Park P. to 10th Avenue	E	8.7	22.9	2.6	1.2	13%	31%	26%	43%	20.0
Fulton: 10th Avenue to Arguello	E	6.7	19.2	2.9	1.7	25%	35%	9%	56%	12.0
Fulton: Arguello to Masonic	E	8.6	16.3	1.9	0.5	6%	17%	16%	67%	12.8
Fulton: Masonic to Arguello	W	8.6	18.6	2.2	1.1	13%	21%	15%	64%	13.4
Fulton: Arguello to 10th Avenue	W	10.9	20.5	1.9	2.3	21%	19%	17%	64%	16.9
Fulton: 10th Avenue to Park P.	W	11.5	19.9	1.7	3.5	31%	8%	8%	83%	13.8
Geary: Great Hwy. to 25th Avenue	E	9.5	19.1	2.0	0.8	8%	22%	22%	57%	16.7
Geary: 25th Avenue to Arguello	E	9.4	17.5	1.9	1.0	11%	28%	21%	51%	18.3
Geary: Arguello to Gough	E	9.4	21.7	2.3	0.7	7%	20%	18%	63%	14.9
Geary: Kearny to Gough	W	8.3	14.4	1.7	0.6	8%	25%	20%	55%	15.1
Geary: Gough to Arguello	W	8.8	22.5	2.6	1.1	12%	23%	24%	53%	16.6
Geary: Arguello to 25th Avenue	W	8.0	17.3	2.2	0.5	7%	20%	25%	54%	14.8
Geary: 25th Avenue to Great Hwy.	W	11.0	18.8	1.7	0.7	6%	18%	25%	57%	19.2
Geneva: Ocean to Cayuga	E	7.4	15.6	2.1	0.6	9%	16%	23%	61%	12.1
Geneva: Cayuga to Paris	E	6.3	16.4	2.6	1.1	17%	8%	15%	77%	8.1
Geneva: Paris to Santos	E	10.4	24.4	2.3	1.2	11%	11%	20%	69%	15.1
Geneva: Santos to Paris	W	10.3	21.9	2.1	1.2	11%	24%	23%	53%	19.3

Transit Speed and Reliability, AM Peak

(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
Geneva: Paris to Cayuga	W	4.3	14.2	3.3	0.6	15%	24%	20%	56%	7.6
Geneva: Cayuga to Ocean	W	7.2	14.8	2.1	0.7	10%	27%	27%	46%	15.8
Golden Gate: Franklin to Market	E	9.3	10.9	1.2	1.8	19%	11%	35%	55%	17.1
Harrison: 1st Street to 4th Street	W	9.3	19.1	2.1	2.9	31%	16%	21%	62%	15.0
Harrison: 4th Street to 8th Street	W	9.2	19.7	2.1	1.2	13%	15%	19%	66%	13.9
Harrison: 8th Street to Division	W	6.4	18.2	2.8	0.8	13%	10%	33%	56%	11.3
Hayes: Market to Gough	W	6.6	17.3	2.6	1.5	22%	10%	23%	68%	9.8
J. Serra: Brotherhood to 19th	N	8.0	17.5	2.2	1.2	15%	1%	3%	96%	8.3
J. Serra: 19th to Brotherhood	S	18.2	44.6	2.5	1.8	10%	20%	24%	56%	32.8
Kearny: Market to Columbus	N	7.2	13.3	1.8	0.8	11%	31%	22%	47%	15.4
Lincoln/Kezar: 19th Avenue to 5th Ave.	E	10.8	21.8	2.0	1.9	17%	15%	18%	67%	15.9
Lincoln/Kezar: 5th Ave. to 19th Avenue	W	14.0	25.8	1.8	2.3	17%	7%	13%	80%	17.6
Main: Mission to Market	N	5.8	12.0	2.1	6.3	109%	27%	9%	65%	8.9
Market/Portola: Santa Clara to Burnett	E	10.0	23.0	2.3	3.1	31%	8%	23%	69%	14.5
Market/Portola: Castro to Guerrero	E	6.6	15.2	2.3	1.2	18%	18%	27%	54%	12.1
Market/Portola: Guerrero to Van Ness	E	10.1	21.8	2.2	1.8	18%	0%	7%	93%	10.8
Market/Portola: Van Ness to Drumm	E	7.5	15.7	2.1	0.3	4%	23%	23%	54%	14.1
Market/Portola: Drumm to Van Ness	W	8.1	14.5	1.8	0.4	5%	23%	22%	55%	14.7
Market/Portola: Van Ness to Guerrero	W	6.5	16.7	2.6	1.0	16%	21%	17%	63%	10.4
Market/Portola: Guerrero to Castro	W	6.5	18.7	2.9	0.7	11%	14%	27%	59%	11.0
Market/Portola: Burnett to Santa Clara	W	10.0	21.7	2.2	2.6	26%	8%	17%	75%	13.4
Masonic: Page to Geary	N	7.5	22.4	3.0	1.4	19%	20%	26%	54%	14.0

Transit Speed and Reliability, AM Peak
(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
Masonic: Geary to Page	S	7.5	20.7	2.8	0.6	8%	21%	22%	57%	13.1
Mission/Otis: Sickles to Ocean	N	9.5	17.1	1.8	1.0	11%	29%	16%	54%	17.4
Mission/Otis: Ocean to Cesar Chavez	N	7.7	15.2	2.0	0.5	7%	23%	20%	57%	13.5
Mission/Otis: Cesar Chavez to 14th Street	N	8.0	14.3	1.8	0.6	8%	24%	23%	52%	15.3
Mission/Otis: 14th Street to 9th Street	N	5.8	15.9	2.7	0.8	15%	17%	18%	64%	9.0
Mission/Otis: 9th Street to 3rd Street	N	9.6	18.0	1.9	0.8	8%	18%	22%	60%	16.0
Mission/Otis: 3rd Street to Embarcadero	N	6.7	16.1	2.4	0.9	14%	17%	23%	60%	11.3
Mission/Otis: Embarcadero to 3rd Street	S	3.8	15.6	4.1	1.3	34%	54%	12%	34%	11.0
Mission/Otis: 3rd Street to 9th Street	S	8.2	18.9	2.3	1.0	12%	20%	19%	61%	13.4
Mission/Otis: 9th Street to 14th Street	S	6.8	16.0	2.4	0.9	14%	17%	19%	64%	10.6
Mission/Otis: 14th Street to Cesar Chavez	S	8.6	15.0	1.7	0.9	10%	23%	19%	58%	14.7
Mission/Otis: Cesar Chavez to Ocean	S	8.7	17.3	2.0	0.9	11%	19%	19%	61%	14.2
Mission/Otis: Ocean to Sickles	S	10.1	17.5	1.7	0.9	9%	20%	20%	60%	16.9
North Point: Van Ness to Columbus	E	9.9	14.4	1.5	1.7	18%	18%	1%	82%	12.1
North Point: Columbus to Embarcadero	E	7.9	21.4	2.7	3.6	46%	33%	20%	47%	16.9
North Point: Embarcadero to Columbus	W	9.2	15.2	1.6	1.9	21%	14%	15%	71%	13.1
North Point: Columbus to Van Ness	W	7.5	16.0	2.1	1.2	16%	13%	10%	77%	9.8
Ocean: Miramar to Howth	E	5.5	15.1	2.7	1.6	29%	33%	25%	42%	13.0
Ocean: Howth to Miramar	W	7.1	14.5	2.0	1.6	22%	15%	22%	63%	11.2
O'Farrell: Gough to Mason	E	9.1	16.5	1.8	0.8	9%	27%	21%	53%	17.3
O'Farrell: Mason to Market	E	10.1	14.0	1.4	1.0	10%	25%	29%	46%	21.9
Potrero: Cesar Chavez to 21st Street	N	8.3	15.2	1.8	2.0	24%	35%	23%	41%	20.2

Transit Speed and Reliability, AM Peak
(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
Potrero: 21st Street to Division	N	9.3	19.0	2.0	1.0	11%	13%	12%	75%	12.3
Potrero: Division to 21st Street	S	10.2	19.2	1.9	1.6	16%	20%	16%	63%	16.0
Potrero: 21st Street to Cesar Chavez	S	7.4	17.2	2.3	1.2	17%	23%	18%	59%	12.6
Skyline: County Line to Sloat	N	19.8	42.6	2.2	7.3	37%	4%	4%	92%	21.6
Sloat: Skyline to Junipero Serra	E	11.5	26.6	2.3	1.4	12%	15%	20%	65%	17.7
Sloat: Junipero Serra to Skyline	W	13.9	30.0	2.2	1.8	13%	18%	26%	56%	25.0
Sutter: Divisadero to Gough	E	9.0	16.4	1.8	2.3	25%	23%	21%	56%	16.0
Sutter: Market to Mason	W	7.2	14.6	2.0	1.4	20%	19%	19%	62%	11.6
Sutter: Mason to Gough	W	6.6	12.2	1.8	0.7	11%	19%	10%	72%	9.2
Sutter: Gough to Divisadero	W	8.1	14.2	1.8	0.8	10%	17%	21%	63%	13.0
Townsend: 7th Street to 2nd Street	E	8.2	18.2	2.2	1.3	15%	24%	22%	54%	15.1
Townsend: 2nd Street to 7th Street	W	9.7	18.6	1.9	1.5	15%	13%	28%	59%	16.4
Turk: Stanyan to Divisadero	E	9.3	18.0	1.9	2.8	30%	20%	13%	67%	14.1
Turk: Market to Hyde	W	6.3	12.1	1.9	1.3	21%	31%	7%	62%	10.1
Turk: Hyde to Gough	W	9.7	16.2	1.7	2.8	28%	32%	0%	68%	14.4
Turk: Divisadero to Stanyan	W	11.4	19.4	1.7	1.3	11%	16%	9%	74%	15.3
Van Ness/S. Van Ness: 13th to Golden Gate	N	6.7	16.3	2.4	0.8	12%	37%	16%	47%	14.2
Van Ness/S. Van Ness: Golden Gate to Washington	N	5.4	14.1	2.6	0.4	7%	21%	27%	51%	10.6
Van Ness/S. Van Ness: Washington to Lombard	N	5.3	13.9	2.6	0.6	11%	14%	24%	62%	8.6
Van Ness/S. Van Ness: Lombard to Washington	S	7.0	13.9	2.0	0.6	8%	22%	25%	53%	13.0
Van Ness/S. Van Ness: Washington to Golden Gate	S	5.9	16.6	2.8	0.7	13%	28%	28%	44%	13.6
Van Ness/S. Van Ness: Golden Gate to 13th	S	6.8	18.6	2.7	1.0	15%	19%	34%	47%	14.6

Transit Speed and Reliability, AM Peak

(2013)

CMP Segment	Dir.	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	% Dwell Time	% Pull-out Time	% Time Between Stops	Avg. In-Traffic Speed (mph)
West Portal: Sloat to Ulloa	N	9.7	14.4	1.5	2.3	23%	12%	14%	74%	13.1
West Portal: Ulloa to Sloat	S	11.2	17.2	1.5	1.8	16%	4%	10%	86%	13.1

Transit Speed and Reliability, PM Peak
(2011-2013)

CMP Segment	Dir	2011 PM Peak			2013 PM Peak								
		Avg. Transit Speed (mph)	2011 Auto Speed PM	Auto:Transit Speed Ratio	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	Dwell Time	Pull-out Time	Time Between Stops	Avg. Speed Between Stops (mph)
2nd St: Brannan to Market	N	6.3	13.3	2.1	6.5	3.1	0.5	1.8	28%	20%	22%	58%	11.3
2nd St: Market to Brannan	S	6.7	12.2	1.8	7.1	6.0	0.8	1.3	19%	16%	18%	66%	10.8
3rd St: Terry Francois to Market	N				6.6	15.4	2.3	1.0	16%	17%	15%	68%	9.7
4th St/Stockton: Harrison to Channel	S	6.5	14.9	2.3	7.4	14.2	1.9	3.4	46%	11%	23%	66%	11.2
5th St: Brannan to Market	N	6.3	15.7	2.5	4.7	4.0	0.9	1.9	41%	13%	16%	71%	6.6
5th St: Market to Brannan	S	5.2	13.8	2.7	5.5	4.8	0.9	0.5	9%	19%	15%	66%	8.4
7th St: Brannan to Market	N	7.4	20.9	2.8	6.2	17.0	2.7	1.0	16%	19%	22%	59%	10.4
8th St: Market to Bryant	S	7	23.8	3.4	7.2	18.1	2.5	1.6	22%	19%	12%	69%	10.5
16th St: Market to Mission	E	6.1	11.9	2.0	6.1	16.3	2.7	0.5	9%	28%	34%	38%	16.3
16th St: Mission to Potrero	E	7.3	11.7	1.6	6.2	15.9	2.6	0.9	14%	27%	21%	52%	11.9
16th St: Potrero to Mission	W	6	8.4	1.4	6.0	14.0	2.3	0.8	13%	35%	21%	45%	13.4
16th St: Mission to Market	W	6.8	13.4	2.0	6.6	17.5	2.7	1.0	15%	42%	32%	26%	25.1
19th Ave/Park Presidio: Junipero Serra to Sloat	N	8.4	17.7	2.1	10.0	20.0	2.0	1.3	13%	15%	10%	75%	13.3
19th Ave/Park Presidio: Sloat to Lincoln	N	11.7	27.7	2.4	9.0	21.0	2.3	2.0	22%	17%	23%	60%	15.2
19th Ave/Park Presidio: Lincoln to Lake	N	14.6	29.3	2.0	13.3	29.4	2.2	1.2	9%	18%	17%	65%	20.3
19th Ave/Park Presidio: Lake to US 101	N				18.9	46.4	2.5	1.8	10%	5%	9%	86%	22.0
19th Ave/Park Presidio: US 101 to Lake	S	18.1	30.9	1.7	19.0	43.7	2.3	1.7	9%	4%	11%	84%	22.5
19th Ave/Park Presidio: Lake to Lincoln	S	13.3	24.6	1.8	9.9	22.8	2.3	2.2	22%	14%	12%	74%	13.4
19th Ave/Park Presidio: Lincoln to Sloat	S	10.7	21.4	2.0	11.3	21.6	1.9	1.0	9%	20%	17%	63%	17.8
19th Ave/Park Presidio: Sloat to Junipero Serra	S	11.5	23.2	2.0	9.0	20.2	2.2	1.8	20%	11%	14%	75%	12.0
Bayshore: Industrial to Cesar Chavez	N	11.3	15.5	1.4	9.5	20.9	2.2	1.2	12%	12%	17%	71%	13.4
Bayshore: Jerrold to Industrial	S	10.8	15.3	1.4	6.9	25.9	3.8	2.3	33%	16%	28%	56%	12.3
Beale/Davis: Clay to Mission	S	5.8	11.7	2.0	6.6	5.2	0.8	1.4	21%	28%	18%	54%	12.2

Transit Speed and Reliability, PM Peak
(2011-2013)

CMP Segment	Dir	2011 PM Peak			2013 PM Peak								
		Avg. Transit Speed (mph)	2011 Auto Speed PM	Auto:Transit Speed Ratio	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	Dwell Time	Pull-out Time	Time Between Stops	Avg. Speed Between Stops (mph)
Broadway: Powell to Montgomery	E	6.1	14.2	2.3	6.1	9.0	1.5	0.9	14%	27%	38%	35%	17.5
Broadway: Montgomery to Embarcadero	E	6.1	13.2	2.2	6.2	6.8	1.1	1.6	26%	13%	31%	56%	11.2
Bryant: Division to 4th Street	E	7.5	14.3	1.9	8.4	16.4	2.0	1.5	18%	11%	18%	71%	11.9
Castro/Divisadero: Market to 14th Street	N	6.9	15.2	2.2	6.9	15.0	2.2	0.9	12%	30%	20%	50%	13.8
Castro/Divisadero: 14th to Geary	N	6.9	11.6	1.7	6.1	15.1	2.5	0.4	6%	15%	22%	63%	9.8
Castro/Divisadero: Geary to Pine	N	6.1	9.2	1.5	7.6	15.1	2.0	1.1	14%	24%	16%	60%	12.7
Castro/Divisadero: Pine to Geary	S	5.8	10.1	1.7	5.4	14.2	2.6	0.9	16%	21%	24%	54%	9.9
Castro/Divisadero: Geary to 14th	S	5.9	10.3	1.7	5.7	13.8	2.4	0.5	8%	23%	28%	50%	11.5
Castro/Divisadero: 14th Street to Market	S	8	11.6	1.5	8.6	13.9	1.6	1.1	12%	23%	29%	48%	17.9
Cesar Chavez: Guerrero to Bryant	E	*	10.7	*	6.0	17.2	2.9	1.2	19%	14%	17%	69%	8.6
Cesar Chavez: Bryant to Guerrero	W	*	8	*	5.4	17.2	3.2	1.4	26%	26%	17%	57%	9.5
Clay: Kearny to Davis	E	6.1	16.2	2.7	6.5	6.6	1.0	0.6	9%	15%	12%	72%	9.0
Columbus: Montgomery to Greenwich	N	5.8	12.7	2.2	4.5	12.8	2.8	0.7	17%	31%	21%	48%	9.2
Columbus: Greenwich to North Point	N	7.7	13.4	1.7	7.3	13.7	1.9	0.7	9%	20%	14%	67%	10.9
Columbus: North Point to Greenwich	S	6.2	14	2.3	6.7	11.4	1.7	0.7	10%	21%	15%	65%	10.3
Columbus: Greenwich to Montgomery	S	5.1	12.3	2.4	4.1	12.7	3.1	0.5	13%	15%	25%	60%	6.9
Doyle/ Richardson/ Lombard: County Line to SF Cemetery	E	10.4	15.2	1.5	19.7	41.0	2.1	1.9	10%	4%	6%	90%	21.9
Doyle/ Richardson/ Lombard: SF Cemetery to Lyon/Francisco	E	9.5	16.3	1.7	19.7	40.2	2.0	1.9	10%	4%	6%	90%	21.9
Doyle/ Richardson/ Lombard: Lyon/Francisco to Van Ness	E	8.1	18.8	2.3	10.3	20.9	2.0	1.4	14%	10%	22%	67%	15.3
Doyle/ Richardson/ Lombard: Van Ness to Lyon/Francisco	W	8.4	18.1	2.2	8.9	20.6	2.3	1.0	11%	17%	24%	59%	15.1
Doyle/ Richardson/ Lombard: Lyon/Francisco to SF Cemetery	W	10.2	14.8	1.5	13.5	30.6	2.3	4.1	30%	4%	7%	89%	15.2
Doyle/ Richardson/ Lombard: SF Cemetery to County Line	W			-	13.5	28.0	2.1	4.1	30%	4%	7%	89%	15.2
Evans: Cesar Chavez to 3rd Street	E	13.3	17.5	1.3	13.6	16.8	1.2	3.6	27%	11%	16%	73%	18.5

Transit Speed and Reliability, PM Peak
(2011-2013)

CMP Segment	Dir	2011 PM Peak			2013 PM Peak								
		Avg. Transit Speed (mph)	2011 Auto Speed PM	Auto:Transit Speed Ratio	Avg. Transit Speed (mph)	Avg. Auto Speed (mph)	Auto:Transit Speed Ratio	Std Dev Transit Speed (mph)	Coefficient of Variation	Dwell Time	Pull-out Time	Time Between Stops	Avg. Speed Between Stops (mph)
Evans: 3rd Street to Cesar Chavez	W	14.2	21.5	1.5	11.8	16.9	1.4	2.7	23%	21%	17%	61%	19.2
Folsom: 13th Street to 8th Street	E				9.4	19.4	2.1	1.6	17%	21%	26%	53%	17.8
Folsom: 8th Street to 4th Street	E	9.5	19.4	2.0	7.3	19.1	2.6	1.3	18%	14%	22%	65%	11.3
Fulton: Park P. to 10th Avenue	E	10.1	16.9	1.7	10.2	24.4	2.4	2.2	22%	28%	16%	55%	18.3
Fulton: 10th Avenue to Arguello	E				4.5	19.8	4.4	2.8	62%	58%	4%	39%	11.7
Fulton: Arguello to Masonic	E	8.9	12.2	1.4	8.3	15.5	1.9	1.5	18%	22%	13%	65%	12.7
Fulton: Masonic to Arguello	W	8.8	13.8	1.6	7.3	18.6	2.5	0.5	7%	25%	15%	60%	12.1
Fulton: Arguello to 10th Avenue	W				10.6	19.0	1.8	1.0	10%	18%	20%	63%	16.8
Fulton: 10th Avenue to Park P.	W	6.2	15.3	2.5	8.7	19.3	2.2	1.6	18%	11%	11%	78%	11.2
Geary: Great Hwy. to 25th Avenue	E	11.3	23.8	2.1	9.4	18.8	2.0	0.6	7%	17%	18%	65%	14.4
Geary: 25th Avenue to Arguello	E	8.4	21.5	2.6	8.3	17.6	2.1	0.6	7%	26%	22%	52%	16.1
Geary: Arguello to Gough	E	8.6	20.1	2.3	8.2	19.7	2.4	0.4	5%	23%	20%	57%	14.4
Geary: Keamy to Gough	W	6.9	12.9	1.9	6.9	13.0	1.9	0.6	9%	29%	20%	51%	13.5
Geary: Gough to Arguello	W	9.6	25.1	2.6	9.6	23.7	2.5	0.6	7%	22%	24%	54%	17.6
Geary: Arguello to 25th Avenue	W	8.2	17.1	2.1	8.0	16.6	2.1	0.5	6%	19%	23%	57%	14.0
Geary: 25th Avenue to Great Hwy.	W	10.8	22.7	2.1	11.0	17.4	1.6	0.5	4%	18%	31%	50%	21.9
Geneva: Ocean to Cayuga	E	6.2	12.9	2.1	5.7	15.4	2.7	1.2	20%	26%	23%	51%	11.0
Geneva: Cayuga to Paris	E	6.3	11.5	1.8	5.0	15.5	3.1	0.6	11%	7%	17%	76%	6.5
Geneva: Paris to Santos	E	9.9	22	2.2	9.1	24.4	2.7	1.1	12%	16%	22%	62%	14.7
Geneva: Santos to Paris	W	10.8	23.4	2.2	10.3	21.5	2.1	0.8	8%	23%	26%	51%	20.3
Geneva: Paris to Cayuga	W	6.8	8.1	1.2	4.8	14.9	3.1	0.7	15%	19%	22%	59%	8.1
Geneva: Cayuga to Ocean	W	6.8	10.2	1.5	6.5	15.4	2.4	0.8	13%	18%	27%	55%	11.9
Harrison: 1st Street to 4th Street	W	*	20.8	-	7.2	17.9	2.5	1.8	26%	19%	24%	57%	12.7

Transit Speed and Reliability, PM Peak
(2011-2013)

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Harrison: 4th Street to 8th Street	W	8.9	14.9	1.7	8.4	17.8	2.1	0.8	9%	17%	19%	64%	13.2
Harrison: 8th Street to Division	W	7.3	11.6	1.6	5.4	17.5	3.2	1.0	18%	14%	28%	58%	9.4
Hayes: Market to Gough	W	4.3	8.8	2.0	4.5	13.5	3.0	0.9	20%	13%	27%	61%	7.4
J. Serra: Brotherhood to 19th	N	9.3	10.5	1.1	8.8	16.2	1.8	1.5	17%	2%	6%	93%	9.5
J. Serra: 19th to Brotherhood	S				14.5	41.7	2.9	1.3	9%	19%	19%	62%	23.3
Kearny: Market to Columbus	N				7.5	13.3	1.8	1.2	16%	22%	23%	55%	13.7
Lincoln/Kezar: 19th Avenue to 5th Ave.	E	10.6	20.6	1.9	9.9	22.6	2.3	1.3	14%	16%	17%	67%	14.7
Lincoln/Kezar: 5th Ave. to 19th Avenue	W				11.1	20.0	1.8	2.2	20%	12%	13%	75%	14.9
Main: Mission to Market	N	3.6	14.3	4.0	5.5	3.2	0.6	1.4	25%	19%	22%	59%	9.4
Market/Portola: Santa Clara to Burnett	E	*	20	*	11.2	24.7	2.2	2.0	18%	13%	23%	64%	17.5
Market/Portola: Castro to Guerrero	E				7.2	15.3	2.1	0.8	11%	15%	26%	59%	12.1
Market/Portola: Guerrero to Van Ness	E	*	14.8	*	9.6	28.1	2.9	3.3	34%	7%	6%	86%	11.1
Market/Portola: Van Ness to Drumm	E	6.7	10.6	1.6	6.6	15.9	2.4	0.5	8%	23%	20%	57%	11.5
Market/Portola: Drumm to Van Ness	W	6.2	12.1	2.0	7.0	13.6	1.9	0.3	4%	27%	22%	51%	13.7
Market/Portola: Van Ness to Guerrero	W	*	11.3	*	4.6	14.5	3.2	0.9	19%	29%	14%	58%	8.0
Market/Portola: Guerrero to Castro	W				6.1	17.8	2.9	0.7	12%	25%	24%	51%	12.0
Market/Portola: Burnett to Santa Clara	W	*	21.4	*	10.6	23.0	2.2	1.1	10%	9%	17%	74%	14.2
Masonic: Page to Geary	N	8.1	17.2	2.1	7.6	18.8	2.5	1.0	13%	21%	25%	54%	14.0
Masonic: Geary to Page	S	7.2	13.5	1.9	7.8	20.9	2.7	0.8	11%	25%	26%	50%	15.8
Mission/Otis: Sickles to Ocean	N	10.2	20.3	2.0	7.2	17.6	2.4	1.7	24%	42%	12%	46%	15.7
Mission/Otis: Ocean to Cesar Chavez	N	9.1	16.3	1.8	8.1	15.2	1.9	0.4	5%	19%	19%	62%	13.1
Mission/Otis: Cesar Chavez to 14th Street	N	7	14.2	2.0	6.8	13.0	1.9	0.4	5%	25%	22%	53%	12.9
Mission/Otis: 14th Street to 9th Street	N	7.4	12.2	1.6	5.4	16.7	3.1	0.6	11%	16%	16%	68%	7.9

Transit Speed and Reliability, PM Peak
(2011-2013)

CMP Segment	Dir	2011 PM Peak			2013 PM Peak								
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Mission/Otis: 9th Street to 3rd Street	N	8	12.4	1.6	8.1	16.8	2.1	0.5	7%	20%	21%	59%	13.8
Mission/Otis: 3rd Street to Embarcadero	N	6.9	10.9	1.6	6.8	15.2	2.2	1.3	19%	14%	22%	65%	10.5
Mission/Otis: Embarcadero to 3rd Street	S	4	11	2.8	3.5	14.0	4.0	0.7	21%	51%	13%	36%	9.8
Mission/Otis: 3rd Street to 9th Street	S	7.8	14.4	1.8	6.9	16.1	2.3	0.8	12%	26%	20%	54%	12.8
Mission/Otis: 9th Street to 14th Street	S	7.2	13.5	1.9	4.9	14.9	3.0	1.0	21%	29%	19%	52%	9.5
Mission/Otis: 14th Street to Cesar Chavez	S	6.9	13.8	2.0	6.6	13.6	2.1	0.6	10%	27%	21%	52%	12.8
Mission/Otis: Cesar Chavez to Ocean	S	8.2	15.5	1.9	7.2	14.5	2.0	0.4	6%	21%	20%	59%	12.2
Mission/Otis: Ocean to Sickles	S	9.8	19.4	2.0	9.0	16.5	1.8	0.5	5%	23%	21%	56%	16.1
North Point: Van Ness to Columbus	E	7.8	14.4	1.8	2.7	9.3	3.4	0.9	32%	71%	2%	27%	10.2
North Point: Columbus to Embarcadero	E	8.4	16.3	1.9	7.8	17.7	2.3	3.6	47%	8%	20%	72%	10.9
North Point: Embarcadero to Columbus	W	5.3	20.2	3.8	7.8	18.0	2.3	1.8	24%	33%	11%	57%	13.8
North Point: Columbus to Van Ness	W	5.6	13.2	2.4	5.2	10.4	2.0	1.2	23%	21%	10%	70%	7.4
Ocean: Miramar to Howth	E				5.4	15.2	2.8	1.1	20%	31%	33%	35%	15.2
Ocean: Howth to Miramar	W				5.5	13.3	2.4	1.2	22%	14%	19%	67%	8.3
O'Farrell: Gough to Mason	E	7.7	11.2	1.5	8.5	15.1	1.8	0.7	9%	23%	22%	55%	15.4
O'Farrell: Mason to Market	E	5.7	8	1.4	8.1	13.2	1.6	1.1	13%	24%	32%	44%	18.4
Potrero: Cesar Chavez to 21st Street	N	8.9	21.3	2.4	8.4	15.1	1.8	1.6	19%	22%	29%	49%	17.2
Potrero: 21st Street to Division	N	8.9	23.2	2.6	7.8	15.3	2.0	1.0	13%	9%	9%	83%	9.4
Potrero: Division to 21st Street	S	9.6	22.6	2.4	9.0	14.0	1.6	1.8	20%	18%	21%	61%	14.6
Potrero: 21st Street to Cesar Chavez	S	8.6	18	2.1	6.0	8.5	1.4	1.2	19%	18%	24%	58%	10.4
Skyline: County Line to Sloat	N	25.9	42.2	1.6	21.7	43.7	2.0	3.1	14%	8%	10%	82%	26.4
Sloat: Skyline to Junipero Serra	E	12.4	17.7	1.4	11.5	27.9	2.4	5.6	49%	13%	29%	58%	19.7
Sloat: Junipero Serra to Skyline	W	13.7	29.6	2.2	12.8	30.6	2.4	1.9	15%	16%	25%	59%	21.6

Transit Speed and Reliability, PM Peak
(2011-2013)

CMP Segment	Dir	2011 PM Peak			2013 PM Peak								
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Sutter: Divisadero to Gough	E	7.2	13.4	1.9	8.1	15.8	2.0	1.0	12%	27%	17%	56%	14.4
Sutter: Market to Mason	W	5.4	12.7	2.4	5.7	13.3	2.3	1.4	24%	31%	15%	54%	10.6
Sutter: Mason to Gough	W	6.1	11.8	1.9	6.6	13.1	2.0	0.9	13%	22%	7%	71%	9.3
Sutter: Gough to Divisadero	W	6.8	13.6	2.0	7.6	13.5	1.8	1.2	16%	22%	21%	57%	13.3
Townsend: 7th Street to 2nd Street	E	9.2	15.9	1.7	7.5	18.7	2.5	2.0	26%	17%	25%	58%	12.9
Townsend: 2nd Street to 7th Street	W	7.8	11.4	1.5	5.7	17.7	3.1	1.2	21%	12%	20%	68%	8.4
Turk: Stanyan to Divisadero	E	9.8	17.2	1.8	10.5	19.8	1.9	2.3	22%	21%	15%	65%	16.2
Turk: Market to Hyde	W	5.5	11.4	2.1	7.0	14.6	2.1	1.6	23%	25%	8%	66%	10.5
Turk: Hyde to Gough	W	6.6	11.3	1.7	8.0	16.3	2.0	1.5	18%	22%	15%	64%	12.6
Turk: Divisadero to Stanyan	W	9.1	17.4	1.9	8.0	20.1	2.5	1.8	22%	23%	14%	63%	12.8
Van Ness/S. Van Ness: 13th to Golden Gate	N	5.9	13.7	2.3	5.7	16.7	2.9	0.9	15%	32%	17%	51%	11.3
Van Ness/S. Van Ness: Golden Gate to Washington	N	5.5	21.9	4.0	5.4	17.0	3.1	0.4	7%	25%	24%	51%	10.7
Van Ness/S. Van Ness: Washington to Lombard	N	7.8	24.5	3.1	7.6	19.2	2.5	0.9	12%	20%	29%	51%	14.8
Van Ness/S. Van Ness: Lombard to Washington	S	6.6	17.1	2.6	6.4	15.2	2.4	0.7	10%	25%	26%	49%	13.0
Van Ness/S. Van Ness: Washington to Golden Gate	S	5.6	11.5	2.1	5.4	14.9	2.8	0.6	11%	30%	28%	42%	12.9
Van Ness/S. Van Ness: Golden Gate to 13th	S	6.2	16.5	2.7	6.1	17.4	2.9	1.0	16%	25%	30%	45%	13.5
West Portal: Sloat to Ulloa	N				7.8	13.7	1.8	3.3	43%	11%	12%	78%	10.1
West Portal: Ulloa to Sloat	S				8.5	13.4	1.6	1.8	21%	12%	24%	63%	13.4

* = reported in 2011 but different CMP segment definition

APPENDIX 7

Deficiency Plans

Appendix 7

Deficiency Plans

KEY TOPICS

- Legislative Requirements
- Legislative Intent and Application to San Francisco
- Deficiency Planning Process
- Special Issues

A.5.1 Legislative Requirements

The Transportation Authority, as Congestion Management Agency (CMA), is required by state law to ascertain the City's conformance with the CMP, including Deficiency Plans prepared by City departments. If the LOS of roadways on the CMP is not maintained to the established standard and they are not exempt from LOS standards, state CMP legislation requires that the local jurisdiction develop a Deficiency Plan to improve operating conditions on the segment.[10]

Deficiency Plans must contain the following components:

- An analysis of the causes of the deficiency;
- A list of improvements that would have to be made to remedy the deficiency, including cost estimates;
- A list of proposed improvements; and
- An implementation plan including a schedule.[11]

The Deficiency Plan must "measurably improve multimodal performance" on the designated CMP roadway network, and "contribute to significant improvements in air quality." Proposed improvements must be drawn from an inventory of acceptable actions compiled by the air quality management district. The statutes also require that the city or county forward the Deficiency Plan to the CMA, which must hold a public hearing within 60 days of receipt of the Deficiency Plan, and either accept or reject it, but not modify it. Rejection of a Deficiency Plan by the CMA will result in a finding of non-conformance with the CMP.

Unfortunately, the statutes make no provisions for funding City departments' deficiency plans, and similarly, CMAs do not receive state funding for their activities. In the absence of dedicated funding, the deficiency planning process has been designed to use existing data and coordinate with the City's budgetary process.

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[10] California Government Code section 65089.4(a) states *"A local jurisdiction shall prepare a Deficiency Plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The Deficiency Plan shall be adopted by the city or county at a noticed public hearing."*

[11] 65089.4(c)

A.5.2 Legislative Intent and Application to San Francisco

This section provides background information on Deficiency Plans and their applicability to San Francisco.

A.5.2.1 | About Deficiency Plans

In 1990, the California voters approved Proposition 111, increasing the gasoline tax by nine cents per gallon of gasoline sold in the state. The year prior to Proposition 111's approval, the State Legislature approved AB 471 (Katz), the original CMP legislation.[12] AB 471 required all local jurisdictions to maintain the adopted LOS standard on all CMP roadways or risk losing their Proposition 111 gas tax revenues. The Legislature then revised the original legislation to allow jurisdictions to continue to receive their share of Proposition 111 gas tax moneys when the level of service (LOS) on a CMP road segment or intersection falls below LOS "E" provided local jurisdictions prepared Deficiency Plans for those segments. Deficiency Planning requirements do not apply for CMP segments that are exempt from the LOS standard.

The intent of Deficiency Plans, therefore, is to allow development to continue as long as any resulting traffic congestion is "offset." Deficiency Plans are *reactive* solutions applied after the impacts to LOS are actually measured.

The Deficiency Plan legislation offers local jurisdictions two alternatives:

1) Eliminate the problem (correct the deficiency where it manifests itself). This is known as *direct remediation*; or
2) Implement other actions that improve the overall performance of the CMP network, even if the actions do not directly improve the original deficiency. These are known as *offsetting actions*.

A Deficiency Plan may include both remediation and offsetting actions. Direct mitigation involves removing the deficiency such that the LOS is improved above LOS F. Direct mitigations of LOS impacts may have prohibitive costs, regulatory obstacles, or overwhelming environmental consequences. Offsetting actions provide alternative compensations that may leave the facility no less deficient from an LOS perspective, but provide improvements in other part of the system. Offsetting actions, as opposed to direct remediation, include capital improvements, transportation programs, services, or other activities that improve the average countywide level of service.

One major legislative change to the deficiency plan process is SB 1636 (Figueroa), which was enacted in September 2002 and then amended by SB 743 (Steinberg) in 2013. This bill allows local jurisdictions to designate areas meeting certain land use and transportation requirements as Infill Opportunity Zones (IOZs). Network segments within these zones would be exempt from automobile LOS standards.

In December 2009, the Board of Supervisors adopted a resolution designating all eligible areas of San Francisco as an IOZ. CMP network segments within a designated IOZ are exempt from deficiency planning requirements.

A.5.2.2 | Deficiency Plans and Environmental Review

[12] The 1989 CMP legislation was part of the AB 471 legislation known as the Katz-Kopp-Baker-Campbell Transportation Blueprint for the 21st Century. Voter approval of Proposition 111 on June 5, 1990 effectively enacted the CMP legislation into law.

Deficiency Plans are distinct from City processes for review of development projects pursuant to the California Environmental Act (CEQA) and do not replace local Transportation Impact Analyses (TIAs). The San Francisco Planning Department requires project sponsors to prepare TIAs for projects that may have significant negative impacts on transportation conditions. The City's TIA guidelines include some analyses that may be relevant for preparing CMP deficiency plans. However, while environmental analysis conducted pursuant to CEQA may provide information useful in the preparation of Deficiency Plans, these Plans serve a separate and distinct purpose. The Deficiency Plan process should avoid duplicating past CEQA analyses; these guidelines should not create additional review processes for individual development or public construction projects.

One fundamental difference between a TIA and the CMP is that a TIA *forecasts* the severity of a project's expected impacts on facilities, while a Deficiency Plan *implements* actions to mitigate – or offset – problems already detected (i.e., deficiencies *actually measured* on a facility). A TIA or EIR is prepared prior to project implementation, in an attempt to predict a project's future negative impacts.

A TIA or EIR considers the cumulative impacts on a transportation facility of a proposed project in combination with other foreseeable similar projects. The Deficiency Plan, because its focus is on a *facility* rather than an individual project, considers multiple causes of the existing deficiency.

A.5.3 Deficiency Planning Process

This overview accompanies the flow charts in Figures 1, 2, and 3. These three figures represent the Deficiency Plan process from detection through Transportation Authority Board approval of the Plan.

A.5.3.1 | Deficiency Detection and City Notification

See Figure 1. The Transportation Authority monitors the CMP roadway network and reports a potential deficiency when the level of service (LOS) on any non-exempted segment of the CMP roadway network measures LOS F. LOS F is defined by travel speeds below a threshold set by the 1985 HCM for any of three specified arterial types.

The Transportation Authority determines whether a reported deficiency may have been caused by external, exempt, or temporary causes. State legislation requiring Deficiency Plans has specifically exempted the trips generated by specific activities [Government Code § 65089.4. (f)]. Exempt activities are:

- Inter-regional travel (i.e., pass through trips which have neither origin or destination in San Francisco);
- Construction, rehabilitation, or maintenance of facilities that impact the CMP roadway network;
- Impact of freeway ramp metering;
- Traffic signal coordination by the state or multi-jurisdictional agencies;
- Traffic generated by low- and very low-income housing;
- Traffic generated by high-density residential or mixed-use development located within a quarter mile of a fixed passenger rail station[13]; and
- Roadway segments located within infill opportunity zones.

A detected deficiency may be corrected when a roadway improvement already programmed in the CIP increases the capacity of the deficient roadway. If the lead department determines that the effects of any CIP improvement

[13] "High density residential development" means a minimum of 24 dwelling units per acre and equal to 120 percent of the maximum density allowed under the local general plan and zoning ordinance, or a minimum density of 75 dwelling units per acre. "Mixed use development" must have more than one half the land area or floor area used for high-density housing.

scheduled to begin within the seven year time horizon of the CIP will remove the deficiency, the Transportation Authority – after review – can make a Finding of No Deficiency. The lead department, however, must demonstrate this CIP improvements will be completed and functioning within ten years of the current CIP.

If any trips are exempt and if the deficiency still exists after removing the exempt trips from the deficient roadway segment, a Deficiency Plan must be prepared. The Transportation Authority will consult with MTC to determine whether external or pass through trips may have caused the deficiency. It will also review all relevant CEQA traffic analysis and/or TIAs of recently completed projects. It will then use the San Francisco Travel Demand Forecasting Model, GIS analysis, sketch planning techniques, and other means to isolate and examine the cause(s) in more detail. If modeling suggests that a deficiency is not caused by any of the above, then the Transportation Authority Board must adopt a finding of "Deficiency" and notify the City (Mayor's Office) of the nature and cause of the deficiency.

The Mayor's Office assigns a City department to act as the lead department for the preparation of a Deficiency Plan. The timelines in Figure 1 assume that LOS is monitored in September and October, and that all follow up verification monitoring is completed by the following April. This schedule allows City Departments to incorporate funding requests for Deficiency Plan activities into the City's budget process in April and May.

A.5.3.2 | Deficiency Analysis and Remediation Plan Preparation

Once the cause(s) of the deficiency have been determined, State law [Government Code § 65089.4 (c) (2)] requires that the lead department identify:

"A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements."

The lead department will use sketch-planning methods consistent with both MTC and Transportation Authority practices and data to estimate the effects of capacity improvements on the level of service and whether the improvements provide capacity at an order-of-magnitude commensurate with the deficiency.

State law requires that a Deficiency Plan first seek direct action to correct a roadway LOS deficiency by preparing a Remediation Plan. The lead department prepares a Remediation Plan that includes: a) a description of the causes of the deficiency; b) a list of all improvements necessary to fully remediate the problem on the deficient roadway itself; and c) an estimate of the cost and available funding for those improvements. The lead department includes a statement as to the feasibility of the Remediation Plan (Section 4.2.1). A Remediation Plan usually involves adding sufficient capacity to the roadway to allow traffic to flow at LOS "E" or better. The Remediation Plan should include any relevant projects included in the CIP or CEQA mitigation measures included in specific EIRs as mitigation requirements. A proposed Remediation Plan may include improvements already specified and funded in an EIR, the CIP, or developer exactions or dedications found to be relevant, including scheduled implementation, project characteristics, and funding sources. This gives the City credit for any required EIR mitigation measures to remediate the deficiency.

The lead department should also prepare cost estimates for improvements to mitigate the deficiency as well as of the funding sources.

If the lead department finds that the package of remediation measures is feasible, it must prepare an Implementation Plan.

The lead department submits the Remediation Plan and an Implementation Plan to the Transportation Authority for evaluation and approval. The Transportation Authority will evaluate Deficiency Plans based on effectiveness, financial feasibility, environmental compatibility, and consistency with the City's transportation planning priorities and policies. If the lead department finds it cannot remediate the deficiency and the Transportation Authority concurs, the lead department prepares a Deficiency Plan (presented in Figure 3).

The resulting Remediation Plan must include estimates of the following:

- Extra roadway capacity needed to remove the deficiency;
- Total costs of the capacity increases; and
- Improvements already funded through the CIP or developer exactions or dedications.

The Transportation Authority evaluates the feasibility of the Remediation Plan and accepts or rejects the lead department's findings. Within 30 days of receiving the Remediation Plan from the lead department, the Transportation Authority evaluates the adequacy of the Plan conclusions according to the following three criteria:

1) **Effectiveness:** Are the proposed improvements adding sufficient capacity to the roadway in question to increase the LOS to level "E" or better?
2) **Financially Reasonable:** Are the cost estimates for the proposed improvement reasonably accurate?
3) **Implementability:** In environmental, regulatory, and community terms? Is the Plan consistent with the General Plan?

The Lead Department prepares an Implementation Plan, identifying responsible departments, funding sources, and regulatory authority. If the Transportation Authority accepts the Implementation Plan, the Transportation Authority modifies the CIP to conform to reflect the remediation measures. All departments called upon to implement portions of the Remediation Plan must enter into an inter-agency agreement stating each department's responsibility and funding sources. If the Transportation Authority finds that the Remediation Plan is feasible, the lead department will prepare an Implementation Plan If the Transportation Authority finds that the Remediation Plan is not feasible, the lead department will prepare a Deficiency Plan Action List.

A.5.3.3 | Deficiency Plan Evaluation and Approval

If the Transportation Authority determines that the Remediation Plan is infeasible, the lead department prepares a list of offsetting actions that will improve the system-wide multimodal level of service but may have only limited effect on the deficient facility itself.

The lead department prepares a Deficiency Plan Action List. The lead department may select actions that have some direct mitigating effect on the deficiency; and/or actions that will improve system-wide LOS (as measured by the multi-modal performance measures). The Bay Area Air Quality Management District (BAAQMD) has prepared a list of approved Deficiency Plan actions. The CMP legislation requires that all Deficiency Plan actions come from that list.

The lead department may choose to prepare (or Transportation Authority may request) one or more alternative action plans to explore alternative approaches.

For deficiencies caused by large projects, some of the analysis required in these steps may have been completed through the projects' EIRs. While the analysis and any other relevant documentation may be used *verbatim* for the Deficiency Plan or Implementation Plan, the Final Deficiency Plan documentation must conform to the requirements outlined in the six steps above and described in more detail below.

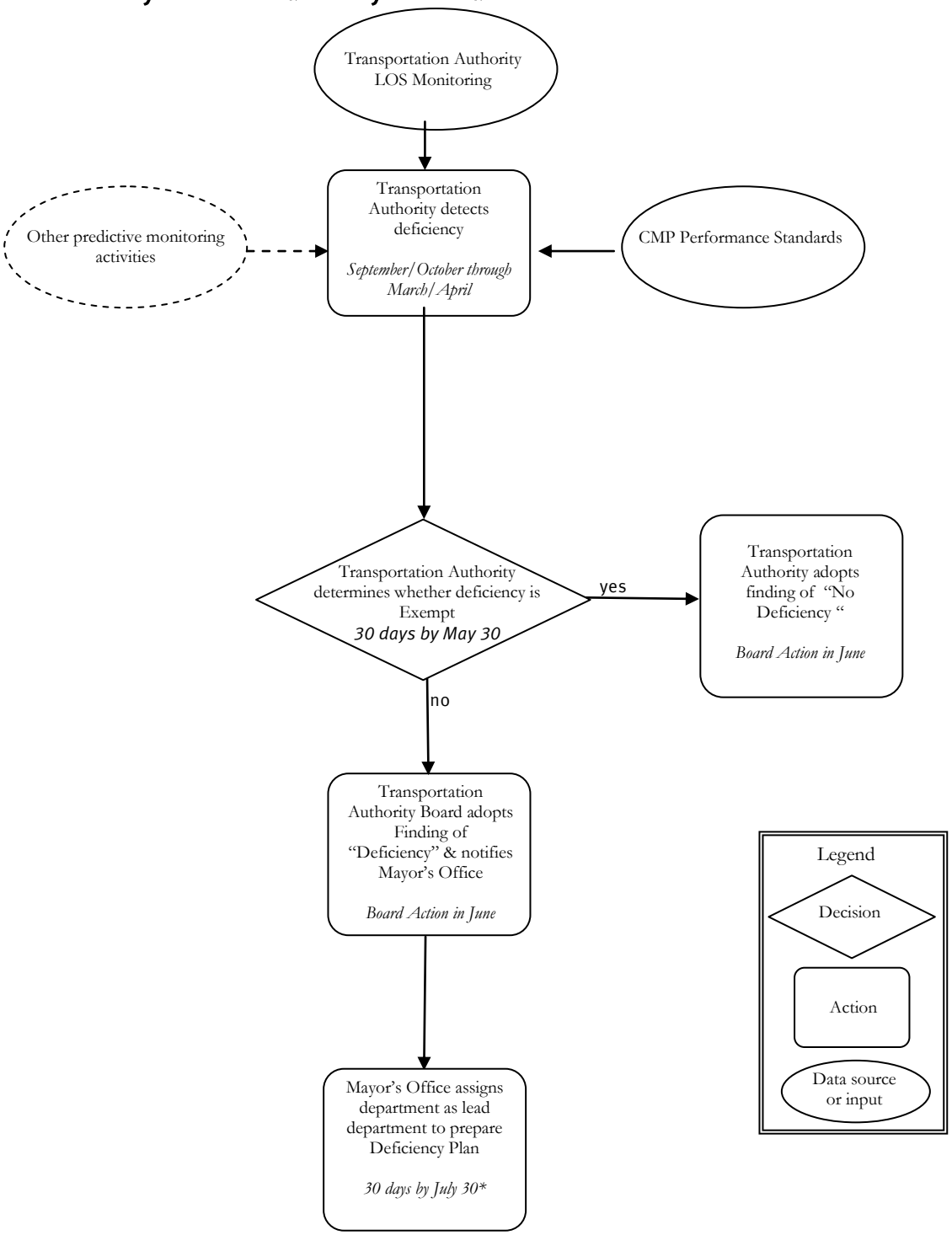
The lead department has 60 days to prepare a Preferred Action Plan List. Each action on the list must show its estimated capital (or start-up) and operating (or on-going) costs. The lead department submits this list to the Transportation Authority for its consideration.

The Transportation Authority will review this proposed list and approve or reject it. The Transportation Authority will evaluate the preferred Deficiency Plan Action List, including each action's estimated cost within 30 days of

submittal by the lead department. The Transportation Authority evaluates the effectiveness of the Action Plan and confirms General Plan consistency with the Planning Department. If the Transportation Authority accepts the lead department's proposed list of Deficiency Plan actions, the lead department prepares an Implementation Plan and submits this plan for the Transportation Authority's approval.

The Transportation Authority evaluates Implementation Plans using similar adequacy criteria as for Remediation Plans (Figure 2). If the Transportation Authority accepts the Implementation Plan, the Transportation Authority Board will hold a noticed public meeting and adopt a Finding of Conformance. If the Transportation Authority and the lead department are unable to agree on an Implementation Plan, the lead department may either try again, or submit its Final Deficiency Plan (including its Implementation Plan) to the Transportation Authority Board for Board action. If the Transportation Authority Board issues a Finding of Non-Conformance, the Transportation Authority must notify the State Controller to withhold funds. The funds are held in escrow for 12 months and then turned over to the Transportation Authority (as the City's Congestion Management Agency). Deficiency Plans must be completed within one year of the CMA's official notice of a deficiency.

Figure 1: Deficiency Detection and City Notification



Go to Figure 2

Figure 2: Deficiency Analysis and Mitigation Plan Preparation

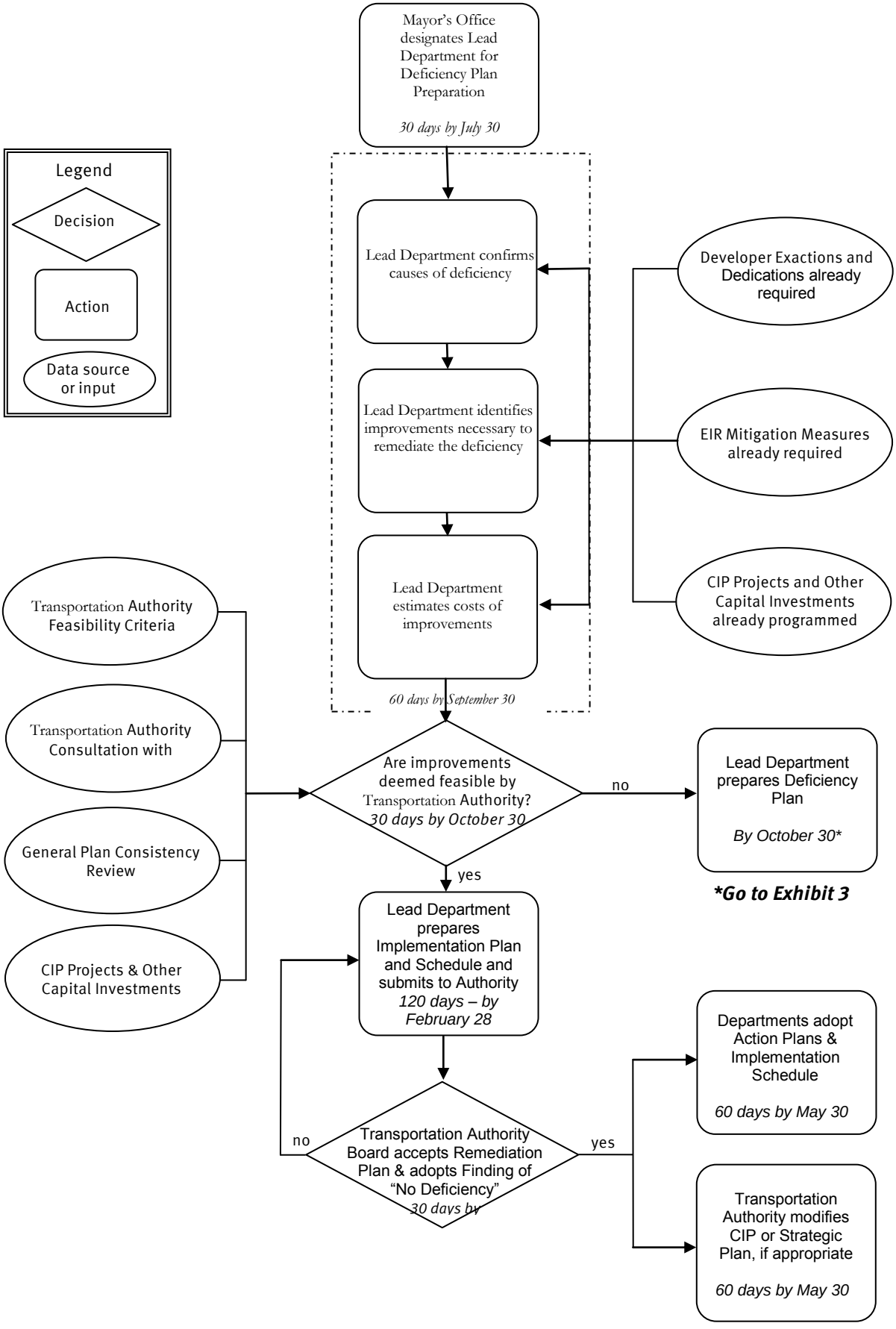
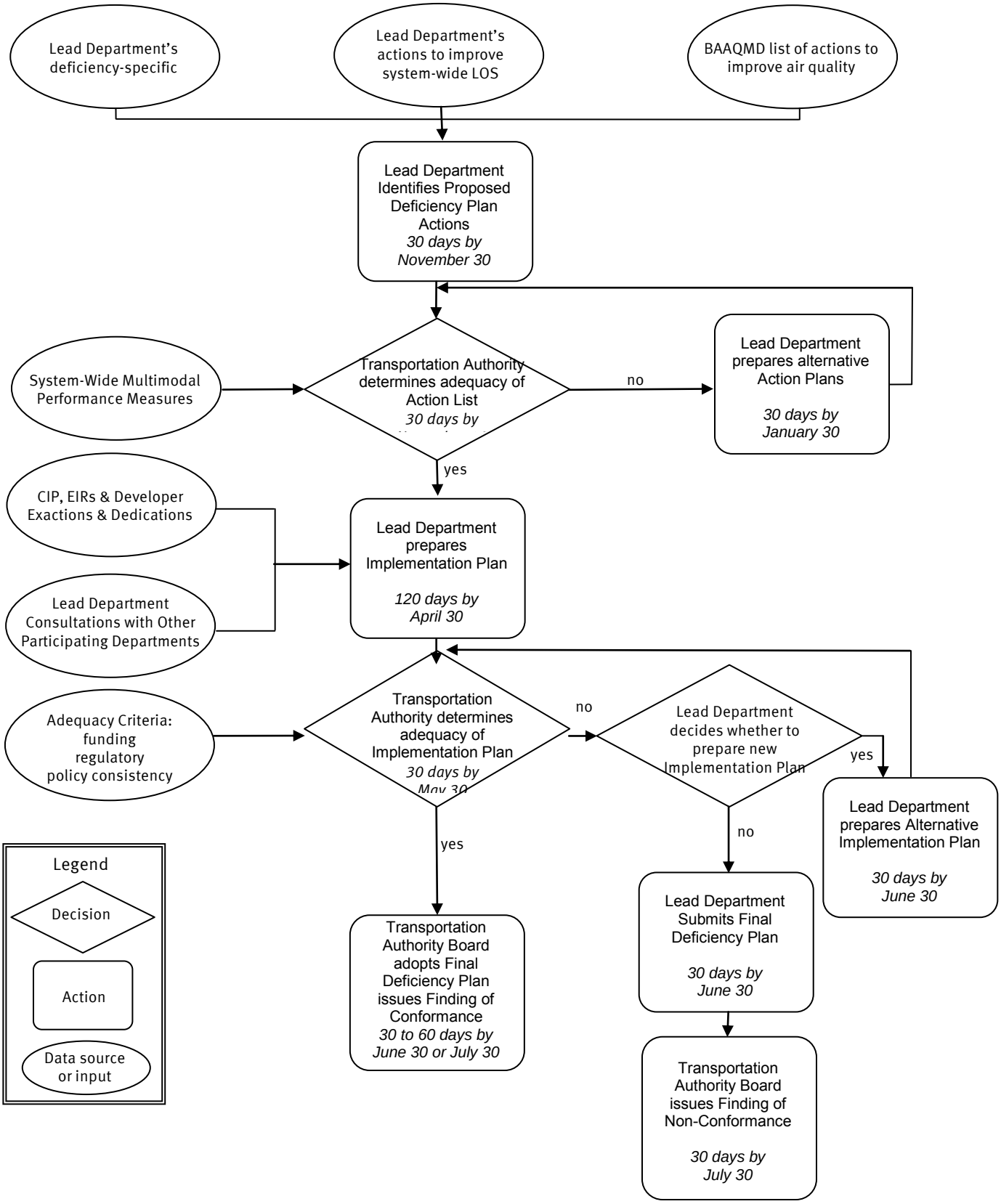


Figure 3: Deficiency Plan Evaluation and Approval



A.5.3.4 | Adequacy Criteria

The CMP legislation, as amended, includes three transit performance measures (in addition to the LOS performance measure) for the evaluation of current and future system performance and the effectiveness of Deficiency Action Plans [Government Code § 65089. (b)(2)]: transit frequency, routing, and service coordination among separate operators.

As required by CMP legislation, the Transportation Authority has developed multimodal performance measures beyond the traditional roadway Level of Service (LOS) measures. Our emphasis has been on user-based measures that help explain mode choice in the City. The Transportation Authority Board adopted the first set of multimodal performance measures in August 1998 (see Chapter 4). These include bicycle and pedestrian safety, transit speed and reliability and other measures. After these measures have been further refined and fully tested, they will then be used to evaluate the proposed list of Deficiency Plan Actions. Additional measures may be developed in the future.

A.5.3.5 | Implementation Plan

The Transportation Authority requires the lead department to prepare an Implementation Plan within 90 days of the Transportation Authority's finding as part of the Deficiency Plan Document. The Implementation Plan identifies the responsible implementing department(s) for each action, and the sources of funding.

i. Implementation Plan Development
The lead department is responsible for developing the Implementation Plan. For each action in the Deficiency Plan, the lead department must specify the following:

1. The final cost of the actions and the sources of capital (up-front) and operating (on-going) funds. Note any correspondence with EIR mitigation measures or CIP projects.
2. A monitoring program that conforms to CEQA monitoring requirements.
3. An implementation schedule. All actions must be implemented within the seven-year time horizon for the current CIP. If a Deficiency Plan action is programmed for funding in the sixth or seventh year of the CIP, it will need to be fully implemented within three years of its initiation in order to be considered a feasible action within the Deficiency Plan's ten-year horizon.
4. Identification of city departments responsible for the action's funding, implementation, and on-going operations.
5. Clear identification of all departments responsible for implementation, therefore, is essential for the Transportation Authority's approval of the Final Deficiency Plan. One way for partner agencies to demonstrate this would be through an interdepartmental agreement among all responsible implementing departments stating each department's agreement to fulfill their responsibilities for implementing Deficiency Plan actions.

ii. Identification of Funding
The Implementation Plan must include a detailed funding plan.

iii. Implementation Plan and Deficiency Plan Approval
Within 30 days of submittal by the lead department, the Transportation Authority will either accept or reject the Implementation Plan. The Transportation Authority will make its determination based on the required elements of the Implementation Plan discussed in 4.4.1. Implementation Plans without a funding plan will be rejected. Once the Transportation Authority has approved the Implementation Plan, the lead department will have additional 30 days to finalize and submit the Final Deficiency Plan for Transportation Authority Board approval. Upon submittal of the final Deficiency Plan by the lead department, the Transportation Authority Board will hold a noticed public meeting and either approve or reject it within 30 days. If the Transportation Authority rejects the Implementation Plan, the

lead department may either propose an alternative Implementation Plan within 30 days, or choose to submit the Final Deficiency Plan with the Implementation Plan as is. In the latter case, the Transportation Authority will notify the Mayor's Office of its intent to reject the Final Deficiency Plan due to Implementation Plan inadequacy.

If the Transportation Authority Board rejects the Final Deficiency Plan and issues a finding of non-conformance, pursuant to the State law (Government Code 65089.5), the Transportation Authority must submit its findings to MTC and the State Controller for the withholding of State funds.

iv. Deficiency Plan Document Structure
A Deficiency Plan Report must include the following sections:

1.0 Introduction Identification of the Deficiency's Causes, including:

1.1 Description of the Deficiency (i.e., road segment;

1.2 Description of the adjacent facilities;

1.3 Analysis of the causes of the deficiency;

1.4 Description of the existing traffic conditions within the boundaries;

1.5 Projection of future transportation conditions for at least the next 10 years; and

1.6 A map of the area, the deficiency, and adjacent facilities and transit routes.

2.0 Remediation Plan, consisting of:

2.1 An estimate of the extra roadway capacity needed to remove the deficiency;

2.2 An estimate of the total costs (operating and capital) of the capacity improvements; and

2.3. A description of improvements that are already programmed through individual project conditions of approval, the CIP, or developer exactions or dedications.

3.0 List of Actions, broken out into:

3.1 Deficiency-Specific Action; and

3.2 Global Actions To Improve System-wide LOS.

4.0 Implementation Plan, specifying the following:

4.1 The final cost of the actions and the sources of capital (up-front) and operating (on-going) funds;

4.2 A monitoring program to verify the action's implementation;

4.3 A schedule for implementation; and

4.4 Identification of city departments responsible for the action's funding, implementation, and on-going support/operation.

5.0 Identification of Other Departments' Responsibilities for Implementation

6.0 Identification of Funding

A.5.4 Special Issues

The following sections discuss special circumstances where the Deficiency Plan process, as described in Section 4.0, may have to be modified. Treatment of these issues is not intended to be exhaustive.

A.5.4.1 | Multi-County Deficiency Plans

Deficiencies may occur because of the activities of other counties or they may occur on a regional facility (e.g., the Bay Bridge). Under such circumstances, the Transportation Authority will take the lead in coordinating the preparation of a Deficiency Plan, following MTC's process and mutual agreements with other agencies. More specifically, the Transportation Authority will coordinate with other congestion management agencies (CMAs) and regional agencies (e.g., MTC, BAAQMD, ABAG, etc.). The Transportation Authority may request the Mayor's Office to designate other city departments to prepare the Remediation Plan, Deficiency Plan Action List, or the Implementation Plan. Furthermore, other departments may be designated as the responsible agencies for the implementation of the Deficiency Plan.

A.5.4.2 | Deficiency Plans Addressing Multiple Deficiencies

The Mayor's Office may request that the lead department prepare a Deficiency Plan that covers more than one deficient roadway segment.

Multiple deficiencies may be likely if an area or transportation corridor is impacted by large land use projects (e.g., Mission Bay), significant transportation infrastructure projects (e.g., demolition of the Central Freeway), or pronounced socioeconomic trends (e.g., increased commuting from the East Bay). When multiple deficiencies are within close geographical proximity, distributed along a single corridor (or parallel facility), or are functionally related, the Transportation Authority may encourage a single area-wide, or corridor Deficiency Plan.

The process would be similar to that described in Section 4.0. Nevertheless, the lead department must:

1. Review relevant EIRs for their assessment of impact and proposed mitigation measures;
2. Perform modeling of traffic within the area or corridor to determine the effectiveness of the Remediation Plan improvements;
3. Consider funding and/or regulatory feasibility of the proposed Implementation Plan; and
4. Coordinate with the CIP and other transportation programming and/or planning documents designed to address transportation planning for a subarea of the city, a specific corridor, or multiple facilities or modes.

A.5.4.3 | Future Deficiencies

The legislation does not require that local jurisdictions address future anticipated deficiencies. Deficiency Plans are only based on actual CMP network conditions.

Future Deficiencies Caused by Changes in Transportation Infrastructure or Land Use
Future changes to the transportation infrastructure or services may cause deficiencies. There are many potential causes of deficiencies, particularly changes to the transportation infrastructure in the City as well as land use changes.

The Planning Department is responsible for land use planning and development management. This role, stipulated in the City Charter, gives the Planning Department direct or oversight responsibility for every land use project from its initial design stages through environmental impact analysis, to final completion. Large-scale projects may have major impacts. Example of such projects include, but are not limited to:

- Mission Bay;
- Rincon Point South Beach Redevelopment Area;
- Candlestick Point and Hunters Point Shipyard Development Plan;
- Revised South of Market Specific Plan; and
- Transbay Terminal Replacement.

In addition, the Planning Department oversees preparation of Transportation Impact Analyses (TIAs) and its Office of Environmental Review (OER) coordinates CEQA review and EIR preparation for development projects. All of these documents are intended to anticipate the impacts of a proposed project on the transportation system; thus, they have direct relevance to the Deficiency Plan if a project's impacts cause a deficiency.

APPENDIX 8

San Francisco Transportation Impacts Analysis Guidelines

TRANSPORTATION IMPACT ANALYSIS GUIDELINES
FOR ENVIRONMENTAL REVIEW

October 2002

The Planning Department
City and County of San Francisco

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I. Introduction

These guidelines replace the Transportation Impact Analysis Guidelines which were originally prepared in 1991 and updated on an interim basis in 2000 to aid consultants in preparing transportation impact analysis for environmental evaluation in San Francisco, including both Environmental Impact Reports (EIRs) and Negative Declarations. In those cases where a transportation study is required for environmental analysis, it is normally necessary that a separate transportation report be prepared, based on these guidelines, as background for the Negative Declaration or EIR.

The Planning Department will make a determination whether a transportation study and report are necessary. In most cases, the department evaluates conditions in the PM peak hour of the PM peak period (4:00 to 6:00PM). This period was chosen because it is the time period when the maximum use of much the transportation system occurs. It is also the time when most of the transportation system capacity and service is at a maximum. Generally, a transportation report may be required for an environmental analysis if one or more of the following conditions apply. Not all conditions apply to all projects.

1) The project would potentially add at least 50 PM Peak Hour person trips;

2) The project would potentially increase existing traffic volumes on streets in its vicinity by at least 5 percent;

3) The project would potentially impact nearby intersections and/or arterials which are believed to presently operate at LOS "D" or worse;

4) The project would provide parking which would appear likely to be deficient relative to both the anticipated project demand and code requirements by at least 20 percent;

5) The project has elements which have potential to adversely impact transit operations or the carrying capacity of nearby transit services;

6) The project has elements which have potential to adversely affect pedestrian or bicycle safety or the adequacy of nearby pedestrian or bicycle facilities;

7) The project would not fully satisfy truck loading demand on-site, when the anticipated number of deliveries and service calls may exceed ten daily.

Transportation reports shall be prepared by qualified consultants, working at the direction of the Planning Department staff. The purpose of the transportation study is to provide the comprehensive information necessary to identify the transportation issues and impacts of a project (including those of importance and significance), and provide potential solutions or mitigations to problems and significant impacts in the context of the overall policies and objectives of the City.

II. Overview of Process and Procedures

These guidelines update and revise the *Guidelines for Environmental Review: Transportation Impacts* (July, 1991) *and Interim Transportation Impact Analysis Guidelines for Environmental Review* (January 2000), and supersede all previously published transportation analysis guidelines. This document reflects the most current data available regarding San Francisco travel characteristics. A major portion of the analysis guidance is based on the findings of the *Citywide Travel Behavior Survey - Employees and Employers* (May, 1993), the *Citywide Travel Behavior Survey - Visitor Travel Behavior* (August, 1993), and updates or enhancements to those reports. In addition, the *Guidelines* employ certain findings and assumptions from major San Francisco study reports, including those for: Mission Bay (Case No. 1996.771E; EIR certified September 17, 1998); Transbay Terminal/Caltrain Extension (Case No. 2000.048E); and Van Ness Avenue (Case No. 1987.586; EIR certified on December 17, 1987). The data in the Citywide Travel Behavior Study (CTBS) was subsequently confirmed by the *1995 Citywide Travel Behavior Study* that was sponsored by the San Francisco County Transportation Authority.

It should be noted that these are only guidelines. It must not be assumed that the information provided herein constitutes a complete scope of work for any transportation analysis. The *Guidelines* provide a broad overview, while individual transportation study scopes of work are required to provide a level of detail tailored to fit the size and complexity of transportation issues associated with particular projects. Moreover, once a scope of work is prepared and approved under the direction of the Planning Department, the specific direction contained within that scope will provide a more precise focus than that which appears in these *Guidelines*.

For clarification, the following represents an overview of the process involved in the preparation of a transportation impact analysis for environmental review purposes. No estimate or assumption is made or inferred regarding time lines for the various steps.

(1) The project sponsor or a designated representative files an Environmental Review (EE) application with the Planning Department following the instructions contained in that application form (available at the Department and on-line). When the application is accepted by the Department, a case number is assigned and a staff person from the Department's Major Environmental Analysis section is designated as the coordinator for environmental review. This individual will likely be different than the staff person handling the Transportation Impact Report. All Department staff assigned to the project will coordinate activities throughout the review process. Filing for environmental review generally (but not always) precedes starting the review of transportation issues.

2) Determination concerning whether a transportation impact report is required is based on the scale, location, and/or potential level of activity of the proposed

project. To make this determination and/or to prepare a transportation work scope, if one is required, the project sponsor should provide the following information to the assigned environmental coordinator or to a senior transportation planner in the Major Environmental Analysis section:

- existing and proposed specific gross square footage of space for each commercial use such as office, retail, restaurant, hotel (including number of rooms), industrial, etc;

- existing and proposed number and type of housing units (including live/work units) including the number of single and multiple bedroom units, and senior, affordable, rental, or owner-occupied designations;

- existing and proposed amount of off-street parking and loading space, including specification of supply relative to Planning Code requirements;

- existing and proposed location of driveways and site plan showing access to off-street parking and/or loading;

- location of bus stops, nearby curbside loading zones and designations for all curbside space along the frontage of the property.

Upon receipt of the above material, Department staff will determine whether a transportation study is required. This decision is generally based on factors such as those articulated in the introduction to these *Guidelines* and staff knowledge of transportation issues in the site vicinity.

(3) If it is determined that preparation of a transportation report is warranted, a transportation scoping meeting will be scheduled with the transportation planner, the environmental staff coordinator (other Department staff may also be involved), the project sponsor, and the transportation consultant and environmental consultant hired by the project sponsor. The scoping meeting will determine the specific issues to be examined in the transportation impact report and determine other parameters as defined in these guidelines.

All fees are to be paid by the project sponsor to the Planning Department for the review of the Transportation Impact Report prior to scheduling a transportation scoping meeting for the project. The amount of these fees can be obtained from Department staff. (See Appendix A, Figure A-1 for details on this process.)

(4) The transportation consultant will then prepare a draft transportation scope of work for Departmental review and revision(s), if necessary, for final approval. No work should be initiated by the transportation consultant until a written scope of work has been approved by the Department, including the

assigned transportation and environmental planners, by transmittal to the consultant of the Planning Department approval form. (See Figure 2 in Appendix A)

The Department will make every reasonable effort to anticipate and include in the scope of work typical concerns of other City agencies. However, it is not possible for the Department to anticipate all issues and concerns which later may be raised by other City Departments such as the Municipal Railway (MUNI) or the Department of Parking and Traffic (DPT). Ultimately, the scope of work may need to be revised after its approval so that it adequately addresses relevant issues raised by all other City agencies and other relevant issues that may arise in the course of preparing the study report. Any contractual arrangement between the project sponsor and its consultant preparing the transportation report should reflect the flexibility to address the above issues as they are raised.

(5) Based on the approved scope of work, the transportation consultant conducts the required analysis independent of the project sponsor, and submits five copies of all drafts directly to the environmental project coordinator for review, comment, and approval. Three copies will be used within the Planning Department, one copy will be provided to MUNI, and another to the Department of Parking and Traffic. It is recognized that more than one submittal of preliminary transportation findings will normally be necessary in order to achieve a satisfactory final transportation report. Under normal circumstances, two drafts of a transportation study will be required before it is accepted as final. The Planning Department staff will provide consultants with a coordinated set of comments from all City reviewers on each draft. Consultants should revise draft reports to reflect City comments as directed, and should provide a detailed written explanation if any comments are not reflected in subsequent submittals.

(6) Pertinent information from the final transportation report will be summarized for inclusion in an Environmental Impact Report (EIR) or Negative Declaration. The specific information to be extracted and summarized for inclusion in an EIR or Negative Declaration, will be determined on a case-by-case basis under the direction and guidance from the environmental staff person assigned to the project.

The selection of the transportation consultant is at the discretion of the project sponsor, contingent upon submittal of an acceptable work scope to Department staff. The consultant's work effort is, however, to be entirely under the direction of the assigned Department staff. All submittals by the consultant are to be made directly to the assigned coordinator of the overall environmental review in the Department's Major Environmental Analysis section. Any comments by the project sponsor or its representatives must be directed to Department staff rather than to the environmental and/or transportation consultants to ensure the objectivity of the analysis. The role of

the project sponsor and its representatives during the preparation of the transportation report should be limited to provision of details concerning the project, response to recommended changes affecting project circulation, and indication of support or lack of support for recommended mitigation measures and other transportation improvements identified in the impact report.

Transportation analysis can be a complex and lengthy process. The Department strongly advises that it begin as early as possible, to avoid unnecessary delays. The Department also recommends that the consultant follow the explicit parameters found in the scope of work.

III. Study Report Preparation Guidelines

Each transportation impact report is to follow a consistent format, as presented here, and include all of the elements and information presented in these *Guidelines*. The appropriate level of detail needed for each project's transportation impact analysis with respect to particular issues will be specified in the transportation work scope developed at the scoping meeting. When these *Guidelines* are referenced in a transportation study report, we suggest using either the full title and date, or the "2002 Transportation Guidelines" so the version is properly identified.

1. Project Description

All analyses must include a detailed project description. This information is to be presented as the first section of the document. The project description typically includes the following information:

- Case file number for the project, as assigned by the Department.
- Location of the project site, address, Assessor's Block and Lot number(s), cross streets, and Superdistrict or C-3 District (Refer to Appendix A for maps showing the Superdistricts and the C-3 District).
- Figure showing the site plan.
- Existing and proposed total gross square footage for each land use type and the number of units for residential, hotel/motel, and live/work projects including the net changes for each type of use.
- Existing and proposed estimated number of employees and/or dwelling units by type of use, including net changes, if available.
- Existing and proposed number of off-street parking spaces and whether any on-street or off-street parking spaces will be removed as a result of

the project.

- Existing and proposed number of off-street and on-street freight loading spaces as well as any proposed changes affecting on-street loading spaces.

- Description and plans for use (if any) of public rights-of-way by present or proposed uses, either above or below grade (e.g., air rights, surface or subsurface revocable permits, etc.) including sidewalk width changes, changes in width or number of traffic lanes, function of lanes in terms of traffic channelization, and/or direction of travel.

- Detailed plans showing vehicular and pedestrian site access, including location of curb cuts for both existing and proposed uses, and internal vehicular circulation, presented in standard architectural or engineering scale.

- Figure identifying parking spaces, the proposed egress and ingress to the parking garage or lot, the circulation pattern within the parking facility and the number and location of parking spaces for the disabled.

- Figure showing the location, dimensions and access to the off-street freight loading spaces as well as the on-site location for trash and garbage storage.

- Identification of all transportation-related approval actions required by any City department including use permits, variances, encroachment permits, and changes in public rights-of-way. Describe the specific action.

- Identification of the location, number and type of bicycle parking spaces provided.

- Information regarding the project site's lot area, existing and proposed zoning, and a figure with the location of the lot on the Assessor's Block.

2. Project Setting

The setting information shall be presented immediately following the Project Description as a discrete chapter or report section. The goal is to provide a brief but complete description of existing transportation infrastructure and conditions in the vicinity of the project. Normally, the described vicinity is a radius between two blocks and 0.25 mile, however, a larger area may be determined in the scoping process.

The specific perimeters of the study area, for both setting and project impact analysis, are to be confirmed as part of the approval for the scope of work. It should be noted that when the boundaries of a study area are determined in a scope of work, the project area should include both sides of the streets designated as the project boundaries unless otherwise specified (e.g., for on-street parking surveys). Sometimes the study area differs for different purposes, e.g., traffic vs parking vs transit.

The Setting section typically includes the following text information but the level of detail to be provided should be according to specific direction in the transportation scoping meeting:

- Street designations and classifications as identified in the Transportation Element of the San Francisco General Plan. These designations can be found on the following maps in the General Plan: Vehicular Street Map; Congestion Management Network; Metropolitan Transportation System; Transit Preferential Streets; Citywide Pedestrian Network; Neighborhood Pedestrian Streets; and Bicycle Route Map.

- A description of the study area streets, including the number and width of lanes, direction of flow, and the presence of peak period tow-away lanes affecting roadway travel capacity, the presence of bicycle lanes, and any other significant street information.

- Access to regional highways and freeways, including location of, distance from, and routings to and from on-ramps and off-ramps.

- Description of public transit routes operating on streets within the study area, including: route character; service areas; hours of service; peak period headways; and type of vehicle (diesel coach, trolleybus, streetcar, light rail vehicle; etc.). For projects subject to Section 321 of the Planning Code (Office Development: Annual Limit), the report must specifically identify, by operator, all lines within 1/4, 1/3, and 1/2 mile radii of the site.

- Level of Service (LOS) analysis for existing conditions for the specific intersections identified in the scope of work for the PM peak hour or other hours if specified in the scope of work. Unless otherwise specified, the operations method of the 2000 Highway Capacity Manual (HCM) shall be used in the analysis of intersections. The date on which the data was collected for the analysis must be specified in the text and on the calculation sheets. The methodology for the calculation of the LOS for various types of intersection controls is provided in the Appendix B.

- Actual and effective widths of sidewalks immediately adjacent to the project site. For areas where the sidewalks are absent or known to be deficient, the official

sidewalk width should be included. (Information on the official or legislated widths is available from Department of Public Works, Maps and Surveys.) For the streets immediately adjacent to the project site, this may include the location of fire hydrants, light poles, MUNI poles, traffic control devices, and other significant physical items between the curb and property line.

- Characteristics of parking within the study area (typically within a two-block radius of the site, but as determined in the approved scope of work), including the number of on-street parking spaces, control of on-street parking (e.g., meters, signed for time limit, neighborhood residential permit parking, etc.) number of off-street parking facilities and spaces (public and private), and whether off-street parking is provided as independently-accessible stalls or tandem/stacked valet operation. On-street and off-street parking occupancy information should be provided for the time period(s) specified in the scope of work. The data collection periods for peak parking occupancies typically are mid-afternoon for commercial uses and early evening for residential uses. The effects of any special circumstances affecting the availability of parking in the vicinity of the proposed project (e.g., periods of peaking in parking demand, and large generators of localized parking demand, such as a major institution) should be identified.

The Setting section typically also provides graphics, including:

- Street maps of the study area showing: street names, number and direction of lanes; transit service by line number and with stop locations identified; the location and amount of parking facilities, and the location and class of bicycle lanes. For projects subject to Section 321 of the Planning Code, the transit map is to show transit lines and stops within 1/4, 1/3 and 1/2 mile radii lines.

- When appropriate, include mapping and supporting tables which show both off-street and on-street parking conditions in study area. For off-street parking inventories, the parking supply should be based on how facilities are actually operated, i.e., the number of spaces should be based on valet parking when this is used and on striped spaces when this would be appropriate. For on-street parking only, inventories should include parking on each side of all the streets within the parking study area. On-street parking inventories should identify spaces subject to Residential Permit Parking (RPP) areas, whether the proposed project would be eligible to participate in the RPP, and what the project's impact on area parking occupancy rates would be.

- All designated bicycle routes in the study area should be illustrated. The existing treatments for bicycles (e.g., Class 2 or Class 3) and any proposed treatments for bicycle routes as well as general characterization of the extent of bicycle usage should be described.

3. Travel Demand Analysis

Travel demand analysis shall include textual information, supported by tables or figures detailing the project's trip generation, trip distribution, trip assignment and modal split characteristics.

Net new travel demand generated by the project is to be estimated, based on the difference between existing and proposed land uses. Person trip generation rates per unit of square footage for each land use, or other unit as shown in Appendix C, are to be used for estimating levels of activity for the proposed project. The rates were developed by an examination of various studies and sources, including the Citywide Travel Behavior Study, the ITE Trip Generation manual and special purpose studies, many of which are specific to San Francisco. No single source or analysis provides, by itself, an adequate means to define trip generation for all the situations encountered in San Francisco. Trip generation rates may sometimes need to be determined by other means, such as surveys of similar land uses, if so specified in the scope of work.

To "net-out" existing land uses that will be replaced, the existing levels of trip activity should, in most cases, be based on actual observations rather than on estimates based on rates in these *Guidelines* or other sources.

Each analysis should apply the trip generation rates from the *Guidelines* individually to the proposed uses, compare the proposed trips to existing levels of trip activity, and show the differences ("net new") by land use and in aggregate.

The Travel Demand Analysis is to include the following, unless otherwise directed in the work scope (Note that different or additional analysis periods may be defined in the scope of work process.) :

- Trip Generation Information: Project trip generation information (total person trips) by land use for existing and proposed uses. The total unadjusted daily and P.M. peak hour trips by mode can be calculated. The number of daily and peak hour vehicles (autos) generated by the project should also be calculated by using the auto occupancy rates noted in the tables in Appendix E.

- Work and Non-Work Trip Generation Information: Since work and non-work trips have different characteristics in terms of distribution and the mode of travel, the number of work and non-work (visitor) trips should be calculated separately. Appendix C provides the methodology to compute the work and non-work

(visitor) trips for a specific land use.

- Trip Distribution, Assignment and Modal Split Information: Net new person trips distributed to various directions of travel and assigned to the appropriate modes of travel (auto, transit, walk, and other) should be calculated, presented in tables and a graphic diagram (for vehicle and transit trips), and discussed in the text. Modal assignments should also be calculated for daily and the P.M. Peak Hour.

The weekday P.M. Peak Period is generally 4:00-6:00, and traffic counts shall generally be conducted during this period, unless otherwise specified in the scope of work. The peak hour must be determined from the counts (normally recorded in 15 minute intervals) for the entire peak period, and should represent the single hour within the peak period with the highest counts. The Planning Department may also request data for other periods to reflect the peak period of trip generation by the land use.

4. Transportation Impact Analysis

Analysis for all projects is to be conducted for project-specific impacts, and for cumulative impacts.

A. Traffic Impacts

Project-Specific Impacts. The project generated traffic impacts must be calculated for intersections identified in the scope of work using the methodologies explained in Appendix B. LOS levels for the specified intersections must be discussed in the text and presented in a table showing Existing, Existing plus Project and Cumulative intersection levels of service. The traffic attributable to the project is normally assumed to be included in the cumulative forecast, and should not be added to the cumulative totals. The percent contribution of the project should be shown both as a percentage of the total cumulative traffic and as a percentage of the growth in traffic (cumulative less existing) for each intersection.

The specific intersections to be analyzed will be identified in the approved scope of work for the transportation analysis, and based on an initial assessment of areas that could be impacted by the project. When a wide area may be impacted, the intersections selected for analysis may only be those that would experience the greatest change or have the greatest likelihood of degrading to an unacceptable LOS with the addition of the project traffic.

Cumulative (Horizon Year) Impacts. The transportation impact analysis should present and discuss the cumulative traffic impacts. The horizon year (normally 10 to 20 years in the future, depending on the location) should be used for the cumulative analysis year unless otherwise specified in the scope of work. The analysis is to assume a growth factor of one percent per year for "background" traffic, unless an areawide cumulative

forecast is defined during the scoping process. Traffic generated by the project, and by nearby projects when applicable, are to be expressed as a percentage of this overall growth factor. If the localized share seems to represent an unreasonable share of the anticipated overall horizon year growth, the consultant will need to discuss the issue with Department staff who will determine the appropriate approach to determining the cumulative conditions.

Figures should be included for each intersection analyzed which clearly indicate growth for each movement generated by the project and from cumulative conditions compared to existing conditions. For each analysis scenario (i.e., typically, Existing, Existing plus Project, and Cumulative), each of the critical movements at each intersection should be clearly indicated in the intersection calculation sheets and preferably in the figures which show volumes for each movement. The presence or absence of significant traffic impacts shall be determined according to direction from MEA transportation staff.

B. Transit Impacts

The specific methodology for analyzing transit impacts is included in Appendix F. For projects within the greater downtown area (C-3, SOMA and Mission Bay districts), the methodology for the cumulative (horizon year) condition for MUNI and the regional transit operators uses an approach based on a screenline analysis. For projects outside the greater downtown area, the level of analysis will depend on the nature of the project and the transit service within the study area.

Transit trips, as determined by the travel demand analysis outlined in Section 3, need to be assigned to transit routes (aggregated or individual) based on the trip distribution data, and in accordance with the transit analysis methodology outlined in Appendix F. Trips on both MUNI and regional carriers must be accounted for. The normal evaluation requires a determination of the loading at maximum load points in relation to the available capacity for the Existing, Existing plus Project, and possibly a Cumulative condition. The frequency and load standards of the affected transit vehicles needs to be known if not contained within the aggregated data. Similar to traffic impact analyses, the focus is on conditions for the p.m. peak hour. Net new transit trips generated by the project should be cited and also expressed as a percentage of cumulative growth, by operator.

Any transit analysis needs to consider the access to transit service from the project site. Normally, transit riders need to walk to a transit stop or station from the project site. This walk trip can influence the choice of a particular line, or even the mode itself, especially if the walk link is a difficult or unpleasant experience due to inadequate sidewalks, unsafe pedestrian crossings or other related circumstances. The analysis should determine whether sidewalk improvements or other pedestrian-related improvements are necessary in order to provide adequate access to transit service.

Also, any potential transit conflicts or delays resulting from site-related activities need to be examined and described.

C. Parking Impacts

Parking supply, parking demand, and Code-required parking should be clearly distinguished. If there is already existing parking on the site, the amount of net new parking should be noted. The project's parking supply is the amount of on-site parking spaces provided by the project that will be available for use by the project's residents, employees or visitors. Parking demand is the amount of daily parking need generated by the proposed uses. The Code required parking is the number of parking spaces required by Section 151 of the San Francisco Planning Code for the proposed uses.

Project parking demand is to be calculated for long-term demand (employees) and short-term demand (visitors) for commercial projects, and for resident parking demand for residential projects.

In some situations (e.g., when overlapping work shifts of the project or adjacent uses cause an accumulation of parking demand greater than the daily average total), accumulated peak parking demand should also be quantified.

Parking demand for commercial projects should be generally calculated based on the number of auto trips and auto occupancy rates from Appendix E for each superdistrict. Turn-over rates should be taken into consideration in calculating the daily short-term parking demand. Appendix G explains the methodology for parking demand calculations in more detail. In cases where more accurate information about parking demand and employee shift changes are available, this information may be used instead of derived from Appendix E, if incorporated in the scope of work.

Residential parking demand should be calculated based on the information provided in Appendix G of this report.

If a proposed project would displace existing parking, the report should identify:

1) the amount of parking which is required parking for the current uses on-site;

2) the amount of parking which is accessory parking to an off-site use; and

3) the amount of parking which is available to the general public (specifically identify as: short term; long-term; independently accessible; or valet parking.)

Project parking demand (including, if appropriate, demand for parking displaced) should be compared to the amount of parking provided by the project (supply), and the parking required by the Planning Code.

Deficiencies or surpluses in the number of parking spaces relative to demand and/or Code requirements should be quantified. The manner in which any parking deficiency will be addressed, and its impact on the existing on-street and off-street parking supply in the study area, should also be identified.

The impact of any deficiency in parking supply relative to the estimated demand, including current users of public parking to be displaced by the project, should be quantified in terms of the estimated increase in occupancy of available on-street and off-street facilities.

The amount of parking to be provided for bicycles and the disabled should be cited and compared with Code requirements. Any designated on-street parking spaces for the disabled that may be used by those accessing the project should be noted.

Parking access (ingress and egress) should be identified and the dimensions noted. Any impacts or conflicts of parking access with Transit Preferential Streets, other streets identified in the General Plan, streets identified for full or partial priority for pedestrians or bicycles, and any potential conflicts affecting transit, pedestrian, bicycle or vehicular flow should be identified. In cases where there are exceptional peaks in the traffic entering or leaving a garage, a queuing analysis may be necessary.

Whenever on-site parking is proposed, sufficient details should be included to the extent possible in order to assess:

- potential for conflicts between ingress and egress traffic;
- location of control gates, ticket dispensing facilities, and payment/validation facilities;
- adequacy of on-site space to avoid the potential for queueing onto adjacent sidewalks and streets;
- potential for conflicts with pedestrians, transit, bicycles, autos, and access for other projects;
- measures to functionally separate parking spaces for residential and commercial uses;
- quantity, locations, access, safe and secure character, and provisions for associated showers and lockers for all bicycle parking spaces whenever required or provided; and quantity, dimensions and locations for all disabled parking spaces.

Any special circumstances affecting the availability of parking in the vicinity of the proposed project as identified in the Setting Section are to be taken into consideration in the analysis and noted.

D. Pedestrian Impacts

Pedestrian conditions and the project impact should be discussed qualitatively or quantitatively based on the project size and existing circumstances. The Planning Department will determine if a qualitative or quantitative analysis is necessary.

If a quantitative analysis is required, pedestrian trips generated by the proposed project should be estimated for P.M. Peak Hour, plus the peak period of pedestrian activity for the immediate area (often in the midday), and/or the proposed project's peak period of trip generation. Level of Service conditions, when appropriate, for existing and existing plus project scenarios are to be calculated. Pushkarev and Zupan *Pedestrian Level of Service Standards and Methodology for Average Flow Characteristics Related to Flow In Platoons,* or the 2000 Highway Capacity Manual methodology are considered acceptable methodologies for the analysis; appropriate references are to be included. Midblock sidewalk or corner pedestrian Level of Service analyses may, in some situations, be requested in addition to or instead of Level of Service analysis at pedestrian crosswalk (intersection) locations.

Pedestrian safety issues related to the project should be assessed. The study should examine potential conflicts between pedestrian movements at driveways, localized pedestrian hazards and, more generally, between pedestrians and vehicles. Any proposed changes affecting the public rights-of-way such as new or modified sidewalks or streets should be detailed and based on advance consultations with relevant City departments, including the Department of Public Works and the Department of Parking and Traffic.

Pedestrian access to the project by the disabled should be discussed. Points of ingress and egress that are accessible to the disabled should be identified. Also, accessible curb-cuts or ramps, and other on-street aids for the disabled, on the adjacent streets should be noted.

E. Bicycle Impacts

The existence of current or future bicycle facilities in the area should be identified from the San Francisco Bicycle Plan and by consultation with the Department of Parking and Traffic. The analysis should examine possible impacts on bicycle traffic on the streets in the vicinity of the project. This would include potential conflicts between auto, truck and bus traffic serving the project during loading and unloading, and potential conflicts due to turning movements across bicycle lanes or routes. Potential barriers or hazards to safe bicycle operations near the project should also be identified. Other conditions that may have a notable negative or positive impact on use, such as bicycle parking or the provision of shower facilities, should also be stated. Details regarding the location and access to any bicycle facilities included in the project should be described in the textual discussion and clearly shown on the site plan included in the background transportation

report. The information provided needs to be sufficient to ascertain whether the proposed bicuycle facilities would be secure and practical for bicyclists to use.

If sufficient bicycle traffic exists or is anticipated on a study area street, it may be necessary to include a quantitative analysis of the impacts using the methodology in the 2000 Highway Capacity Manual or some similar technique.

F. Freight Loading and Service Impacts

Off-street truck loading requirements should be specified according to the Planning Code. The analysis should include a description of the frequency of the service deliveries and the estimated mix in the types of vehicles that will be utilized in the freight loading activities for the project. If it is expected that the project will attract a high level of courier and other service deliveries, the report should discuss how these will be accommodated. The analysis of the project should compare the amount of loading space provided by the project (supply) with truck loading demand generated by the project and with the off-street freight loading requirements in the Planning Code.

Project truck loading demand and service rate for the peak loading period (which should be specified) and the entire day should be estimated based on proposed uses on the site (using the data shown in Appendix H), and compared with Planning Code requirements and the proposed on-site facilities. The truck loading supply is the number and sizes of off-street truck loading spaces provided by the project on-site. It should be compared to the truck loading demand that the proposed use would generate. The number and sizes of off-street freight loading spaces required should be determined based on Section 152 of the San Francisco Planning Code.

The location, number and dimensions (including vertical clearance) of all spaces provided for freight and service functions, including van size spaces substituted for full size spaces, should be specified in the text and on a figure. The figure should indicate the location of freight elevators relative to all loading and service parking and clearly identify the circulation path between the loading/service stalls and elevators.

If truck loading demand exceeds supply and/or if no off-street loading facilities are proposed to be included as part of the project, a quantification of the resulting impacts (e.g., time of day, number of instances and duration of double-parked vehicles) should be provided, and details may be required regarding how service needs would be accommodated.

If truck movements would require backing into or out of the site on public rights-of-way, the resultant delays to traffic, transit vehicles and pedestrians should be characterized.

Truck loading access affecting a Transit Preferential Street, or any street identified in the General Plan for full or partial priority for pedestrians, and any potential conflicts affecting transit, pedestrian or vehicular flow should be identified.

In any case in which a project proposes to rely on curbside yellow loading zones, an occupancy and turnover analysis is to be conducted for existing curbside loading spaces in the immediate vicinity of the project site to estimate the probable availability of such spaces to serve the needs of the proposed project, based on the specific use(s) proposed and area conditions.

Details should be provided adequate for analysis of garbage needs including dedicated on-site storage independent of loading areas, measures to avoid use of public rights-of-way for garbage storage in accordance with DPW requirements, and well-defined access to accommodate garbage pick-up in order to minimize disruptions to streets and sidewalks.

G. Passenger Loading Zones

If applicable, the extent of taxi, tour bus, or other types of passenger loading and unloading needs should be specified including details regarding how these functions would be served. Where a porte cochere or other off-street passenger loading area is required or provided, plans should be included showing the location, traffic and parking lanes, adjacent sidewalks, circulation patterns, and all dimensions. Any plans to seek colored, marked curbside areas from the Department of Parking and Traffic should be noted.

For cases in which a project proposes to rely on curbside pedestrian loading zones, an occupancy and turnover analysis for similar curbside passenger loading spaces should be made to estimate the probable availability of such spaces to serve the needs of the proposed project, based on the specific use(s) proposed and area conditions.

H. Construction Impacts

The number of daily and peak period construction truck trips by construction phase should be cited, with proposed truck routings and operating hours indicated.

Any proposed closures or temporary use of pedestrian ways, parking lanes or traffic lanes are to be identified, as well as the extent and duration of such closure or temporary use. Impacts associated with such occupation of public rights-of-way should be identified, in terms of parking lost, effect on transit operations, loading needs, or temporary degradation in levels of service for intersections and/or pedestrians. The need to remove or move any transit stops should also be noted. For large projects, the staging plans of construction trucks for materials delivery should be cited, and methods for addressing the parking needs of construction workers should be identified.

5. Transportation Mitigation Measures

Transportation reports are frequently used not only for environmental evaluation but also in the conditional use and other permit processes. It is important to recognize the differences between these processes.

There are also cases in which the transportation analysis for a specific project may conclude that significant transportation impacts are unlikely and that mitigation is not required. If the project has impacts, but they are not considered “significant” as defined by CEQA standards, the analysis should clearly state this at the beginning of the significant impacts and mitigation section. These impacts may be referred to as “non-significant” impacts, and the corresponding measures to alleviate them, as “improvement” measures. They may include desirable measures to improve transportation conditions which may be recommended and subsequently included as conditions of approval. Any recommended improvement measures should be listed, accompanied by identification of the appropriate entity responsible for implementation. Such measures are not to be identified as "mitigation" measures.

Mitigation measures required to deal with impacts determined to be environmentally significant according to CEQA standards should be clearly identified as such.

If a mitigation or improvement is proposed for an intersection that will change the Level of Service (LOS), then the corresponding LOS calculation sheets need to be included in the report. The calculation sheet (or an attachment) should identify the parameters that were changed, and what specific changes are proposed, including consultation with DPT regarding the feasibility of the proposed changes.

Whenever either type of measure is identified, the following should be cited:

- If the implementation would be the responsibility of the project sponsor, indicate whether the project sponsor supports or fails to support each specific recommendation.

- If implementation would be the responsibility of the City or another agency, the responsible department or agency should be identified and its position on each recommendation should be stated.

- The timing and linkages for implementation of each measure, and whether a monitoring plan is needed, should be specified.

In some unique situations, a cost estimate for a mitigation or improvement measure may be required. Every attempt will be made to identify these cases during the scoping process. If an estimate is deemed necessary, it should be prepared at a "planning level" of detail, which would be more general and less rigorous than a construction cost estimate. Such estimates should indicate the month and year in which they were prepared, so they can be adequately assessed at some future date.

Typical transportation mitigation measures for downtown area projects, to address significant impacts as defined by CEQA standards, are shown in Appendix I. While some of these may be appropriate for projects outside of the downtown area, mitigation measures for such projects would generally be a function of the specific conditions and impacts identified by the transportation study for each project.

A transportation management program and on-site brokerage services are required for office developments of 100,000 square feet or larger (25,000 square feet in the SSO District) that are located in the C-3 or South of Market Districts. (Reference the Zoning Map of the City and County of San Francisco.) An agreement for the transportation brokerage services and a transportation management plan must be executed with the Planning Department prior to the issuance of a permit of occupancy. The transportation study report should recognize this requirement when applicable. The actual transportation management plan need not be included in the study report, but could be added at the discretion of the project sponsor. Appendix J contains the Planning Code requirements for the plan and services.

6. Appendices for Inclusion in Transportation Reports

As appropriate, all transportation analyses should include the following appendices:

- Transportation Study Acknowledgment and Approval form, (Appendix A, Figure A-2) completed by the Planning Department (signed and dated), and a copy of the approved scope of work.
- Complete sets of all required traffic and pedestrian counts and estimated volumes. These should include Existing, Existing plus Project, and Cumulative conditions, at a minimum. The counts should include the date on which the data were collected.
- Complete sets of all traffic and pedestrian Level of Service calculations. Each Calculation sheet should indicate the date on which the data was collected. A summary of the rationales for use of adjustments or default values for the variables used in the calculations should be included.
- Complete sets of all analysis assumptions (including trip generation rates, transit patronage and capacities, parking turnover rates, mode splits, trip distribution, trip assignment, auto occupancy, etc.)
- Intersection LOS definitions and descriptions.
- Pedestrian LOS definitions and descriptions.

APPENDIX 9

Downtown Transit Impact Development Fee Ordinance

Amendment of the whole
in committee. 07/12/04

FILE NO. 040141 ORDINANCE NO. 199-04

[Transit Impact Development Fee]

Ordinance repealing San Francisco Administrative Code Chapter 38 (Transit Impact Development Fee) and replacing it with a new Chapter 38 (Sections 38.1 through 38.14), to enact a new Transit Impact Development Fee.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Administrative Code is hereby amended by repealing Chapter 38 in its entirety; provided, however, that any sponsor who has been issued a building or site permit to develop office use that was subject to the Transit Impact Development Fee imposed by Ordinance No. 224-81, as amended, shall remain subject to all the terms and conditions of that ordinance, as amended. Chapter 38 of the Administrative Code shall be replaced with a new Chapter 38 to read as follows:

SEC. 38.1. DEFINITIONS.

For the purposes of this Chapter, the following definitions shall apply:

A. Accessory Use. A related minor use which is either necessary to the operation or enjoyment of a lawful principal use or conditional use, or is appropriate, incidental and subordinate to any such use and is located on the same lot as the principal or conditional use.

B. Base Service Standard. The relationship between revenue service hours offered by the Municipal Railway and the number of automobile and transit trips estimated to be generated by certain non-residential uses, expressed as a ratio where the numerator equals the average daily revenue service hours offered by MUNI, and the denominator equals the daily automobile and transit trips generated by non-residential land uses as estimated by the TIDF Study or updated under Section 38.7 of this ordinance.

C. Base Service Standard Fee Rate. The transit impact development fee that would allow the City to recover the estimated costs incurred by the Municipal Railway to meet

the demand for public transit resulting from new development in the economic activity categories for which the fee is charged, after deducting government grants, fare revenue, and costs for non-vehicle maintenance and general administration.

D. Board. The Board of Supervisors of the City and County of San Francisco.

E. Certificate of Final Completion and Occupancy. A certificate of final completion and occupancy issued by any authorized entity or official of the City, including the Director of the Department of Building Inspection, under the Building Code.

F. City. The City and County of San Francisco.

G. Covered Use. Any use subject to the TIDF.

H. Cultural/Institution/Education (CIE). An economic activity category that includes, but is not limited to, schools, as defined in subsections (g), (h), and (i) of Section 209.3 of the Planning Code and subsections (f) - (i) of Section 217 of the Planning Code; child care facilities, as defined in subsections (e) and (f) of Section 209.3 of the Planning Code and subsection (e) of Section 217 of the Planning Code; museums and zoos; and community facilities, as defined in Section 209.4 of the Planning Code and subsections (a) – (c) of Section 221 of the Planning Code.

I Director. The Director of Transportation of the MTA, or his or her designee.

J. Economic Activity Category. One of the following six categories of non-residential uses: Cultural/Institution/Education (CIE), Management, Information and Professional Services (MIPS), Medical and Health Services, Production/Distribution/Repair (PDR), Retail/Entertainment, and Visitor Services.

K. Gross Floor Area. The total area of each floor within the building's exterior walls, as defined in Section 102.9 of the San Francisco Planning Code.

L. Gross Square Feet of Use. The total square feet of gross floor area in a building and/or space within or adjacent to a structure devoted to all covered uses, including any

common areas exclusively serving such uses and not serving residential uses. Where a structure contains more than one use, areas common to two or more uses, such as lobbies, stairs, elevators, restrooms, and other ancillary space included in gross floor area that are not exclusively assigned to one use shall be apportioned among the two or more uses in accordance with the relative amounts of gross floor area, excluding such space, in the structure or on any floor thereof directly assignable to each use.

M. Management, Information and Professional Services (MIPS). An economic activity category that includes, but is not limited to, office use as defined in Section 313.1(35) of the Planning Code; medical offices and clinics, as defined in Section 890.114 of the Planning Code; and business services, as defined in Section 890.111 of the Planning Code.

N. Medical and Health Services. An economic activity category that includes, but is not limited to, those non-residential uses defined in Sections 209.3(a) and 217(a) of the Planning Code; animal services, as defined in subsections (a) and (b) of Section 224 of the Planning Code; and social and charitable services, as defined in subsection (d) of Section 209.3 of the Planning Code and subsection (d) of Section 217 of the Planning Code.

O. Municipal Railway; MUNI. The public transit system owned by City and under the jurisdiction of the Municipal Transportation Agency.

P. Municipal Transportation Agency; MTA. The agency of City created under Article 8A of the San Francisco Charter.

Q. Municipal Transportation Agency Board of Directors; MTA Board. The governing board of the MTA.

R. New Development. Any new construction, or addition to or conversion of an existing structure under a building or site permit issued after the effective date of this ordinance that results in 3,000 gross square feet or more of a covered use. In the case of mixed use development that includes residential development, the term "new development"

shall refer to only the non-residential portion of such development. "Existing structure" shall include a structure for which a sponsor already paid a fee under the prior TIDF ordinance, as well as a structure for which no TIDF was paid.

S. Planning Code. The Planning Code of the City and County of San Francisco, as it may be amended from time to time.

T. Production/Distribution/Repair (PDR). An economic activity category that includes, but is not limited to, manufacturing and processing, as defined in Section 226 of the Planning Code; those uses listed in Section 222 of the Planning Code; automotive services, as defined in Section 223(a) - (k) of the Planning Code; arts activities and spaces, as defined in Section 102.2 of the Planning Code; and research and development, as defined in Section 313.1(42) of the Planning Code.

U. Residential. Any type of use containing dwellings as defined in Section 209.1 of the Planning Code or containing group housing as defined in Section 209.2(a) - (c) of the Planning Code.

V. Retail/Entertainment. An economic activity category that includes, but is not limited to, retail use, as defined in Section 218 of the Planning Code; entertainment use, as defined in Section 313.1(15) of the Planning Code; massage establishments, as defined in Section 218.1 of the Planning Code; laundering, cleaning and pressing, as defined in Section 220 of the Planning Code; and wholesale sales, as defined in Section 890.54(b) of the Planning Code.

W. Revenue Service Hours. The number of hours that the Municipal Railway provides service to the public with its entire fleet of buses, light rail (including streetcars), and cable cars.

X. Sponsor. An applicant seeking approval for construction of new development subject to this Chapter, such applicant's successors and assigns, and/or any person or entity that controls or is under common control with such applicant.

Y. TIDF Study. The study commissioned by the San Francisco Planning Department and performed by Nelson/Nygaard Associates entitled "Transit Impact Development Fee Analysis - Final Report," dated May 2001, including all the Technical Memoranda supporting the Final Report and the Nelson/Nygaard update materials contained in Board of Supervisors File No. 040141.

Z. Transit Impact Development Fee; TIDF. The development fee that is the subject of this ordinance.

AA. Treasurer. Treasurer of the City and County of San Francisco.

BB. Trip Generation Rate. The total number of automobile and Municipal Railway trips generated for each 1,000 square feet of development in a particular economic activity category as established in the TIDF Study, or pursuant to the five-year review process established in Section 38.7 of this ordinance.

CC. Use. The purpose for which land or a structure, or both, are legally designed, constructed, arranged or intended, or for which they are legally occupied or maintained, let or leased.

DD. Visitor Services. An economic activity category that includes, but is not limited to, hotel use, as defined in Section 313.1(18) of the Planning Code; motel use, as defined in subsections (c) and (d) of Section 216 of the Planning Code; and time-share projects, as defined in Section 11003.5(a) of the California Business and Professions Code.

SEC. 38.2. FINDINGS.

A. In 1981, the City enacted an ordinance imposing a Transit Impact Development Fee ("TIDF") on new office development in the Downtown area of San Francisco. The

ordinance established a rate of $5.00 for each square foot of new office development. The TIDF was based on studies showing that the development of new office uses places a burden on the Municipal Railway, especially in the downtown area of San Francisco during commute hours, known as "peak periods." The TIDF was based on two cost analyses: one by the Finance Bureau of the City's former Public Utilities Commission, performed in 1981, and one by the accounting firm of Touche-Ross, performed in March 1983 to defend a legal challenge to the TIDF. The studies showed that the cost per square foot of new office development to provide public transit service was $9.18 and $8.36, respectively. The California Court of Appeal upheld the TIDF ordinance against legal challenges in *Russ Bldg. Partnership v. City and County of San Francisco*, 199 Cal.App.3d 1496 (1987), reprinted as directed by the California Supreme Court in *Russ Bldg. Partnership v. City and County of San Francisco*, 44 Cal.3d 839, 845-55 (1988). Among other things, the Court of Appeal found that the TIDF was a valid condition of development of real property, and not a special tax requiring voter approval. The Court also upheld the TIDF against equal protection and substantive due process challenges. Additionally, the California Supreme Court upheld the constitutionality of the TIDF as applied to development of new office uses approved before passage of the TIDF ordinance, where the City had conditioned approval of the new development on the developer's payment of a contemplated, but yet unknown, transit mitigation fee.

B. In 2000, the City's Planning Department, with assistance from the Municipal Transportation Agency, commissioned a study of the TIDF. The Planning Department issued a request for proposals for a consultant to consider various issues involving the TIDF, including: (1) whether the TIDF should be expanded to include types of land uses in addition to offices; (2) whether the TIDF should be expanded geographically beyond the Downtown area; (3) whether fee amounts should vary by geographic or land use categories; (4) what standards should be used for measuring the baseline performance of the Municipal Railway

("MUNI"); and (5) the developer fees that would be necessary to fund public transit to meet the additional demand resulting from new development.

C. In 2001, the Planning Department selected Nelson/Nygaard Associates, a nationally recognized transportation consulting firm, to perform the study. Later in 2001, Nelson/Nygaard issued its final report ("TIDF Study"). Before issuing the TIDF Study, Nelson/Nygaard prepared several Technical Memoranda, which provided detailed analyses of the methodology and assumptions used in the TIDF Study.

D. The TIDF Study concluded that new non-residential uses in San Francisco will generate demand for a substantial number of auto and transit trips ~~on MUNI~~ by the year 2020. The TIDF Study confirmed that while new office construction will ~~generate~~ have a substantial ~~demand for~~ impact on MUNI services, new development in a number of other land uses will ~~generate more trips on~~ also require MUNI to increase the number of revenue service hours. The TIDF Study recommended that the TIDF be extended to apply to most non-residential land uses ~~to address the increased demand for impact on public transportation~~. The TIDF Study found that certain types of new development generate very few daily ~~transit~~ trips and therefore may not appropriately be charged a new TIDF.

E. The TIDF Study also determined that the need to expand MUNI services to accommodate new development extends to all times of the day, not just peak periods, and therefore recommended that any measure of the existing level of service and additional service required by new development include service at all times of the day.

F. The former TIDF Ordinance applied the fee to developments in the traditional "Downtown" area of the City. The TIDF Study noted that since 1981, however, development has expanded out of the Downtown area of the City, and that such development has required MUNI to build transit infrastructure in areas outside of the boundary defined in the former TIDF Ordinance.

G. To meet the increased demand for public transit projected by the TIDF Study, MUNI must build new infrastructure and add or adjust service. For example, MUNI's 2002 publication, "A Vision for Rapid Transit in San Francisco" ("Vision Plan"), proposes transit projects along 12 major corridors in San Francisco, covering all areas of the City.

H. Even where employees and others drawn to new development use private transportation, their trips will increase the cost of maintaining MUNI's existing service level ("base service standard") because increasing traffic congestion will result in slower travel speeds for MUNI and require MUNI to add more service hours to maintain its base service standard Accordingly, new development will require MUNI to add service hours to maintain schedules and reliability that extends beyond the new riders seeking to use MUNI service.

I. New development will directly and indirectly require MUNI to (a) maintain and expand service capacity through adding revenue service hours; (b) purchase, maintain and repair rolling stock; (c) install new lines; and (d) add service to existing lines.

J. The TIDF Study recommended that the City enact an ordinance to impose transit impact fees that would allow MUNI to maintain its base service standard as new development occurs throughout the City. The proposed ordinance would require sponsors of new development in the City to pay a fee that is reasonably related to the financial burden imposed on MUNI by the new development. This financial burden is measured by the cost that will be incurred by MUNI to provide increased service to maintain the applicable base service standard over the life of such new development.

K. The TIDF Study expressed the base service standard as a ratio in which the numerator is the number of hours that MUNI provides service to the public on its entire fleet of vehicles ("revenue service hours"), and the denominator is the number of trips generated by all non-residential land uses. An increase in trips resulting from new non-residential development will reduce the ratio of revenue service hours to overall trips generated by new

development. To maintain the base service standard to accommodate the new development, MUNI must increase revenue service hours.

L. The TIDF Study developed a daily trip generation rate for each of six economic activity categories developed in the "Citywide Land Use Study," prepared for the Planning Department in 1998. The daily trip generation rate included automobile and public transit trips, but excluded non-motorized trips because such trips do not materially affect traffic congestion. The TIDF Study determined that the trip generation rates in each economic activity category do not vary geographically within the City. Therefore, the TIDF Study concluded that developer fee rates should not vary in different districts within the City. The trip generation rates contained in the TIDF Study represent the most reasonable rates available for the economic activity categories in the Study.

M. Using data obtained from MUNI and the fiscal year 2000 National Transit Database, the TIDF Study calculated the base service standard fee rates for each of the six economic activity categories in the following way:

(1) To calculate MUNI's total annual costs, the TIDF Study combined MUNI's fiscal year 2000 operating costs with an average annual capital budget, estimated by averaging the prior five years of MUNI's capital expenditures.

FY 2000 Operating Costs	$384,113,000
Average Annual Capital Costs	$310,000,000
Total Annual Costs	$694,113,000

(2) The Study calculated MUNI's net annual costs for fiscal year 2000 by subtracting fare box revenue and federal and state grant funds from MUNI's total costs.

Total Annual Costs	$ 694,113,000
FY 2000 Fare Box Revenue	($101,310,000)
FY 2000 Federal/State Grant Funds	($182,900,000)
Net Annual Costs	$ 409,903,000

(3) The Study then determined MUNI's net annual cost per revenue service hour by dividing MUNI's net annual costs by MUNI's average daily revenue service hours, as reported to the National Transit Database.

Net Annual Costs	Average Daily Revenue Service Hours	Net Annual Cost Per Revenue Service Hour
$ 409,903,000	÷ 8,436	$48,600

(4) The TIDF Study estimated the number of daily auto and transit trips within the City (9,035,282) by using trip generation rates and 2000 employment data supplied by the Planning Department. By dividing MUNI's average daily revenue service hours (8,436) by the estimated daily auto and transit trips within the City (9,035,282), the TIDF Study determined that MUNI provided approximately 0.9336 service hours for every 1,000 transit and auto trips. The TIDF Study multiplied the net annual cost per revenue service hour by 0.9336 to determine a net annual cost per trip.

Net Annual Cost Per Revenue Service Hour	Revenue Service Hours Per 1,000 Trips	Net Annual Cost Per Trip
$48,600	x 0.9336	$45.37

(5) The Study multiplied the net annual cost per trip by an adjusted daily trip rate per economic activity category to calculate a net annual cost per gross square foot (gsf) of new development for each economic activity category. The TIDF Study adjusted the daily trip rate to eliminate bicycle and pedestrian trips.

Economic Activity Category	Adjusted Daily Trip Rate Per 1,000 gsf	Net Annual Cost Per Trip	Net Annual Cost per gsf of Development
Cultural/Institution/Education	42.3	$45.37	$1.92
Management, Information and Professional Services	15.1	$45.37	$0.68
Medical and Health Services	23.9	$45.37	$1.08
Production/Distribution/Repair	9.6	$45.37	$0.44
Retail/Entertainment	166.8	$45.37	$7.57
Visitor Services	13.3	$45.37	$0.61

(6) Finally, the Study multiplied the net annual cost per gross square foot of development for each economic activity category by a net present value factor of 20.69 (based on a U.S. transportation industry index inflation rate of 2.05%, earning on an invested funds rate of 6.14%, and a building life span of 45 years) to establish the base service standard rates for each economic activity category that would be necessary to pay for increased transit services for the 45-year useful life of a new development.

Economic Activity Category	Net Present Value Factor	Net Annual Cost per gsf of Development	Base Service Standard Rates
Cultural/Institution/Education	20.69	$1.92	$39.67
Management, Information and Professional Services	20.69	$0.68	$14.17
Medical and Health Services	20.69	$1.08	$22.40
Production/Distribution/Repair	20.69	$0.44	$9.04
Retail/Entertainment	20.69	$7.57	$156.61
Visitor Services	20.69	$0.61	$12.53

N. In 2004, MUNI updated the base service standard rates established in the TIDF Study with fiscal year 2003 data (the "updated base service standard rates"). To calculate the

updated base service standard rates, MUNI modified certain variables in the TIDF Study's formula to reflect current information, as follows.

(1) Rather than using an estimated average annual capital budget (the methodology employed in the TIDF Study), MUNI used its actual capital costs for fiscal years 1999-2003, as reported to the fiscal year 2003 National Transit Database, in determining the average annual capital costs.

Operating Costs	$449,283,888
Average Capital Costs	$192,468,200
Total Costs	$641,752,088

(2) California Government Code Section 65913.8 prohibits including costs for facility maintenance and operations in a fee imposed on a developer for a public capital facility improvement. It is not clear whether this limitation applies to the TIDF. To comply with Government Code Section 65913.8, if applicable, and to achieve a more conservative estimate of the recoverable costs, MUNI deducted its costs for non-vehicle (facility) maintenance and general administration. MUNI could not separate general administration attributable to facility operations, so MUNI deducted 100% of the general administration costs for the entire department. Accordingly, the updated base service standard rates are even more conservative than may be required under Section 65913.8.

(3) MUNI applied its updated assumptions to the TIDF Study's methodology by deducting non-vehicle maintenance and general administration (in addition to farebox revenues and grant funds) from its total costs to calculate its annual net costs:

Total Annual Costs FY 2003	$ 641,752,088
Farebox Revenue FY 2003	($97,779,333)
Federal/State Grant Funds FY 2003	($89,445,000)
Non-Vehicle Maintenance FY 2003	($34,173,560)
General Administration FY 2003	($92,197,116)
Net Annual Costs FY 2003	$ 328,157,079

(4) To determine the net annual cost per revenue service hour, MUNI used the average daily revenue service hours for Fiscal Year 2003 (10,062), as reported to the National Transit Database:

Net Annual Costs	Average Daily Revenue Service Hours	Net Annual Cost Per Revenue Service Hour
$ 328,157,079	÷ 10,062	$32,614

(5) MUNI then calculated the net annual cost per trip by multiplying the net annual cost per revenue service hour by the number of revenue service hours per 1,000 trips:

Net Annual Cost Per Revenue Service Hour	Revenue Service Hours Per 1,000 Trips	Net Annual Cost Per Trip
$32,614	x 1.1136	$36.32

(6) MUNI multiplied the net annual cost per trip by the adjusted daily trip rate for each economic activity category to arrive at a net annual cost per gross square foot of new development for each category:

Economic Activity Category	Adjusted Daily Trip Rate Per 1,000 gsf	Net Updated Annual Cost Per Trip	Net Updated Annual Cost per gsf of Development
Cultural/Institution/Education	42.3	$36.32	$1.54
Management, Information and Professional Services	15.1	$36.32	$0.55
Medical and Health Services	23.9	$36.32	$0.87
Production/Distribution/Repair	9.6	$36.32	$0.35
Retail/Entertainment	166.8	$36.32	$6.06
Visitor Services	13.3	$36.32	$0.48

(7) MUNI also updated the net present value factor the TIDF Study used to calculate the updated base service standard rates by calculating the lump sum amount needed to fund $1.00 (in today's dollars) in annual costs over 45 years, increasing at a current inflation rate of 3.50% (the five-year Bay Area Consumer Price Index as calculated by the Association for Bay Area Governments), with the remaining fund balance invested at a current interest rate of 4.93% (the five-year average interest rate earned by the City's Treasurer's Department on pooled funds). Both the TIDF Study and MUNI used the interest rate earned by the City's Treasurer for the respective years. But MUNI elected to use the Bay Area Consumer Price Index rather than the U.S. Transportation Index on which the TIDF Study relied because the Bay Area index more accurately reflects the local inflation rate. The use of the different net present value factor yields the following updated base service standard rates:

Economic Activity Category	Net Annual Cost per gsf of Development	Net Present Value Factor	Updated Base Service Standard Rates
Cultural/Institution/ Education	$1.54	33.36	$51.25
Management, Information and Professional Services	$0.55	33.36	$18.30
Medical and Health Services	$0.87	33.36	$28.96
Production/Distribution/Repair	$0.35	33.36	$11.63
Retail/Entertainment	$6.06	33.36	$202.10
Visitor Services	$0.48	33.36	$16.11

O. In setting the TIDF rates, the City considered the updated base service standard rates and input from a variety of stakeholders, including business groups, developers, and civic organizations. The City set the TIDF rates well below the updated base service standard rates to reduce the costs of the TIDF to sponsors of new developments, who are subject to other development fees imposed by the City, and to guarantee that the TIDF does not exceed the reasonable cost to fund the additional transit improvements necessitated by new development. The TIDF rates are as follows:

Economic Activity Category	Updated Base Service Standard Rates	TIDF Schedule (from Sec. 38.4)
Cultural/Institution/Education	$51.25	$10.00
Management, Information and Professional Services	$18.30	$10.00
Medical and Health Services	$28.96	$10.00
Production/Distribution/Repair	$11.63	$8.00
Retail/Entertainment	$202.10	$10.00
Visitor Services	$16.11	$8.00

P. Based on projected new development over the next 20 years, the TIDF will provide revenue to MUNI that is significantly below the costs that MUNI will incur to mitigate the transit impacts resulting from the new development.

Q. The TIDF is the most practical and equitable method of meeting a portion of the demand for additional Municipal Railway service and capital improvements for the City caused by new non-residential development.

R. Based on the above findings, the City determines that the TIDF satisfies the requirements of the Mitigation Fee Act, California Government Code Section 66001, as follows:

(1) The purpose of the fee is to meet a portion of the demand for additional Municipal Railway service and capital improvements for the City caused by new non-residential development.

(2) Funds from collection of the TIDF will be used to increase revenue service hours reasonably necessary to mitigate the impacts of new non-residential development on public transit and maintain the applicable base service standard.

(3) There is a reasonable relationship between the proposed uses of the TIDF and the impact on transit of the new developments on which the TIDF will be imposed.

(4) There is a reasonable relationship between the types of new development on which the TIDF will be imposed and the need to fund public transit for the uses specified in Section 38.8 of this ordinance.

(5) There is a reasonable relationship between the amount of the TIDF to be imposed on new developments and the impact on public transit from the new developments.

SEC. 38.3. IMPOSITION OF TRANSIT IMPACT DEVELOPMENT FEE.

A. Subject to the exceptions set forth in subsections D and E below, each sponsor of a new development in the City shall pay to the City and deliver to the Treasurer upon issuance of any temporary certificate of occupancy, and as a condition precedent to issuance for such new development of any certificate of final completion and occupancy, whichever occurs first, a TIDF. The TIDF shall be calculated on the basis of the number of gross square

feet of new development, multiplied by the square foot rate then in effect for each of the applicable economic activity categories within the new development, as provided in Section 38.4 of this ordinance. An accessory use shall be charged at the same rate as the underlying use to which it is accessory. Whenever any new development or series of new developments results in more than 3,000 gross square feet of covered use within a structure, the TIDF shall be imposed on every square foot of such covered use (including any portion that was part of prior new development below the 3,000 square foot threshold).

B. No City official or agency, including the Department of Building Inspection ("DBI") and the Port of San Francisco, may issue a certificate of final completion and occupancy for any new development subject to the TIDF until it has received notification from the Treasurer that the TIDF in accordance with Section 38.4 of this Chapter has been paid.

C. Except as provided in Sections 38.3(D) and (E) below, the TIDF shall be payable with respect to any new development in the City for which a building or site permit is issued on or after the effective date of this ordinance.

D. The TIDF shall not be payable on new development, or any portion thereof, for which a transit impact development fee has been paid, in full or in part, under the prior Transit Impact Development Fee Ordinance adopted in 1981 (Ordinance No. 224-81; former Chapter 38 of this Administrative Code), except where (1) gross square feet of use is being added to the building; or (2) the TIDF rate for the new development is in an economic activity category with a higher fee rate than the rate set for MIPS, as set forth in Section 38.4.

E. No TIDF shall be payable on the following types of new development.

(1) New development on property owned (including beneficially owned) by the City, except for that portion of the new development that may be developed by a private sponsor and not intended to be occupied by the City or other agency or entity exempted under this ordinance, in which case the TIDF shall apply only to such non-exempted portion. New

development on property owned by a private person or entity and leased to the City shall be subject to the fee, unless the City is the beneficial owner of such new development or unless such new development is otherwise exempted under this Section.

(2) Any new development in Mission Bay North or South to the extent application of this ordinance would be inconsistent with the Mission Bay North Redevelopment Plan and Interagency Cooperation Agreement or the Mission Bay South Redevelopment Plan and Interagency Cooperation Agreement, as applicable.

(3) New development located on property owned by the United States or any of its agencies to be used exclusively for governmental purposes.

(4) New development located on property owned by the State of California or any of its agencies to be used exclusively for governmental purposes.

(5) New development for which an application for environmental evaluation or an application for a categorical exemption has been filed prior to April 1, 2004.

(6) The following types of new developments:

(a) Public facilities/ utilities, as defined in Section 209.6 of the Planning Code;

(b) Open recreation/horticulture, as defined in Section 209.5 of the Planning Code, including private noncommercial recreation open use, as referred to in Section 221(g) of the Planning Code;

(c) Vehicle storage and access, as defined in Section 209.7 of the Planning Code;

(d) Automotive services, as defined in Section 223(l) - (v) of the Planning Code;

(e) Wholesaling, storage, distribution, and open-air handling of materials and equipment, as defined in Section 225 of the Planning Code;

(f) Other Uses, as defined in Section 227 of the Planning Code;

In reviewing whether a development is subject to the fee, the Director shall consider the project in its entirety. A sponsor may not seek multiple building permits to evade paying the TIDF.

F. The sponsor shall pay, or cause to be paid, the TIDF to the Treasurer on the earliest of the following dates:

(1) The date when 50 percent of the net rentable area of the project has been occupied;

(2) The date of issuance of the first temporary permit of occupancy in the new development;

(3) Five days prior to the date of issuance of a final certificate of occupancy.

G. Upon payment of the fee in full to the Treasurer, and upon request of the sponsor, the Treasurer shall issue a certificate that the fee has been paid. The sponsor shall present such certification to DBI before the issuance of the final certificate of occupancy for the new development. DBI shall provide notice in writing to the Treasurer, the Planning Department, and MUNI at least five business days before issuing the final certificate of occupancy for any new development project. DBI may not issue a final certificate of occupancy for any new development until DBI has received notice from the Treasurer that the TIDF has been paid.

SEC. 38.4. TRANSIT IMPACT DEVELOPMENT FEE SCHEDULE.

A. TIDF Schedule. The TIDF Schedule shall be as follows:

Economic Activity Category	TIDF Per Gross Square Foot of Development
Cultural/Institution/Education	$10.00
Management, Information and Professional Services	$10.00
Medical and Health Services	$10.00
Production/Distribution/Repair	$8.00
Retail/Entertainment	$10.00
Visitor Services	$8.00

B. Biennial Adjustment. Biennially, beginning July 1, 2005, the TIDF Schedule shall be adjusted, without further action by the Board of Supervisors, to reflect the average annual change in the Bay Area Consumer Price Index for the prior two years, as reported by the Association of Bay Area Governments, and as determined by the Director.

SEC. 38.5. SETTING OF TIDF. Before obtaining the first building or site permit for any new development in the City after the effective date of this ordinance, each sponsor shall file with the Director, on such form as the Director may develop, a report indicating the number of gross square feet of use of the new development and any other information the Director may require to determine the sponsor's obligation to pay the TIDF. Each sponsor of a new development who had applied for a building or site permit, but who had not obtained an approval of the building permit or site permit before the effective date of this ordinance, shall file the same report prior to obtaining a final certificate of occupancy. Except where an exemption otherwise applies under this ordinance, the Director shall determine the number of gross square feet of use in each applicable economic activity category, disregarding the number of pre-existing gross square feet of use being retained in each such category, apply the fee schedule, and determine the fee. The Director shall mail a copy of his or her written determination to the sponsor. The sponsor may appeal the determination of the number of gross square feet of use subject to the fee, the economic activity category, or the credits described in Section 38.6, to the MTA Board. If the sponsor notifies the Director of its

acceptance of the determination, or does not submit an appeal to the MTA Board within 15 days following the date of mailing of notice of the Director's determination, the Director's determination shall be final, and a notice of such determination shall be provided to DBI and the Treasurer. DBI may not issue a site or building permit for any new development until it has received notice from the MTA of the final determination of the amount of the Transit Impact Development Fee to be paid. The MTA shall not change the amount of the TIDF based on changes to the amount of gross square feet of new development during construction of the new development unless the sponsor applies for a new building permit to reflect such changes.

SEC. 38.6. CREDITS. In determining the number of gross square feet of use to which the TIDF applies, the Director shall provide a credit for prior uses eliminated on the site, provided that a TIDF has not been paid for any prior use of the property. The credit shall be calculated according to the following formula:

(a) There shall be a credit for the number of gross square feet of use being eliminated by the new development, multiplied by an adjustment factor to reflect the difference in the fee rate of the use being added and the use being eliminated. The adjustment factor shall be determined by the Director as follows:

(1) The adjustment factor shall be a fraction, the numerator of which shall be the fee rate which the Director shall determine, in consultation with the Department of City Planning, if necessary, applies to the economic activity category in the most recent calculation of the TIDF Schedule approved by the MTA Board for the prior use being eliminated by the project.

(2) The denominator of the fraction shall be the fee rate for the use being added, as set forth in the most recent calculation of the TIDF Schedule approved by the MTA Board.

(b) A credit for a prior use may be given only if the prior use was active on the site within five years before the date of the application for a building or site permit for the proposed use.

(c) As of the effective date of this ordinance, no sponsor shall be entitled to a refund of the TIDF on a building for which the fee was paid under the former Chapter 38.

SEC. 38.7. REVIEW OF FEE SCHEDULE.

A. Five-Year Review.

(1) Commencing five years after the effective date of this ordinance, and every five years thereafter, or more often as the MTA Board may deem necessary, the Director shall prepare a report for the MTA Board and the Board of Supervisors with recommendations regarding whether the TIDF for each economic activity category should be increased, decreased, or remain the same. In making such recommendations, and to the extent that new information is available, the Director shall update the following information and estimates that were used in the TIDF Study to calculate the base service standard fee rates, and any other information that the Director deems appropriate.

(a) The base service standard;

(b) Capital and operating costs;

(c) Federal and state grant funds received by MUNI;

(d) Passenger fare revenue;

(e) Daily revenue service hours;

(f) Cost per revenue service hour;

(g) Trip generation rates by economic activity category;

(h) Cost per trip;

(i) Cost per gross square foot of development by economic activity category;

(j) Net present value factor;

(k) Useful life period(s) for new development by economic activity category;

(l) Estimated annual rate of return on the proceeds of the fee;

(m) The placement of particular land uses in economic activity categories.

Where applicable, the Director shall use the most recent MUNI information as submitted to the National Transit Database. The denominator of the revised base service standard shall be calculated using the most recent estimates of daily automobile and transit trips developed by the City's Planning Department or other City or state agency.

(2) In the report, the Director shall (a) identify the base service standard fee rates per gross square foot in each economic activity category; and (b) propose a fee for each economic activity category.

(3) After receiving this report and making it available for public distribution, the Board of Supervisors shall conduct a public hearing in which it shall consider the Director's report, hear testimony from any interested members of the public, and receive such other evidence as it may deem necessary. At the conclusion of that hearing, the Board shall make findings regarding whether the revenues projected to be recovered under the proposed Fee Schedule would be reasonably related to and would not exceed the costs incurred by MUNI to maintain the applicable base service standard, in light of demands caused by new development. The Board of Supervisors shall then make any necessary or appropriate revisions to the TIDF Schedule.

(4) The Board shall consider the Director's report in light of the most recent five-year review of the Housing Fee (Planning Code § 313.15), Child Care Fee (Planning Code § 314.7) and Inclusionary Housing Fee (Planning Code § 315.8(e)). MUNI and the

Amendment of the whole
in committee. 07/12/04

FILE NO. 040141 ORDINANCE NO. 199-04

[Transit Impact Development Fee]

Ordinance repealing San Francisco Administrative Code Chapter 38 (Transit Impact Development Fee) and replacing it with a new Chapter 38 (Sections 38.1 through 38.14), to enact a new Transit Impact Development Fee.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Administrative Code is hereby amended by repealing Chapter 38 in its entirety; provided, however, that any sponsor who has been issued a building or site permit to develop office use that was subject to the Transit Impact Development Fee imposed by Ordinance No. 224-81, as amended, shall remain subject to all the terms and conditions of that ordinance, as amended. Chapter 38 of the Administrative Code shall be replaced with a new Chapter 38 to read as follows:

SEC. 38.1. DEFINITIONS.

For the purposes of this Chapter, the following definitions shall apply:

A. Accessory Use. A related minor use which is either necessary to the operation or enjoyment of a lawful principal use or conditional use, or is appropriate, incidental and subordinate to any such use and is located on the same lot as the principal or conditional use.

B. Base Service Standard. The relationship between revenue service hours offered by the Municipal Railway and the number of automobile and transit trips estimated to be generated by certain non-residential uses, expressed as a ratio where the numerator equals the average daily revenue service hours offered by MUNI, and the denominator equals the daily automobile and transit trips generated by non-residential land uses as estimated by the TIDF Study or updated under Section 38.7 of this ordinance.

C. Base Service Standard Fee Rate. The transit impact development fee that would allow the City to recover the estimated costs incurred by the Municipal Railway to meet

the demand for public transit resulting from new development in the economic activity categories for which the fee is charged, after deducting government grants, fare revenue, and costs for non-vehicle maintenance and general administration.

D. Board. The Board of Supervisors of the City and County of San Francisco.

E. Certificate of Final Completion and Occupancy. A certificate of final completion and occupancy issued by any authorized entity or official of the City, including the Director of the Department of Building Inspection, under the Building Code.

F. City. The City and County of San Francisco.

G. Covered Use. Any use subject to the TIDF.

H. Cultural/Institution/Education (CIE). An economic activity category that includes, but is not limited to, schools, as defined in subsections (g), (h), and (i) of Section 209.3 of the Planning Code and subsections (f) - (i) of Section 217 of the Planning Code; child care facilities, as defined in subsections (e) and (f) of Section 209.3 of the Planning Code and subsection (e) of Section 217 of the Planning Code; museums and zoos; and community facilities, as defined in Section 209.4 of the Planning Code and subsections (a) – (c) of Section 221 of the Planning Code.

I Director. The Director of Transportation of the MTA, or his or her designee.

J. Economic Activity Category. One of the following six categories of non-residential uses: Cultural/Institution/Education (CIE), Management, Information and Professional Services (MIPS), Medical and Health Services, Production/Distribution/Repair (PDR), Retail/Entertainment, and Visitor Services.

K. Gross Floor Area. The total area of each floor within the building's exterior walls, as defined in Section 102.9 of the San Francisco Planning Code.

L. Gross Square Feet of Use. The total square feet of gross floor area in a building and/or space within or adjacent to a structure devoted to all covered uses, including any

common areas exclusively serving such uses and not serving residential uses. Where a structure contains more than one use, areas common to two or more uses, such as lobbies, stairs, elevators, restrooms, and other ancillary space included in gross floor area that are not exclusively assigned to one use shall be apportioned among the two or more uses in accordance with the relative amounts of gross floor area, excluding such space, in the structure or on any floor thereof directly assignable to each use.

M. Management, Information and Professional Services (MIPS). An economic activity category that includes, but is not limited to, office use as defined in Section 313.1(35) of the Planning Code; medical offices and clinics, as defined in Section 890.114 of the Planning Code; and business services, as defined in Section 890.111 of the Planning Code.

N. Medical and Health Services. An economic activity category that includes, but is not limited to, those non-residential uses defined in Sections 209.3(a) and 217(a) of the Planning Code; animal services, as defined in subsections (a) and (b) of Section 224 of the Planning Code; and social and charitable services, as defined in subsection (d) of Section 209.3 of the Planning Code and subsection (d) of Section 217 of the Planning Code.

O. Municipal Railway; MUNI. The public transit system owned by City and under the jurisdiction of the Municipal Transportation Agency.

P. Municipal Transportation Agency; MTA. The agency of City created under Article 8A of the San Francisco Charter.

Q. Municipal Transportation Agency Board of Directors; MTA Board. The governing board of the MTA.

R. New Development. Any new construction, or addition to or conversion of an existing structure under a building or site permit issued after the effective date of this ordinance that results in 3,000 gross square feet or more of a covered use. In the case of mixed use development that includes residential development, the term "new development"

shall refer to only the non-residential portion of such development. "Existing structure" shall include a structure for which a sponsor already paid a fee under the prior TIDF ordinance, as well as a structure for which no TIDF was paid.

S. Planning Code. The Planning Code of the City and County of San Francisco, as it may be amended from time to time.

T. Production/Distribution/Repair (PDR). An economic activity category that includes, but is not limited to, manufacturing and processing, as defined in Section 226 of the Planning Code; those uses listed in Section 222 of the Planning Code; automotive services, as defined in Section 223(a) - (k) of the Planning Code; arts activities and spaces, as defined in Section 102.2 of the Planning Code; and research and development, as defined in Section 313.1(42) of the Planning Code.

U. Residential. Any type of use containing dwellings as defined in Section 209.1 of the Planning Code or containing group housing as defined in Section 209.2(a) - (c) of the Planning Code.

V. Retail/Entertainment. An economic activity category that includes, but is not limited to, retail use, as defined in Section 218 of the Planning Code; entertainment use, as defined in Section 313.1(15) of the Planning Code; massage establishments, as defined in Section 218.1 of the Planning Code; laundering, cleaning and pressing, as defined in Section 220 of the Planning Code; and wholesale sales, as defined in Section 890.54(b) of the Planning Code.

W. Revenue Service Hours. The number of hours that the Municipal Railway provides service to the public with its entire fleet of buses, light rail (including streetcars), and cable cars.

X. Sponsor. An applicant seeking approval for construction of new development subject to this Chapter, such applicant's successors and assigns, and/or any person or entity that controls or is under common control with such applicant.

Y. TIDF Study. The study commissioned by the San Francisco Planning Department and performed by Nelson/Nygaard Associates entitled "Transit Impact Development Fee Analysis - Final Report," dated May 2001, including all the Technical Memoranda supporting the Final Report and the Nelson/Nygaard update materials contained in Board of Supervisors File No. 040141.

Z. Transit Impact Development Fee; TIDF. The development fee that is the subject of this ordinance.

AA. Treasurer. Treasurer of the City and County of San Francisco.

BB. Trip Generation Rate. The total number of automobile and Municipal Railway trips generated for each 1,000 square feet of development in a particular economic activity category as established in the TIDF Study, or pursuant to the five-year review process established in Section 38.7 of this ordinance.

CC. Use. The purpose for which land or a structure, or both, are legally designed, constructed, arranged or intended, or for which they are legally occupied or maintained, let or leased.

DD. Visitor Services. An economic activity category that includes, but is not limited to, hotel use, as defined in Section 313.1(18) of the Planning Code; motel use, as defined in subsections (c) and (d) of Section 216 of the Planning Code; and time-share projects, as defined in Section 11003.5(a) of the California Business and Professions Code.

SEC. 38.2. FINDINGS.

A. In 1981, the City enacted an ordinance imposing a Transit Impact Development Fee ("TIDF") on new office development in the Downtown area of San Francisco. The

ordinance established a rate of $5.00 for each square foot of new office development. The TIDF was based on studies showing that the development of new office uses places a burden on the Municipal Railway, especially in the downtown area of San Francisco during commute hours, known as "peak periods." The TIDF was based on two cost analyses: one by the Finance Bureau of the City's former Public Utilities Commission, performed in 1981, and one by the accounting firm of Touche-Ross, performed in March 1983 to defend a legal challenge to the TIDF. The studies showed that the cost per square foot of new office development to provide public transit service was $9.18 and $8.36, respectively. The California Court of Appeal upheld the TIDF ordinance against legal challenges in *Russ Bldg. Partnership v. City and County of San Francisco*, 199 Cal.App.3d 1496 (1987), reprinted as directed by the California Supreme Court in *Russ Bldg. Partnership v. City and County of San Francisco*, 44 Cal.3d 839, 845-55 (1988). Among other things, the Court of Appeal found that the TIDF was a valid condition of development of real property, and not a special tax requiring voter approval. The Court also upheld the TIDF against equal protection and substantive due process challenges. Additionally, the California Supreme Court upheld the constitutionality of the TIDF as applied to development of new office uses approved before passage of the TIDF ordinance, where the City had conditioned approval of the new development on the developer's payment of a contemplated, but yet unknown, transit mitigation fee.

B. In 2000, the City's Planning Department, with assistance from the Municipal Transportation Agency, commissioned a study of the TIDF. The Planning Department issued a request for proposals for a consultant to consider various issues involving the TIDF, including: (1) whether the TIDF should be expanded to include types of land uses in addition to offices; (2) whether the TIDF should be expanded geographically beyond the Downtown area; (3) whether fee amounts should vary by geographic or land use categories; (4) what standards should be used for measuring the baseline performance of the Municipal Railway

("MUNI"); and (5) the developer fees that would be necessary to fund public transit to meet the additional demand resulting from new development.

C. In 2001, the Planning Department selected Nelson/Nygaard Associates, a nationally recognized transportation consulting firm, to perform the study. Later in 2001, Nelson/Nygaard issued its final report ("TIDF Study"). Before issuing the TIDF Study, Nelson/Nygaard prepared several Technical Memoranda, which provided detailed analyses of the methodology and assumptions used in the TIDF Study.

D. The TIDF Study concluded that new non-residential uses in San Francisco will generate demand for a substantial number of auto and transit trips ~~on MUNI~~ by the year 2020. The TIDF Study confirmed that while new office construction will ~~generate~~ have a substantial ~~demand for~~ impact on MUNI services, new development in a number of other land uses will ~~generate more trips on~~ also require MUNI to increase the number of revenue service hours. The TIDF Study recommended that the TIDF be extended to apply to most non-residential land uses ~~to address the increased demand for impact on public transportation~~. The TIDF Study found that certain types of new development generate very few daily ~~transit~~ trips and therefore may not appropriately be charged a new TIDF.

E. The TIDF Study also determined that the need to expand MUNI services to accommodate new development extends to all times of the day, not just peak periods, and therefore recommended that any measure of the existing level of service and additional service required by new development include service at all times of the day.

F. The former TIDF Ordinance applied the fee to developments in the traditional "Downtown" area of the City. The TIDF Study noted that since 1981, however, development has expanded out of the Downtown area of the City, and that such development has required MUNI to build transit infrastructure in areas outside of the boundary defined in the former TIDF Ordinance.

G. To meet the increased demand for public transit projected by the TIDF Study, MUNI must build new infrastructure and add or adjust service. For example, MUNI's 2002 publication, "A Vision for Rapid Transit in San Francisco" ("Vision Plan"), proposes transit projects along 12 major corridors in San Francisco, covering all areas of the City.

H. Even where employees and others drawn to new development use private transportation, their trips will increase the cost of maintaining MUNI's existing service level ("base service standard") because increasing traffic congestion will result in slower travel speeds for MUNI and require MUNI to add more service hours to maintain its base service standard Accordingly, new development will require MUNI to add service hours to maintain schedules and reliability that extends beyond the new riders seeking to use MUNI service.

I. New development will directly and indirectly require MUNI to (a) maintain and expand service capacity through adding revenue service hours; (b) purchase, maintain and repair rolling stock; (c) install new lines; and (d) add service to existing lines.

J. The TIDF Study recommended that the City enact an ordinance to impose transit impact fees that would allow MUNI to maintain its base service standard as new development occurs throughout the City. The proposed ordinance would require sponsors of new development in the City to pay a fee that is reasonably related to the financial burden imposed on MUNI by the new development. This financial burden is measured by the cost that will be incurred by MUNI to provide increased service to maintain the applicable base service standard over the life of such new development.

K. The TIDF Study expressed the base service standard as a ratio in which the numerator is the number of hours that MUNI provides service to the public on its entire fleet of vehicles ("revenue service hours"), and the denominator is the number of trips generated by all non-residential land uses. An increase in trips resulting from new non-residential development will reduce the ratio of revenue service hours to overall trips generated by new

development. To maintain the base service standard to accommodate the new development, MUNI must increase revenue service hours.

L. The TIDF Study developed a daily trip generation rate for each of six economic activity categories developed in the "Citywide Land Use Study," prepared for the Planning Department in 1998. The daily trip generation rate included automobile and public transit trips, but excluded non-motorized trips because such trips do not materially affect traffic congestion. The TIDF Study determined that the trip generation rates in each economic activity category do not vary geographically within the City. Therefore, the TIDF Study concluded that developer fee rates should not vary in different districts within the City. The trip generation rates contained in the TIDF Study represent the most reasonable rates available for the economic activity categories in the Study.

M. Using data obtained from MUNI and the fiscal year 2000 National Transit Database, the TIDF Study calculated the base service standard fee rates for each of the six economic activity categories in the following way:

(1) To calculate MUNI's total annual costs, the TIDF Study combined MUNI's fiscal year 2000 operating costs with an average annual capital budget, estimated by averaging the prior five years of MUNI's capital expenditures.

FY 2000 Operating Costs	$384,113,000
Average Annual Capital Costs	$310,000,000
Total Annual Costs	$694,113,000

(2) The Study calculated MUNI's net annual costs for fiscal year 2000 by subtracting fare box revenue and federal and state grant funds from MUNI's total costs.

Total Annual Costs	$ 694,113,000
FY 2000 Fare Box Revenue	($101,310,000)
FY 2000 Federal/State Grant Funds	($182,900,000)
Net Annual Costs	$ 409,903,000

(3) The Study then determined MUNI's net annual cost per revenue service hour by dividing MUNI's net annual costs by MUNI's average daily revenue service hours, as reported to the National Transit Database.

Net Annual Costs	Average Daily Revenue Service Hours	Net Annual Cost Per Revenue Service Hour
$ 409,903,000	÷ 8,436	$48,600

(4) The TIDF Study estimated the number of daily auto and transit trips within the City (9,035,282) by using trip generation rates and 2000 employment data supplied by the Planning Department. By dividing MUNI's average daily revenue service hours (8,436) by the estimated daily auto and transit trips within the City (9,035,282), the TIDF Study determined that MUNI provided approximately 0.9336 service hours for every 1,000 transit and auto trips. The TIDF Study multiplied the net annual cost per revenue service hour by 0.9336 to determine a net annual cost per trip.

Net Annual Cost Per Revenue Service Hour	Revenue Service Hours Per 1,000 Trips	Net Annual Cost Per Trip
$48,600	x 0.9336	$45.37

(5) The Study multiplied the net annual cost per trip by an adjusted daily trip rate per economic activity category to calculate a net annual cost per gross square foot (gsf) of new development for each economic activity category. The TIDF Study adjusted the daily trip rate to eliminate bicycle and pedestrian trips.

Economic Activity Category	Adjusted Daily Trip Rate Per 1,000 gsf	Net Annual Cost Per Trip	Net Annual Cost per gsf of Development
Cultural/Institution/Education	42.3	$45.37	$1.92
Management, Information and Professional Services	15.1	$45.37	$0.68
Medical and Health Services	23.9	$45.37	$1.08
Production/Distribution/Repair	9.6	$45.37	$0.44
Retail/Entertainment	166.8	$45.37	$7.57
Visitor Services	13.3	$45.37	$0.61

(6) Finally, the Study multiplied the net annual cost per gross square foot of development for each economic activity category by a net present value factor of 20.69 (based on a U.S. transportation industry index inflation rate of 2.05%, earning on an invested funds rate of 6.14%, and a building life span of 45 years) to establish the base service standard rates for each economic activity category that would be necessary to pay for increased transit services for the 45-year useful life of a new development.

Economic Activity Category	Net Present Value Factor	Net Annual Cost per gsf of Development	Base Service Standard Rates
Cultural/Institution/Education	20.69	$1.92	$39.67
Management, Information and Professional Services	20.69	$0.68	$14.17
Medical and Health Services	20.69	$1.08	$22.40
Production/Distribution/Repair	20.69	$0.44	$9.04
Retail/Entertainment	20.69	$7.57	$156.61
Visitor Services	20.69	$0.61	$12.53

N. In 2004, MUNI updated the base service standard rates established in the TIDF Study with fiscal year 2003 data (the "updated base service standard rates"). To calculate the

updated base service standard rates, MUNI modified certain variables in the TIDF Study's formula to reflect current information, as follows.

(1) Rather than using an estimated average annual capital budget (the methodology employed in the TIDF Study), MUNI used its actual capital costs for fiscal years 1999-2003, as reported to the fiscal year 2003 National Transit Database, in determining the average annual capital costs.

Operating Costs	$449,283,888
Average Capital Costs	$192,468,200
Total Costs	$641,752,088

(2) California Government Code Section 65913.8 prohibits including costs for facility maintenance and operations in a fee imposed on a developer for a public capital facility improvement. It is not clear whether this limitation applies to the TIDF. To comply with Government Code Section 65913.8, if applicable, and to achieve a more conservative estimate of the recoverable costs, MUNI deducted its costs for non-vehicle (facility) maintenance and general administration. MUNI could not separate general administration attributable to facility operations, so MUNI deducted 100% of the general administration costs for the entire department. Accordingly, the updated base service standard rates are even more conservative than may be required under Section 65913.8.

(3) MUNI applied its updated assumptions to the TIDF Study's methodology by deducting non-vehicle maintenance and general administration (in addition to farebox revenues and grant funds) from its total costs to calculate its annual net costs:

Total Annual Costs FY 2003	$ 641,752,088
Farebox Revenue FY 2003	($97,779,333)
Federal/State Grant Funds FY 2003	($89,445,000)
Non-Vehicle Maintenance FY 2003	($34,173,560)
General Administration FY 2003	($92,197,116)
Net Annual Costs FY 2003	$ 328,157,079

(4) To determine the net annual cost per revenue service hour, MUNI used the average daily revenue service hours for Fiscal Year 2003 (10,062), as reported to the National Transit Database:

Net Annual Costs	Average Daily Revenue Service Hours	Net Annual Cost Per Revenue Service Hour
$ 328,157,079	÷ 10,062	$32,614

(5) MUNI then calculated the net annual cost per trip by multiplying the net annual cost per revenue service hour by the number of revenue service hours per 1,000 trips:

Net Annual Cost Per Revenue Service Hour	Revenue Service Hours Per 1,000 Trips	Net Annual Cost Per Trip
$32,614	x 1.1136	$36.32

(6) MUNI multiplied the net annual cost per trip by the adjusted daily trip rate for each economic activity category to arrive at a net annual cost per gross square foot of new development for each category:

Economic Activity Category	Adjusted Daily Trip Rate Per 1,000 gsf	Net Updated Annual Cost Per Trip	Net Updated Annual Cost per gsf of Development
Cultural/Institution/Education	42.3	$36.32	$1.54
Management, Information and Professional Services	15.1	$36.32	$0.55
Medical and Health Services	23.9	$36.32	$0.87
Production/Distribution/Repair	9.6	$36.32	$0.35
Retail/Entertainment	166.8	$36.32	$6.06
Visitor Services	13.3	$36.32	$0.48

(7) MUNI also updated the net present value factor the TIDF Study used to calculate the updated base service standard rates by calculating the lump sum amount needed to fund $1.00 (in today's dollars) in annual costs over 45 years, increasing at a current inflation rate of 3.50% (the five-year Bay Area Consumer Price Index as calculated by the Association for Bay Area Governments), with the remaining fund balance invested at a current interest rate of 4.93% (the five-year average interest rate earned by the City's Treasurer's Department on pooled funds). Both the TIDF Study and MUNI used the interest rate earned by the City's Treasurer for the respective years. But MUNI elected to use the Bay Area Consumer Price Index rather than the U.S. Transportation Index on which the TIDF Study relied because the Bay Area index more accurately reflects the local inflation rate. The use of the different net present value factor yields the following updated base service standard rates:

Economic Activity Category	Net Annual Cost per gsf of Development	Net Present Value Factor	Updated Base Service Standard Rates
Cultural/Institution/ Education	$1.54	33.36	$51.25
Management, Information and Professional Services	$0.55	33.36	$18.30
Medical and Health Services	$0.87	33.36	$28.96
Production/Distribution/Repair	$0.35	33.36	$11.63
Retail/Entertainment	$6.06	33.36	$202.10
Visitor Services	$0.48	33.36	$16.11

O. In setting the TIDF rates, the City considered the updated base service standard rates and input from a variety of stakeholders, including business groups, developers, and civic organizations. The City set the TIDF rates well below the updated base service standard rates to reduce the costs of the TIDF to sponsors of new developments, who are subject to other development fees imposed by the City, and to guarantee that the TIDF does not exceed the reasonable cost to fund the additional transit improvements necessitated by new development. The TIDF rates are as follows:

Economic Activity Category	Updated Base Service Standard Rates	TIDF Schedule (from Sec. 38.4)
Cultural/Institution/Education	$51.25	$10.00
Management, Information and Professional Services	$18.30	$10.00
Medical and Health Services	$28.96	$10.00
Production/Distribution/Repair	$11.63	$8.00
Retail/Entertainment	$202.10	$10.00
Visitor Services	$16.11	$8.00

P. Based on projected new development over the next 20 years, the TIDF will provide revenue to MUNI that is significantly below the costs that MUNI will incur to mitigate the transit impacts resulting from the new development.

Q. The TIDF is the most practical and equitable method of meeting a portion of the demand for additional Municipal Railway service and capital improvements for the City caused by new non-residential development.

R. Based on the above findings, the City determines that the TIDF satisfies the requirements of the Mitigation Fee Act, California Government Code Section 66001, as follows:

(1) The purpose of the fee is to meet a portion of the demand for additional Municipal Railway service and capital improvements for the City caused by new non-residential development.

(2) Funds from collection of the TIDF will be used to increase revenue service hours reasonably necessary to mitigate the impacts of new non-residential development on public transit and maintain the applicable base service standard.

(3) There is a reasonable relationship between the proposed uses of the TIDF and the impact on transit of the new developments on which the TIDF will be imposed.

(4) There is a reasonable relationship between the types of new development on which the TIDF will be imposed and the need to fund public transit for the uses specified in Section 38.8 of this ordinance.

(5) There is a reasonable relationship between the amount of the TIDF to be imposed on new developments and the impact on public transit from the new developments.

SEC. 38.3. IMPOSITION OF TRANSIT IMPACT DEVELOPMENT FEE.

A. Subject to the exceptions set forth in subsections D and E below, each sponsor of a new development in the City shall pay to the City and deliver to the Treasurer upon issuance of any temporary certificate of occupancy, and as a condition precedent to issuance for such new development of any certificate of final completion and occupancy, whichever occurs first, a TIDF. The TIDF shall be calculated on the basis of the number of gross square

feet of new development, multiplied by the square foot rate then in effect for each of the applicable economic activity categories within the new development, as provided in Section 38.4 of this ordinance. An accessory use shall be charged at the same rate as the underlying use to which it is accessory. Whenever any new development or series of new developments results in more than 3,000 gross square feet of covered use within a structure, the TIDF shall be imposed on every square foot of such covered use (including any portion that was part of prior new development below the 3,000 square foot threshold).

B. No City official or agency, including the Department of Building Inspection ("DBI") and the Port of San Francisco, may issue a certificate of final completion and occupancy for any new development subject to the TIDF until it has received notification from the Treasurer that the TIDF in accordance with Section 38.4 of this Chapter has been paid.

C. Except as provided in Sections 38.3(D) and (E) below, the TIDF shall be payable with respect to any new development in the City for which a building or site permit is issued on or after the effective date of this ordinance.

D. The TIDF shall not be payable on new development, or any portion thereof, for which a transit impact development fee has been paid, in full or in part, under the prior Transit Impact Development Fee Ordinance adopted in 1981 (Ordinance No. 224-81; former Chapter 38 of this Administrative Code), except where (1) gross square feet of use is being added to the building; or (2) the TIDF rate for the new development is in an economic activity category with a higher fee rate than the rate set for MIPS, as set forth in Section 38.4.

E. No TIDF shall be payable on the following types of new development.

(1) New development on property owned (including beneficially owned) by the City, except for that portion of the new development that may be developed by a private sponsor and not intended to be occupied by the City or other agency or entity exempted under this ordinance, in which case the TIDF shall apply only to such non-exempted portion. New

development on property owned by a private person or entity and leased to the City shall be subject to the fee, unless the City is the beneficial owner of such new development or unless such new development is otherwise exempted under this Section.

(2) Any new development in Mission Bay North or South to the extent application of this ordinance would be inconsistent with the Mission Bay North Redevelopment Plan and Interagency Cooperation Agreement or the Mission Bay South Redevelopment Plan and Interagency Cooperation Agreement, as applicable.

(3) New development located on property owned by the United States or any of its agencies to be used exclusively for governmental purposes.

(4) New development located on property owned by the State of California or any of its agencies to be used exclusively for governmental purposes.

(5) New development for which an application for environmental evaluation or an application for a categorical exemption has been filed prior to April 1, 2004.

(6) The following types of new developments:

(a) Public facilities/ utilities, as defined in Section 209.6 of the Planning Code;

(b) Open recreation/horticulture, as defined in Section 209.5 of the Planning Code, including private noncommercial recreation open use, as referred to in Section 221(g) of the Planning Code;

(c) Vehicle storage and access, as defined in Section 209.7 of the Planning Code;

(d) Automotive services, as defined in Section 223(l) - (v) of the Planning Code;

(e) Wholesaling, storage, distribution, and open-air handling of materials and equipment, as defined in Section 225 of the Planning Code;

(f) Other Uses, as defined in Section 227 of the Planning Code;

In reviewing whether a development is subject to the fee, the Director shall consider the project in its entirety. A sponsor may not seek multiple building permits to evade paying the TIDF.

F. The sponsor shall pay, or cause to be paid, the TIDF to the Treasurer on the earliest of the following dates:

(1) The date when 50 percent of the net rentable area of the project has been occupied;

(2) The date of issuance of the first temporary permit of occupancy in the new development;

(3) Five days prior to the date of issuance of a final certificate of occupancy.

G. Upon payment of the fee in full to the Treasurer, and upon request of the sponsor, the Treasurer shall issue a certificate that the fee has been paid. The sponsor shall present such certification to DBI before the issuance of the final certificate of occupancy for the new development. DBI shall provide notice in writing to the Treasurer, the Planning Department, and MUNI at least five business days before issuing the final certificate of occupancy for any new development project. DBI may not issue a final certificate of occupancy for any new development until DBI has received notice from the Treasurer that the TIDF has been paid.

SEC. 38.4. TRANSIT IMPACT DEVELOPMENT FEE SCHEDULE.

A. TIDF Schedule. The TIDF Schedule shall be as follows:

Economic Activity Category	TIDF Per Gross Square Foot of Development
Cultural/Institution/Education	$10.00
Management, Information and Professional Services	$10.00
Medical and Health Services	$10.00
Production/Distribution/Repair	$8.00
Retail/Entertainment	$10.00
Visitor Services	$8.00

B. Biennial Adjustment. Biennially, beginning July 1, 2005, the TIDF Schedule shall be adjusted, without further action by the Board of Supervisors, to reflect the average annual change in the Bay Area Consumer Price Index for the prior two years, as reported by the Association of Bay Area Governments, and as determined by the Director.

SEC. 38.5. SETTING OF TIDF. Before obtaining the first building or site permit for any new development in the City after the effective date of this ordinance, each sponsor shall file with the Director, on such form as the Director may develop, a report indicating the number of gross square feet of use of the new development and any other information the Director may require to determine the sponsor's obligation to pay the TIDF. Each sponsor of a new development who had applied for a building or site permit, but who had not obtained an approval of the building permit or site permit before the effective date of this ordinance, shall file the same report prior to obtaining a final certificate of occupancy. Except where an exemption otherwise applies under this ordinance, the Director shall determine the number of gross square feet of use in each applicable economic activity category, disregarding the number of pre-existing gross square feet of use being retained in each such category, apply the fee schedule, and determine the fee. The Director shall mail a copy of his or her written determination to the sponsor. The sponsor may appeal the determination of the number of gross square feet of use subject to the fee, the economic activity category, or the credits described in Section 38.6, to the MTA Board. If the sponsor notifies the Director of its

acceptance of the determination, or does not submit an appeal to the MTA Board within 15 days following the date of mailing of notice of the Director's determination, the Director's determination shall be final, and a notice of such determination shall be provided to DBI and the Treasurer. DBI may not issue a site or building permit for any new development until it has received notice from the MTA of the final determination of the amount of the Transit Impact Development Fee to be paid. The MTA shall not change the amount of the TIDF based on changes to the amount of gross square feet of new development during construction of the new development unless the sponsor applies for a new building permit to reflect such changes.

SEC. 38.6. CREDITS. In determining the number of gross square feet of use to which the TIDF applies, the Director shall provide a credit for prior uses eliminated on the site, provided that a TIDF has not been paid for any prior use of the property. The credit shall be calculated according to the following formula:

(a) There shall be a credit for the number of gross square feet of use being eliminated by the new development, multiplied by an adjustment factor to reflect the difference in the fee rate of the use being added and the use being eliminated. The adjustment factor shall be determined by the Director as follows:

(1) The adjustment factor shall be a fraction, the numerator of which shall be the fee rate which the Director shall determine, in consultation with the Department of City Planning, if necessary, applies to the economic activity category in the most recent calculation of the TIDF Schedule approved by the MTA Board for the prior use being eliminated by the project.

(2) The denominator of the fraction shall be the fee rate for the use being added, as set forth in the most recent calculation of the TIDF Schedule approved by the MTA Board.

(b) A credit for a prior use may be given only if the prior use was active on the site within five years before the date of the application for a building or site permit for the proposed use.

(c) As of the effective date of this ordinance, no sponsor shall be entitled to a refund of the TIDF on a building for which the fee was paid under the former Chapter 38.

SEC. 38.7. REVIEW OF FEE SCHEDULE.

A. Five-Year Review.

(1) Commencing five years after the effective date of this ordinance, and every five years thereafter, or more often as the MTA Board may deem necessary, the Director shall prepare a report for the MTA Board and the Board of Supervisors with recommendations regarding whether the TIDF for each economic activity category should be increased, decreased, or remain the same. In making such recommendations, and to the extent that new information is available, the Director shall update the following information and estimates that were used in the TIDF Study to calculate the base service standard fee rates, and any other information that the Director deems appropriate.

(a) The base service standard;

(b) Capital and operating costs;

(c) Federal and state grant funds received by MUNI;

(d) Passenger fare revenue;

(e) Daily revenue service hours;

(f) Cost per revenue service hour;

(g) Trip generation rates by economic activity category;

(h) Cost per trip;

(i) Cost per gross square foot of development by economic activity category;

(j) Net present value factor;

(k) Useful life period(s) for new development by economic activity category;

(l) Estimated annual rate of return on the proceeds of the fee;

(m) The placement of particular land uses in economic activity categories.

Where applicable, the Director shall use the most recent MUNI information as submitted to the National Transit Database. The denominator of the revised base service standard shall be calculated using the most recent estimates of daily automobile and transit trips developed by the City's Planning Department or other City or state agency.

(2) In the report, the Director shall (a) identify the base service standard fee rates per gross square foot in each economic activity category; and (b) propose a fee for each economic activity category.

(3) After receiving this report and making it available for public distribution, the Board of Supervisors shall conduct a public hearing in which it shall consider the Director's report, hear testimony from any interested members of the public, and receive such other evidence as it may deem necessary. At the conclusion of that hearing, the Board shall make findings regarding whether the revenues projected to be recovered under the proposed Fee Schedule would be reasonably related to and would not exceed the costs incurred by MUNI to maintain the applicable base service standard, in light of demands caused by new development. The Board of Supervisors shall then make any necessary or appropriate revisions to the TIDF Schedule.

(4) The Board shall consider the Director's report in light of the most recent five-year review of the Housing Fee (Planning Code § 313.15), Child Care Fee (Planning Code § 314.7) and Inclusionary Housing Fee (Planning Code § 315.8(e)). MUNI and the

Planning Department shall make every effort to coordinate application of the TIDF with the City's other developer fees to avoid unnecessarily encumbering sponsors of new development.

B. Principles in Calculating Fee. The following principles have been and shall in the future be observed in calculating the TIDF:

(1) Actual cost information provided to the National Transit Database shall be used in calculating the fee rates. Where estimates must be made, those estimates should be based on such information as the Director or his or her delegate considers reasonable for the purpose.

(2) The rates shall be set at an actuarially sound level to ensure that the proceeds, including such earnings as may be derived from investment of the proceeds and amortization thereof, do not exceed the capital and operating costs incurred in order to maintain the applicable base service standard in light of the demands created by new development subject to the fee over the estimated useful life of such new development. For purposes of this Ordinance, the estimated useful life of a new development is 45 years.

SEC. 38.8. USE OF PROCEEDS FROM TRANSIT IMPACT DEVELOPMENT FEE.

Money received from collection of the TIDF, including earnings from investments of the TIDF, shall be held in trust by the Treasurer under Section 66006 of the Mitigation Fee Act (Cal. Gov. Code §§ 60000 *et seq.*) and shall be distributed according to the fiscal and budgetary provisions of the San Francisco Charter and the Mitigation Fee Act, subject to the following conditions and limitations. TIDF funds may be used to increase revenue service hours reasonably necessary to mitigate the impacts of new non-residential development on public transit and maintain the applicable base service standard, including, but not limited to: capital costs associated with establishing new transit routes, expanding transit routes, and increasing service on existing transit routes, including, but not limited to, procurement of

related items such as rolling stock, and design and construction of bus shelters, stations, tracks, and overhead wires; operation and maintenance of rolling stock associated with new or expanded transit routes or increases in service on existing routes; capital or operating costs required to add revenue service hours to existing routes; and related overhead costs. Proceeds from the TIDF may also be used for all costs required to administer, enforce, or defend this ordinance.

SEC. 38.9. RULES AND REGULATIONS.

The MTA is empowered to adopt such rules, regulations, and administrative procedures as it deems necessary to implement this Chapter. In the event of a conflict between any MTA rule, regulation or procedure and this ordinance, this ordinance shall prevail.

SEC. 38.10. NONPAYMENT, RECORDATION OF NOTICE OF FEE AND NOTICE OF DELINQUENCY, ADDITIONAL REQUEST; NOTICE OF ASSESSMENT OF INTEREST, AND INSTITUTION OF LIEN PROCEEDINGS.

A. Upon the Director's determination that a development is subject to this ordinance, he or she may cause the County Recorder to record a notice that such development is subject to the TIDF. The County Recorder shall serve or mail a copy of such notice to the persons liable for payment of the fee and the owners of the real property described in the notice. The notice shall include (1) a description of the real property subject to the fee; (2) a statement that the development is subject to the imposition of the fee; and (3) a statement that the amount of the fee to which the building is subject is determined under Sections 38.4, 38.5 and related provisions of this ordinance.

B. When the Director determines that the fee is due, the Director shall notify the Treasurer, who shall send a request for payment to the sponsor.

C. Payment of the TIDF imposed by this ordinance is delinquent if (1) in the case of a fee not payable in installments, the fee is not paid within 30 days of request for payment; (2) in the case of a fee payable in installments (for a fee determined prior to the effective date of this Ordinance), the fee installment is not paid within 30 days of the date fixed for payment.

D. Where the TIDF is not paid within 30 days of request for payment, and where the TIDF is payable in installments (for a fee determined prior to the effective date of this Ordinance) and any installment is not paid within 30 days of the date fixed for payment:

(1) The Treasurer or his or her designee may cause the County Recorder to record a notice of delinquent TIDF which shall include: (a) the amount of the delinquent fee; (b) the amount of the entire fee as reflected on the final determination and a statement of whether the fee is payable in installments; (c) the fee interest and penalty then due; (d) the interest and penalties that shall accrue on the delinquent fee if not promptly paid; (e) a description of the real property subject to the fee; (f) notification that if the fee is not promptly paid proceedings will be instituted before the Board of Supervisors to impose a lien for the unpaid fee together with any penalties and interest against the real property described in the delinquency notice; (g) notification of the fee payer's right to appeal the delinquency determination to the MTA Board within 15 days of the notice to the fee payer.

(2) Where the Treasurer determines to record a notice of delinquency, he or she shall also serve or mail the notice of delinquent TIDF to the persons liable for the fee and to the owners of the real property described on the notice.

(3) Where a notice of TIDF delinquency has been recorded and the delinquent fee is paid or the Treasurer's determination of delinquency is reversed by appeal to the MTA Board or the delinquency is otherwise cured, the Treasurer shall promptly cause the County Recorder to record a notice that the TIDF delinquency has been cured. Said notice shall include: (a) description of the real property affected; (b) the book and page number of

the county record wherein the notice of delinquency was recorded; (c) the date the notice of delinquency was recorded; (d) notification that the delinquency reflected on the notice of delinquency was cured and the date of cure; (e) the amount of the entire fee as reflected on the final determination; (f) if applicable, the amount of the fee paid to effect the cure; and (g) if applicable, a statement that the fee was payable in installments and specification of the delinquency installments cured; (h) if applicable, the amount of the fee paid to effect the cure.

(4) The Treasurer shall serve or mail the notice that the TIDF delinquency has been cured, referred to in Section 38.10.D(3) of this ordinance, to the persons liable for the fee and to the owners of the real property described in such notice.

E. Where the TIDF, not payable in installments, is not paid within 30 days of request for payment, and where the TIDF is payable in installments (for a fee determined prior to the effective date of this Ordinance) and the installment is not paid within 30 days of the date fixed for payment, the Treasurer or his or her designee shall mail an additional request for payment and notice to the owner stating the following:

(1) If the amount due is not paid within 30 days of the date of mailing the additional request and notice, interest at the rate of one and one-half percent per month or portion thereof shall be assessed upon the fee or installment due.

(2) With respect to both non-installment and installment fees, if the account is not current within 60 days of the date of mailing the additional request and notice, the Treasurer shall institute proceedings to record a lien in accordance with Section 38.11 for the entire balance and any accrued interest against the property upon which the fee is owed.

F. Thirty days after mailing the additional request for payment, the Treasurer may assess interest as specified in paragraph 38.10.E(1) above. Sixty days after mailing the additional request for payment and notice, the Treasurer may institute lien proceedings as specified in Section 38.11.

G. The Treasurer shall submit a report to the Director on a quarterly basis of all fees collected for the previous quarter, which report shall include the property address, name of sponsor or owner of the property, and the amount of the fee, including interest, if any, collected.

SEC. 38.11. LIEN PROCEEDINGS; NOTICE. If payment of the fee not payable in installments is not received within 30 days following mailing of the additional request and notice, or if with respect to installment payments, the account is not brought current within 60 days of the mailing of the additional request and notice, the Treasurer shall initiate proceedings in accordance with Article XX of Chapter 10 of the San Francisco Administrative Code to make the entire unpaid balance of the TIDF, including interest on the unpaid fee or installments, a lien against all parcels used for the development project. The Treasurer shall send all notices required by that Article to the owner of the property as well as the sponsor. The Treasurer shall also prepare a preliminary report notifying the sponsor of a hearing to confirm such report by the Board of Supervisors at least 10 days before the date of the hearing. The report to the sponsor shall contain the sponsor's name, a description of the sponsor's development project, a description of the parcels of real property to be encumbered as set forth in the Assessor's Map Books for the current year, a description of the alleged violation of this ordinance, and shall fix a time, date, and place for hearing. The Treasurer shall cause this report to be mailed to the sponsor and each owner of record of the parcels of real property subject to lien. Except for the release of the lien recording fee authorized by Administrative Code Section 10.237, all sums collected by the Tax Collector under this ordinance shall be held in trust by the Treasurer and distributed as provided in Section 38.6 of this Chapter.

SEC. 38.12. MANNER OF GIVING NOTICES.

Any notice required to be given under this ordinance to a sponsor or owner shall be sufficiently given or served upon the sponsor or owner for all purposes under this ordinance if personally served upon the sponsor or owner, or if deposited, postage prepaid, in a post office letter box addressed in the name of the sponsor or owner at the official address of the sponsor or owner maintained by the Tax Collector of the City and County for the mailing of tax bills; or, if no such address is available, to the sponsor at the address of the development project, and to the applicant for the site or building permit at the address on the permit application.

SEC. 38.13. CHARITABLE EXEMPTIONS.

A. When the property or a portion thereof will be exempt from real property taxation or possessory interest taxation under California Constitution, Article XIII, Section 4, as implemented by California Revenue and Taxation Code Section 214, then the sponsor shall not be required to pay the TIDF attributed to the new development in the exempt property or portion thereof, so long as the property or portion thereof continues to enjoy the aforementioned exemption from real property taxation.

B. The TIDF shall be calculated for exempt structures in the same manner and at the same time as for all other structures. The sponsor may apply to the MTA for an exemption under the standards set forth in subsection A above. In the event the Agency determines that the sponsor is entitled to an exemption under this Section, it shall cause to be recorded a notice advising that the TIDF has been calculated and imposed upon the structure and that the structure or a portion thereof has been exempted from payment of the fee but that if the property or portion thereof loses its exempt status during the 10-year period commencing with the date of the imposition of the TIDF, then the building owner shall be subject to the requirement to pay the fee.

C. If within 10 years from the date of the issuance of the Certificate of Final Completion and Occupancy, the exempt property or portion thereof loses its exempt status, then the sponsor shall, within 90 days thereafter, be obligated to pay the TIDF, reduced by an amount reflecting the duration of the charitable exempt status in relation to the useful life estimate used in determining the TIDF for that structure. The amount remaining to be paid shall be determined by recalculating the fee using a useful life equal to the useful life used in the initial calculation minus the number of years during which the exempt status has been in effect. After the TIDF has been paid, the Agency shall record a release of the notice recorded under subsection B. above.

D. In the event a property owner fails to pay a fee within the 90-day period, a notice for request of payment shall be served by the Treasurer under Section 38.10.B of this Chapter. Thereafter, upon nonpayment, a lien proceeding shall be instituted under Section 38.11 of this Chapter.

SEC. 38.14. SEVERABILITY.

The provisions of this ordinance shall not apply to any person, association, corporation or to any property as to whom or which it is beyond the power of the City to impose the fee herein provided. If any sentence, clause, section or part of this ordinance, or any fee imposed upon any person or entity is found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality, or invalidity shall affect only such clause, sentence, section or part of this ordinance, or person or entity; and shall not affect or impair any of the remaining provisions, sentences, clauses, sections or other parts of this ordinance, or its effect on other persons or entities. It is hereby declared to be the intention of the Board of Supervisors of the City that this ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part of this ordinance not been included herein; or had such

person or entity been expressly exempted from the application of this ordinance. To this end the provisions of this ordinance are severable.

Section 2. This ordinance shall become effective 60 days after the date of final approval of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
Robin M. Reitzes
Deputy City Attorney

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

City and County of San Francisco

Tails

Ordinance

File Number: 040141 **Date Passed:**

Ordinance repealing San Francisco Administrative Code Chapter 38 (Transit Impact Development Fee) and replacing it with a new Chapter 38 (Sections 38.1, through 38.14), to enact a new Transit Impact Development Fee.

July 20, 2004 Board of Supervisors — PASSED ON FIRST READING

Ayes: 10 - Alioto-Pier, Ammiano, Daly, Dufty, Gonzalez, Ma, Maxwell, McGoldrick, Peskin, Sandoval
Noes: 1 - Hall

July 27, 2004 Board of Supervisors — FINALLY PASSED

Ayes: 10 - Alioto-Pier, Ammiano, Daly, Dufty, Gonzalez, Ma, Maxwell, McGoldrick, Peskin, Sandoval
Noes: 1 - Hall

File No. 040141

I hereby certify that the foregoing Ordinance was FINALLY PASSED on July 27, 2004 by the Board of Supervisors of the City and County of San Francisco.

Gloria L. Young
Clerk of the Board

AUG 05 2004

Date Approved

Mayor Gavin Newsom

APPENDIX 10

San Francisco Trip Reduction Efforts: Relationship to Regional TCMs

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures (TCMs)
in the 2010 Clean Air Plan

Regional TCM	Local Implementation
A-1. Improve Local and Areawide Bus Service.	The San Francisco Municipal Transportation Agency (SFMTA), in coordination with the San Francisco Planning Department, is currently undergoing environmental review of the implementation for the Transit Effectiveness Project (TEP), setting the stage for improvement of the Muni system with a focus on critical ridership corridors across the City. In addition, the City has undertaken the Better Market Street Project, with a goal of implementing multimodal improvements in conjunction with the repaving of the street in 2015. Since more than 20 Muni routes travel on or across Market Street in the study area, the expected transit operational benefits will ripple throughout the Muni system. Muni has also implemented service changes, including rebalancing local and limited service on the lines serving Geary Boulevard and introducing a pilot 5L-Fulton limited-stop service. The Transportation Authority is currently leading environmental review of bus rapid transit (BRT) for the Van Ness and Geary corridors, and has begun a Feasibility Study for BRT in the Geneva-Harney corridor. BRT would bring operational and ridership benefits and improvements to these priority routes, two of which include regional Golden Gate Transit routes. SFMTA is also in the process of replacing its fleet with a goal towards zero emissions.
A-2. Improve Local & Regional Rail Service	The Transportation Authority continues to advocate and program funds for local and regional rail improvement projects, such as Phase 2 of the Third Street Light Rail Project (Central Subway), Caltrain electrification and signal improvements, BART station improvements, and the downtown extension of Caltrain and High Speed Rail to the rebuilt Transbay Terminal. Construction on Central Subway began in 2011 while construction on the Transbay Terminal began in 2010.

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures

TCM	Local Implementation
B-1. Freeway & Arterial Operations Strategies	Implementation of this TCM is being coordinated by Caltrans and the Metropolitan Transportation Commission (MTC). SFMTA's SFgo program is developing an integrated traffic management system managed from a centralized transportation control center. In addition, the Program is working with Caltrans to coordinate freeway improvements with the City's traffic management systems. As part of this project, SFMTA is working to replace aging signal controllers and install signals with transit priority capabilities on key transit routes. MTC has programmed $20 million for SFgo in the Van Ness Avenue corridor, which will be implemented in coordination with Van Ness BRT.
B-2. Transit Efficiency & Use Strategies	Major transit operators in San Francisco, including Muni, BART, AC Transit, Golden Gate Transit, Caltrain, and SamTrans, all accept the Clipper card for fare payment. In addition, BART is upgrading signage at its downtown stations to ease wayfinding. San Francisco has also worked to have discounted or free transit passes be part of TDM and mitigation programs required of new developers such as Candlestick Point/Hunters Point Shipyard, Treasure Island, California Pacific Medical Center, and Park Merced.
B-3. Bay Area Express Lane Network	Implementation of this TCM is being led by MTC. An HOV pricing structure exists on the approaches to San Francisco via the San Francisco Oakland Bay Bridge and the Golden Gate Bridge during peak commute hours, with separate HOV lanes on the Bay Bridge. Express buses will continue to operate in San Francisco and will be prioritized through the new Transbay Terminal. The Transportation Authority will coordinate with MTC and Caltrans on implementation of the regional Freeway Performance Initiative on the major routes to and through San Francisco.
B-4. Goods movement Improvements & Emission Reduction Strategies	Implementation of this TCM is being led by MTC and BAAQMD. San Francisco will work with BAAQMD to implement grant programs that fund diesel emission reduction programs.

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures

TCM	Local Implementation
C-1. Voluntary Employer-Based Trip Reduction Programs.	The San Francisco Department of the Environment (SFE) currently conducts many of the City's Transportation Demand Management (TDM) activities, funded in part through Prop K, and focuses on the following: 1) commuter benefits program; 3) Emergency Ride Home (ERH) program; 4) bicycle fleet program; and 5) regional ridesharing program. The San Francisco Planning Department also conducts compliance monitoring of office buildings required to have a TDM program The Transportation Authority has also led the TDM Partnership Project funded through the Metropolitan Transportation Commission's Climate Initiatives Innovative Grant Program. This program will streamline public agency TDM programs and policies while assisting groups of employers through the implementation of several pilot projects.
C-2. Safe Routes to School & Safe Routes to Transit	SFE is part of the Safe Routes to School (SRTS) partnership, and promotes walking, biking, transit and carpooling for school commuting through an online ridematching system administered by the Metropolitan Transportation Commission (MTC) called SchoolPool. Activities include direct outreach to public and private schools on sustainable school commuting and providing materials and assistance to schools to help manage congestion. Over the past two years, SFE has provided direct outreach to 50 schools and has succeeded in registering over 500 families in the SchoolPool system.

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures

TCM	Local Implementation
C-3. Rideshare Services & Incentives	SFE is the MTC-delegated agency that oversees the Regional Rideshare Program in the City, including introducing employers to TDM programs, promoting rideshare, and encouraging and assisting employers to implement rideshare. Through its TDM Partnership Project, the Transportation Authority is building partnerships to promote a variety of TDM strategies, including rideshare. SFMTA promotes the use of carpools and vanpools during the morning and evening commutes. The City provides casual carpool pick-up locations on the east side of Beale Street between Howard and Folsom Streets. MTA also administers a program through which major employers may provide parking for employee carpool vehicles (3 or more riders) in City-owned garages at a reduced rate. The City also provides a limited amount of designated on-street parking in the downtown area for registered vanpool vehicles. The City has also required recent major developers to include car sharing as part of their transportation improvement programs.
C-4. Conduct Public Outreach & Education	Implementation of this TCM (e.g., Spare the Air Days) is occurring through the Air District, MTC, and transit operators throughout the region. Also, through its TDM Partnership Project, the Transportation Authority promotes various TDM strategies to employers such as parking cash-out and transportation working groups to develop TDM initiatives that help reduce drive-alone travel.
C-5. Smart Driving	Implementation of this TCM is being led by MTC. San Francisco does have a traffic calming program, funded through Prop K and implemented by SFMTA, which includes speed reduction on arterials streets. However, speeding on freeways in San Francisco is generally not a major concern due to relatively dense traffic conditions within the city limits.

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures

TCM	Local Implementation
D-1. Improve Bicycle Access and Facilities.	Since the Bicycle Plan injunction was lifted in 2010, the City and County have moved rapidly to implement it. The SFMTA has installed more than 50 miles of bicycle lanes since 2008, using Prop K as well as regional funding for many projects. Progress on the Plan has also included sharrows, separated and buffered bike lanes, bike boxes at intersections, bike racks and bicycle corrals, and colored pavement treatments to increase the visibility and safety of bicycling on City streets. In August 2013, the Bay Area Air Quality District launched Bay Area Bike Share, a regional program that includes 500 bicycles in San Francisco, with plans to expand to other areas in the city in early 2014.
D-2. Improve Pedestrian Access and Facilities.	The General Plan and Planning Code have supported pedestrian friendly, transit-oriented development for decades, which is referred to as the City's Transit First Policy. The Transportation Authority funds pedestrian-related projects through Prop K and programs other fund sources to support pedestrian improvements. Many of these projects fall under SFMTA's programs related to traffic calming, pedestrian and bicycle safety, and school area safety. Multi-agency efforts to coordinate major construction opportunities with pedestrian projects have also improved through the Follow-the-Paving process. In 2010, the Mayor signed Executive Directive 10-03, which established targets for the reduction of serious and fatal pedestrian injuries of 25 percent by 2016 and a 50 percent reduction by 2021. The Directive also established a multi-agency Pedestrian Safety Task Force to implement a set of short-term actions to improve pedestrian safety and to develop a citywide pedestrian action plan with short, medium, and long term goals and identify how to achieve them. In 2013, the Task Force released the action plan titled Pedestrian Strategy, and an interagency team of the Controller's Office, SFMTA, DPH, and the Planning Department is developing the WalkFirst Investment Strategy, a prioritized list of pedestrian safety improvements to reach the injury reduction goal.

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures

TCM	Local Implementation
D-3. Local Land Use Strategies.	The Transportation Authority promotes legislative activities that encourage smart growth and more sustainable transportation and development-related investment decisions by the City and developers. ABAG and MTC have been working for years to encourage the region's municipalities to plan for compact, transit-oriented development to meet the region's sustainability goals. The region recently adopted Plan Bay Area, the first Sustainable Communities Strategy for the San Francisco Bay Area. PDAs are key "building blocks" of the region's land use strategy presented in Plan Bay Area. San Francisco has identified twelve PDAs that collectively make up 25% of the City's land area and have the capacity to take on 80% of the housing growth and 60% of the job growth forecasted. The Transportation Authority continues to work closely with City agencies to plan multimodal transportation improvements to support planned PDA growth.
E-1. Value Pricing Strategies	In December, 2010, the Transportation Authority adopted the final report of the San Francisco Mobility, Access and Pricing Study (MAPS), which found that an area-wide congestion pricing program for San Francisco would be technically and financially feasible. In 2012, the Transportation Authority formed a Congestion Management Working Group to discuss the connections between business and various transportation strategies, including pricing. A Core Network Circulation Study was conducted to look at the cumulative effects of proposed transportation and land use plans in the downtown area. The Parking Pricing and Regulation Study is currently being conducted in partnership with the SFMTA to look at the potential for parking-based regulation and management. In addition, state legislation would be necessary to implement a congestion pricing system.

San Francisco Trip Reduction Efforts:
Relationship to Regional Transportation Control Measures

TCM	Local Implementation
E-2. Promote Parking Policies to Reduce Motor Vehicle Travel	In September 2009, the Transportation Authority adopted the San Francisco On-Street Parking Management and Pricing Study. SFMTA is implementing the study's key recommendations through the SF*park* program pilots. The pilots, launched in April 2011, utilize new pricing approaches and technology to improve the management of San Francisco's on- and off-street parking supply in eight neighborhoods in the city. The City has also addressed private off-street parking by eliminating minimum parking requirements downtown and in specific neighborhoods and commercial corridors, in some cases replacing them with maximum parking requirements. Unbundled parking, bicycle parking, and carshare parking requirements have also been implemented. The Transportation Authority is currently conducting a Parking Pricing and Regulation Study to consider further parking policy reform to manage auto trip demand.
E-3. Implement Transportation Pricing Reform.	The Authority continues to work with MTC and the Bay Area Partnership to identify new revenue sources. The Authority developed major transportation pricing studies, including the Mobility, Access, and Pricing Study and the Parking Pricing and Regulation Study, to examine the potential for pricing to be used in combination with new technology and transportation enhancements to improve system performance and reduce emissions. As noted in TCM E-2, SF*park* is currently implementing variable parking pricing pilots.

APPENDIX 11

Discretionary Grants

San Francisco CMP Discretionary Grant Programs – Non-Prop K/AA
Project Grants Issued Since Publication of the 2011 CMP

San Francisco Transportation For Clean Air (TFCA) – FY 2012/13 and 2013/14 County Program Manager Projects

TFCA Project	Sponsor [1]	TFCA Funds Programmed	Total Project Cost
City and County of San Francisco Bike Fleet Program	SFE	$30,550	$71,404
San Francisco Employer Commuter Benefits Program	SFE	$71,732	$402,711
Bicycle Route 770 Modification: Relocate Phelan Avenue Connector to Route 84	City College	$71,732	$402,711
Presidio Coastal Trail - Phase II	GGNRA	$245,000	$282,300
Alternative Fuel Taxicab Vehicle Incentive Program	SFMTA	$70,875	$1,417,500
Commute by Bike	SFMTA	$159,000	$159,000
Short Term Bicycle Parking	SFMTA	$165,000	$165,000
Sloat Boulevard Bike Lanes	SFMTA	$85,000	$93,000
Emergency Ride Home	SFE	$5,000	$36,647
Regional Bicycle Sharing Pilot - Phase 1B	SFE	$5,000	$36,647
San Francisco Employer Commuter Benefits Program	SFMTA	$388,208	$3,384,548
SchoolPool Program	SFE	$25,073	$75,294
Short Term Bicycle Parking	SFMTA	$180,855	$361,769
Bike Parking	SFSU	$51,923	$51,923
	TOTAL	**$1,554,948**	**$6,940,454**

[1] Project sponsor acronyms refer to the Golden Gate National Recreation Area (GGNRA); San Francisco Department of the Environment (SFE); the San Francisco County Transportation Authority (SFCTA); the San Francisco Municipal Transportation Agency (SFMTA); San Francisco State University (SFSU); and the University of California, San Francisco (UCSF).

San Francisco Share Cycle 3 Lifeline Transportation Program (LTP)

Funding Source [1]	Project Sponsor [2]	Project Name	LTP Funds Programmed	Total Project Cost
Programmed by the Authority				
JARC [3]	SFMTA	Continuation of Bus Restoration	$1,200,942	$6,922,000
STA [4]	SFMTA	Continuation of Bus Restoration	$809,739	
	SFMTA	Route 108 Treasure Island Enhanced Service	$800,000	$1,075,677
	SFMTA	Route 29 Reliability Improvement	$800,000	$4,058,492
	SFMTA	Free Muni for Low Income Youth Pilot	$400,000	$9,900,000
STP	SFMTA	Eddy and Ellis Traffic Calming Improvement	$1,175,104	$1,691,823
		Total - Authority	**$5,185,785**	**$23,647,992**
Programmed by Transit Operators, with the Authority's Concurrence [5]				
Prop 1B (SFMTA)	SFMTA	8X Customer First	$5,285,000	$11,637,000
		Mission Customer First	$5,056,891	$10,440,000
		Mission Bay Loop	$1,381,539	$6,100,000
Prop 1B (regional transit operators)	AC Transit	Text-Based LED Vehicle Messaging Signs	$500,000	$2,100,000
	BART	Station Wayfinding and Bicycle Parking Improvements	$2,143,200	$2,679,000
	GGBHTD	Advanced Communications and Information System (ACIS)	$738,865	$19,343,000
	SamTrans	40' Gillig Bus Replacement	$2,272,697	$30,569,993
		Total - Transit Operators	**$17,378,192**	**$82,868,993**

[1] Funding source acronyms include Job Access and Reverse Commute (JARC), State Transit Assistance (STA), and Surface Transportation Program (STP) funds.
[2] Sponsor acronyms include the Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit District (BART), Golden Gate Bridge Highway and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and San Mateo County Transit District (SamTrans).
[3] On May 22, 2012, through Resolution 12-64, the Authority Board programmed $1,200,942 in LTP JARC funds to the SFMTA's Continuation of Bus Restoration project.
[4] The Metropolitan Transportation Commission (MTC) recommended that Congestion Management Agencies (CMAs) program LTP STA funds at 95% of the original fund estimate, i.e. $2,809,739 or $147,882 less than the original estimate for San Francisco, in consideration of the FY 2011/12 actual revenue level. On May 22, 2012, through Resolution 12-63, the Authority Board programmed $400,000 in LTP STA funds to the SFMTA's Free Muni for Low Income Youth pilot program contingent on MTC's approving sufficient regional funds for the program. On October 24, 2012, the MTC Commission awarded $6.7 million in federal Transit Performance Initiative (TPI) funds to the SFMTA through the TPI Incentive Program to support projects that increase ridership

and improve system performance, specifically allowing the funds to be used for youth or low income pilot pass programs. On December 4, 2012, the SFMTA Board approved using $1.6 million in TPI funds for the youth pass program. On December 11, 2012, through Resolution 13-27, the Authority Board programmed the remaining $2,409,739 of the 95% level of the original LTP STA fund estimate to the SFMTA's three bus operation projects as shown above with any additional revenue up to 100% of the original estimate, i.e. maximum of $147,882, for the SFMTA's Continuation of Bus Restoration project.

[5] MTC has assigned Cycle 3 LTP Prop 1B funds directly to transit operators for programming and required CMAs to provide concurrence with LTP Prop 1B project priorities within their respective county. On March 27, 2012, through Resolution 12-55, the Authority Board adopted concurrence with the LTP Prop 1B project priorities as submitted by regional operators for projects that benefit San Francisco either directly (e.g. through physical improvement) or indirectly (e.g. through systemwide improvement). On December 11, 2012, through Resolution 13-27, the Authority Board adopted concurrence with the revised LTP Prop 1B project priorities as submitted by the SFMTA.

San Francisco OneBayArea Grant (OBAG)

OBAG Project	Sponsor [1]	OBAG Funds Programmed	Total Project Cost
Longfellow Safe Routes to School	DPW	$ 670,307	$ 774,636
ER Taylor Safe Routes to School	DPW	$ 519,631	$ 604,573
Chinatown Broadway Phase IV Street Design	DPW	$ 5,320,537	$ 7,102,487
Masonic Avenue Complete Streets	SFMTA	$ 10,227,540	$ 18,227,540
Transbay Center Bike and Pedestrian Improvements	TJPA	$ 6,000,000	$ 11,480,440
Second Street Streetscape Improvements	DPW	$ 10,515,746	$ 13,378,173
Mansell Corridor Improvement	SFMTA	$ 1,762,239	$ 5,274,741
Total Programmed		$ 35,016,000	

[1] Project sponsor acronyms include the Department of Public Works (DPW), San Francisco Municipal Transportation Agency (SFMTA), and the Transbay Joint Powers Authority (TJPA).

San Francisco 2013 Safe Routes to School (SR2S)

SR2S Project	Sponsor [1]	SR2S Funds Programmed	Total Project Cost
San Francisco SR2S Program	DPH	$ 1,439,000	$ 1,625,438
Total Programmed		$ 1,439,000	

[1] Project sponsor acronym includes the Department of Public Health (DPH).

San Francisco Draft 2014 Regional Transportation Improvement Program (RTIP) Priorities

Project	Sponsor [1]	RIP Funds Programmed	Total Project Cost
Central Subway	SFMTA	$ 12,498,000	$1,578,300,000
Planning, Programming, and Monitoring	MTC	$ 140,000	$ 140,000
Planning, Programming, and Monitoring	SFCTA	$ 667,000	$ 667,000
Total Programmed [2]		$ 45,530,000	

[1] Project sponsor acronyms include the San Francisco Municipal Transportation Agency (SFMTA), the Metropolitan Transportation Commission (MTC), and the San Francisco County Transportation Authority (SFCTA).

[2] The proposed programming is subject to approval by MTC in December 2014 and the California Transportation Commission (CTC) in March 2014.

APPENDIX 12

Prop K Transportation Sales Tax Expenditure Plan Summary

Proposition K Transportation Sales Tax Reauthorization and Expenditure Plan

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, CA 94103

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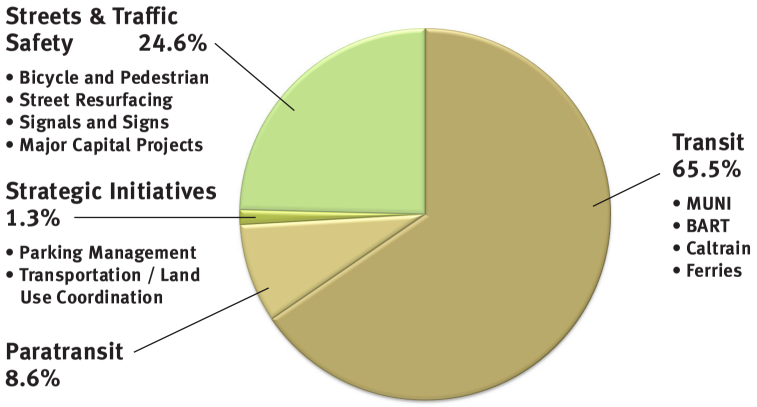
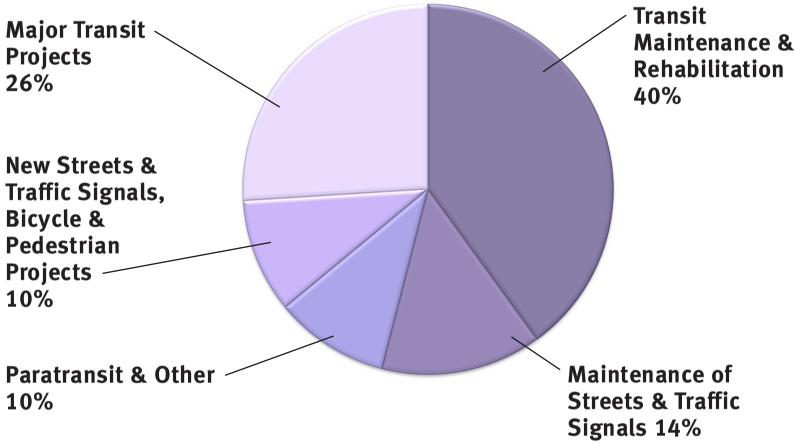
EXPENDITURES BY CATEGORY



EXPENDITURES BY TYPE



Inside the Plan

MAJOR CAPITAL PROJECTS

- Create a citywide network of fast, reliable bus and rail transit
- Build the Central Subway from SOMA to Chinatown
- Extend Caltrain downtown to a rebuilt Transbay Terminal (Transbay Transit Center)
- Electrify the Caltrain line to downtown San Francisco
- Rebuild the South Access to the Golden Gate Bridge (Presidio Parkway)

PROJECTS AND PROGRAMS

- Transit: investments to improve and expand transit service, replace transit vehicles, and maintain transit infrastructure and facilities.
- Paratransit: support for door-to-door van and taxi services for seniors and people with disabilities who are unable to use fixed route transit.
- Streets and Traffic Safety: street resurfacing and repair; traffic signs and signals; pedestrian and bicycle safety projects; traffic calming; and tree planting and maintenance.
- Transportation System Management/Strategic Initiatives: support for neighborhood planning and parking studies and funds to increase land use/transportation coordination.

SF Proposition K Expenditure Plan Summary

2003 $Millions	Total Prop K[1]	Percentage of Prop K Funding[2]	Other Expected Funds	Total Expected Funding[2]
A. TRANSIT	**1,781.1**	**65.5%**	**8163.2**	**9,944.3**
I. Major Capital Projects	**689.6**		**3059.1**	**3,748.7**
a. MUNI	361.0		1041.0	1,402.0
Bus Rapid Transit/MUNI Metro Network	110.0		490.0	600.0
3rd Street Light Rail (Phase 1)	70.0		30.0	100.0
Central Subway (3rd St. LRT Phase 2)	126.0		521.0	647.0
Geary LRT	55.0		0.0	55.0
b. Caltrain	313.1		1827.9	2,141.0
Downtown Extension to a Rebuilt Transbay Terminal	270.0		1615.0	1,885.0
Electrification	20.5		162.0	182.5
Capital Improvement Program	22.6		50.9	73.5
c. BART Station Access, Safety and Capacity	10.5		89.5	100.0
d. Ferry	5.0		100.7	105.7
ii. Transit Enhancements	**52.5**		**148.2**	**200.7**
iii. System Maintenance and Renovation	**1,039.0**		**4955.9**	**5,994.9**
a Vehicles	575.0		2911.0	3,486.0
b Facilities	115.7		830.0	945.7
c Guideways	348.3		1214.9	1,563.2
B. PARATRANSIT [4]	**291.0**	**8.6%**	**105.3**	**396.3**
C. STREETS AND TRAFFIC SAFETY	**714.7**	**24.6%**	**1318.3**	**2,033.0**
I Major Capital Projects	**117.5**		**422.2**	**539.7**
a. Golden Gate Bridge South Access (Doyle Drive)	90.0		330.0	420.0
b. New and Upgraded Streets	27.5		92.2	119.7
ii. System Operations, Efficiency and Safety	**60.6**		**94.9**	**155.5**
a. New Signals and Signs	41.0		14.5	55.5
b. Advanced Technology and Information Systems (SFgo)	19.6		80.4	100.0
iii. System Maintenance and Renovation	**281.6**		**605.9**	**887.5**
a. Signals and Signs	99.8		70.7	170.5
b. Street Resurfacing, Rehabilitation, and Maintenance	162.7		517.5	680.2
c Pedestrian and Bicycle Facility Maintenance	19.1		17.7	36.8
iv. Bicycle and Pedestrian Improvements	**255.0**		**195.3**	**450.3**
a. Traffic Calming	70.0		72.0	142.0
b. Bicycle Circulation/Safety	56.0		21.6	77.6
c. Pedestrian Circulation/Safety	52.0		17.7	69.7
d. Curb Ramps	36.0		30.0	66.0
e. Tree Planting and Maintenance	41.0		54.0	95.0
D. TRANSPORTATION SYSTEM MANAGEMENT/STRATEGIC INITIATIVES	**33.2**	**1.3%**	**29.3**	**62.5**
I. Transportation Demand Management/Parking Management	**13.2**		**15.7**	**28.9**
ii. Transportation/Land Use Coordination	**20.0**		**13.6**	**33.6**
TOTAL	**2,820**	**100%**	**9616.1**	**12,436**
Total Prop K Priority 1 (conservative forecast)	2,350			
Total Prop K Priority 1 + 2 (medium forecast; most likely to materialize)	2,626			
Total Prop K Priority 1+2+3 (optimistic forecast)[5]	2,820			

NOTES

[1] The "Total Prop K" column fulfills the requirements in Section 131051(d) of the Public Utilities Code.

[2] Percentages are based Prop K Priority 1 and 2 forecasts of $2.626 billion.

[3] 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 and local sources, plus $2.82B in reauthorized sales tax revenues, $230M from a BART General Obligation Bond, and approximately $199M from the proposed 3rd dollar toll on the Bay Area state-owned toll bridges. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

[4] With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Of all the funding sources that make up the $12.4B in expected funding, paratransit operating support is only eligible for Prop K and and up to 10% of MUNI's annual share of Federal Section 5307 funds (currently about $3.5 M annually). Therefore, total expected funding for Paratransit only reflects Prop K and Section 5307. The remaining paratransit operating costs for the next 30-years will be funded using other sources of operating funds, such as those currently included in MUNI's $460M annual operating budget.

[5] Priority 3 projects will only be funded if the revenues materialize under the optimistic scenario for sales tax revenues. They are also included in case Priority 1 or 2 projects realize costs savings, identify other unanticipated sources of funding, experience delays or are canceled.

APPENDIX 13

Prop K Expenditure Plan Categories with 5-Year Prioritization Programs

Expenditure Plan Categories with 5-Year Prioritization Programs (5YPPs)

The Prop K Expenditure Plan requires that all programmatic categories have a 5YPP that includes among other elements a prioritization methodology and a 5-year program of projects with scope, schedule, cost, and funding (including funds to be leveraged by Prop K). The 5YPPs are developed by eligible Prop K project sponsors and are approved by the Authority Board. Current and prior 5YPPs for all 21 Prop K programmatic categories can be found on the Transportation Authority's website at www.sfcta.org/fiveyears; the 2013 5YPP update information can be found at www.sfcta.org/2013-prop-k-strategic-plan-and-5ypp-early-action-program-update.

EP No.[1]	Programmatic Category	Eligible Sponsors[2]
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA, DPW, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART, DPW, SFMTA
9	Ferry	Port of San Francisco, GGBHTD
10 - 16	Transit Enhancements	SFMTA, BART, DPW, PCJPB
17	New and Renovated Vehicles	SFMTA, BART, PCJPB
20	Facilities	SFMTA, BART, PCJPB
22	Guideways	SFMTA, BART, PCJPB
26 - 30	New and Upgraded Streets	SFCTA, Caltrans, DPW, PCJPB, SFMTA
31	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33	Signals and Signs	SFMTA
34 - 35	Street Resurfacing, Rehabilitation, and Maintenance	DPW
37	Pedestrian and Bicycle Facility Maintenance	DPW, SFMTA
38	Traffic Calming	SFMTA, DPW
39	Bicycle Circulation/Safety	SFMTA, BART, DPW, PCJPB
40	Pedestrian Circulation/Safety	SFMTA, BART, DPW, PCJPB
41	Curb Ramps	DPW, SFMTA
42	Tree Planting and Maintenance	DPW
43	Transportation Demand Management/Parking Management	SFCTA, SFE/City Admin., Planning, SFMTA
44	Transportation/Land Use Coordination	Planning/SFCTA, BART, DPW, PCJPB, SFMTA

Notes:

[1]"EP Line No." corresponds to Expenditure Plan line numbers used in the 2009 Prop K Strategic Plan.

[2]The first sponsor listed is the lead agency responsible for coordinating development of the 5YPP. Sponsor acronyms include: Bay Area Rapid Transit District (BART), California Department of Transportation (Caltrans), City Administrator (formerly Department of Administrative Services), Department of Public Works (DPW), Golden Gate Bridge Highway and Transportation District (GGBHTD), Peninsula Corridor Joint Powers Board (PCJPB), Planning Department (Planning), San Francisco County Transportation Authority (SFCTA), San Francisco Environment (SFE), and San Francisco Municipal Transportation Agency (SFMTA).

APPENDIX 14

2013 Draft Prop K Strategic Plan Baseline Programming

DRAFT 2013 Prop K Strategic Plan Baseline

Appendix F. Pro-Rata Share of Available Revenues by Expenditure Plan Line Item (YOE $'s)

EP Line	Title	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
1	Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network	$ 3,003,877	$ 3,145,794	$ 3,221,818	$ 3,373,178	$ 3,564,016	$ 3,712,288	$ 3,808,984
2	3rd Street Light Rail (LRT)(Phase 1)	$ 2,993,880	$ 3,025,956	$ 3,058,376	$ 3,091,144	$ 3,124,262	$ 3,157,735	$ 3,191,567
3	Central Subway (3rd St. LRT Phase 2)	$ 3,894,897	$ 3,936,627	$ 3,978,804	$ 4,021,432	$ 4,064,518	$ 4,108,065	$ 4,152,078
4	Geary Light Rail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	$ 7,197,798	$ 7,537,855	$ 7,720,023	$ 8,082,705	$ 8,539,987	$ 8,895,270	$ 9,126,972
6	Electrification	$ 620,761	$ 650,088	$ 665,799	$ 697,078	$ 736,515	$ 767,156	$ 787,139
7	Caltrain Capital Improvement Program	$ 602,592	$ 631,061	$ 646,312	$ 676,676	$ 714,959	$ 744,703	$ 764,101
8	BART Station Access, Safety and Capacity	$ 278,585	$ 291,747	$ 298,798	$ 312,835	$ 330,534	$ 344,285	$ 353,253
9	Ferry	$ 133,236	$ 139,531	$ 142,903	$ 149,617	$ 158,081	$ 164,658	$ 168,947
10	Extension of Trolleybus Lines/Motor Coach Conversion	$ 235,391	$ 246,512	$ 252,469	$ 264,330	$ 279,285	$ 290,904	$ 298,481
11	F-Line Extension to Fort Mason	$ 123,890	$ 129,743	$ 132,879	$ 139,121	$ 146,992	$ 153,107	$ 157,095
12	Purchase/Rehabilitation Historic Street Cars	$ 34,689	$ 36,328	$ 37,206	$ 38,954	$ 41,158	$ 42,870	$ 43,987
13	Balboa Park BART/MTA-MUNI Station Access	$ 240,842	$ 252,221	$ 258,316	$ 270,452	$ 285,752	$ 297,640	$ 305,393
14	Relocation of Paul Street Caltrain Station to Oakdale Avenue	$ 196,490	$ 205,773	$ 210,746	$ 220,646	$ 233,129	$ 242,828	$ 249,153
15	Purchase Additional Light Rail Vehicles	$ 143,712	$ 150,502	$ 154,139	$ 161,381	$ 170,511	$ 177,604	$ 182,231
16	Other Transit Enhancements	$ 327,070	$ 342,522	$ 350,800	$ 367,280	$ 388,059	$ 404,203	$ 414,732
17B	New and Renovated Vehicles - BART	$ 306,764	$ 321,257	$ 329,021	$ 344,478	$ 363,967	$ 379,109	$ 388,984
17M	New and Renovated Vehicles - MUNI	$ 12,023,814	$ 12,591,874	$ 12,896,183	$ 13,502,038	$ 14,265,921	$ 14,859,415	$ 15,246,470
17P	New and Renovated Vehicles - PCJPB	$ 613,528	$ 642,514	$ 658,041	$ 688,956	$ 727,934	$ 758,218	$ 777,967
17U	New and Renovated Vehicles - Discretionary	$ 2,147,348	$ 2,248,798	$ 2,303,145	$ 2,411,346	$ 2,547,768	$ 2,653,761	$ 2,722,886
18	Trolleybus Wheelchair-lift Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -
19	F-Line Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20B	Rehab/Upgrade Existing Facilities - BART	$ 50,872	$ 53,276	$ 54,563	$ 57,126	$ 60,358	$ 62,869	$ 64,507
20M	Rehab/Upgrade Existing Facilities - MUNI	$ 2,051,842	$ 2,148,780	$ 2,200,710	$ 2,304,098	$ 2,434,453	$ 2,535,732	$ 2,601,782
20P	Rehab/Upgrade Existing Facilities - PCJPB	$ 206,214	$ 215,956	$ 221,175	$ 231,566	$ 244,667	$ 254,846	$ 261,484
20U	Rehab/Upgrade Existing Facilities - Discretionary	$ 255,875	$ 267,963	$ 274,439	$ 287,332	$ 303,588	$ 316,218	$ 324,455
21	MTA-MUNI Metro Extension (MMX) Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22B	Guideways - BART	$ 186,650	$ 195,469	$ 200,192	$ 209,597	$ 221,455	$ 230,668	$ 236,677
22M	Guideways - MUNI	$ 7,428,684	$ 7,779,649	$ 7,967,660	$ 8,341,977	$ 8,813,927	$ 9,180,606	$ 9,419,740
22P	Guideways - PCJPB	$ 743,935	$ 779,082	$ 797,910	$ 835,395	$ 882,658	$ 919,379	$ 943,326
22U	Guideways - Discretionary	$ 927,919	$ 971,758	$ 995,243	$ 1,041,999	$ 1,100,950	$ 1,146,752	$ 1,176,622
23	Paratransit	$ 6,113,738	$ 6,402,579	$ 6,557,310	$ 6,865,369	$ 7,253,779	$ 7,555,553	$ 7,752,358
24	Golden Gate Bridge South Access (Doyle Drive)	$ 2,398,257	$ 2,511,561	$ 2,572,258	$ 2,693,102	$ 2,845,465	$ 2,963,842	$ 3,041,044
25	Bernal Heights Street System Upgrading	$ 78,887	$ 79,732	$ 80,587	$ 81,450	$ 82,323	$ 83,205	$ 84,096
26	Great Highway Erosion Repair	$ 61,470	$ 64,375	$ 65,930	$ 69,028	$ 72,933	$ 75,967	$ 77,946
27	Visitacion Valley Watershed	$ 454,215	$ 475,674	$ 487,170	$ 510,057	$ 538,914	$ 561,334	$ 575,955
28	Illinois Street Bridge	$ 61,824	$ 62,486	$ 63,156	$ 63,832	$ 64,516	$ 65,207	$ 65,906
29	Golden Gate Park/SR1 Traffic Study	$ 6,056	$ 6,342	$ 6,496	$ 6,801	$ 7,186	$ 7,484	$ 7,679
30	Other Upgrades to Major Arterials	$ 107,649	$ 112,735	$ 115,459	$ 120,884	$ 127,723	$ 133,036	$ 136,501
31	New Signals and Signs	$ 1,093,145	$ 1,144,790	$ 1,172,456	$ 1,227,537	$ 1,296,986	$ 1,350,943	$ 1,386,132
32	Advanced Technology and Information Systems (SFgo)	$ 523,862	$ 548,611	$ 561,870	$ 588,266	$ 621,547	$ 647,405	$ 664,268
33	Signals and Signs	$ 2,661,701	$ 2,787,453	$ 2,854,817	$ 2,988,935	$ 3,158,035	$ 3,289,416	$ 3,375,098
34	Street Resurfacing, Rehabilitation, and Maintenance	$ 3,582,244	$ 3,751,486	$ 3,842,148	$ 4,022,650	$ 4,250,233	$ 4,427,053	$ 4,542,367
35	Street Repair and Cleaning Equipment	$ 690,407	$ 723,025	$ 740,499	$ 775,287	$ 819,149	$ 853,227	$ 875,452
36	Embarcadero Roadway Incremental Operations & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	Pedestrian and Bicycle Facility Maintenance	$ 526,890	$ 551,782	$ 565,117	$ 591,666	$ 625,140	$ 651,147	$ 668,108
38	Traffic Calming	$ 1,841,086	$ 1,928,067	$ 1,974,663	$ 2,067,432	$ 2,184,397	$ 2,275,273	$ 2,334,539
39	Bicycle Circulation/Safety	$ 835,756	$ 875,241	$ 896,393	$ 938,505	$ 991,601	$ 1,032,854	$ 1,059,758
40	Pedestrian Circulation/Safety	$ 720,688	$ 754,737	$ 772,977	$ 809,291	$ 855,077	$ 890,650	$ 913,849
41	Curb Ramps	$ 714,632	$ 748,395	$ 766,481	$ 802,490	$ 847,891	$ 883,165	$ 906,170
42	Tree Planting and Maintenance	$ 993,217	$ 1,040,142	$ 1,065,279	$ 1,115,325	$ 1,178,425	$ 1,227,450	$ 1,259,422
43	Transportation Demand Management/Parking Management	$ 351,260	$ 367,855	$ 376,745	$ 394,444	$ 416,760	$ 434,098	$ 445,405
44	Transportation/Land Use Coordination	$ 532,946	$ 558,125	$ 571,613	$ 598,467	$ 632,325	$ 658,632	$ 675,788
	Total	**$ 71,321,085**	**$ 74,433,831**	**$ 76,137,093**	**$ 79,453,552**	**$ 83,615,809**	**$ 86,867,831**	**$ 89,016,855**

APPENDIX 15

2012 Prop AA Strategic Plan Programming

Attachment 4.
Proposed Amended Prop AA Strategic Plan Programming

District	Project Name	Phase	Sponsor	Fiscal Year 2012/13	Fiscal Year 2013/14	Fiscal Year 2014/15	Fiscal Year 2015/16	Fiscal Year 2016/17	5-Year Total
Street Repair and Reconstruction									
	Funds Available in Category			**$ 4,358,888**	**$ 2,210,086**	**$ 2,210,086**	**$ 2,210,086**	**$ 2,210,086**	**$ 13,199,232**
6	9th Street Pavement Renovation	CON	DPW	$ 2,216,627					$ 2,216,627
4	28th Ave Pavement Renovation	CON	DPW	$ 1,174,260					$ 1,174,260
3	**Chinatown Broadway St[4]**	**DES**	**DPW**		**$ 650,000**				**$ 650,000**
9,10,11	**Mansell Corridor Improvement Project[4]**	**DES**	**RPD/SFMTA**		**$ 202,228**				**$ 202,228**
9,10,11	**Mansell Corridor Improvement Project[4]**	**CON**	**RPD/SFMTA**			**$ 2,325,624**			**$ 2,325,624**
5,6	McAllister St Pavement Renovation	CON	DPW		$ 2,210,000				$ 2,210,000
8	Dolores St Pavement Renovation	CON	DPW			$ 2,210,000			$ 2,210,000
6	Brannan St Pavement Renovation	CON	DPW					$ 2,210,000	$ 2,210,000
	Subtotal Programmed			**$ 3,390,887**	**$ 3,062,228**	**$ 4,535,624**	**$ -**	**$ 2,210,000**	**$ 13,198,739**
	(Over)/Under			**$ 968,001**	**$ (852,142)**	**$ (2,325,538)**	**$ 2,210,086**	**$ 86**	**$ 493**
	Cumulative Remaining			***$ 968,001***	***$ 115,859***	***$ (2,209,680)***	***$ 407***	***$ 493***	***$ 493***
Pedestrian Safety									
	Funds Available in Category			**$ 2,179,444**	**$ 1,105,043**	**$ 1,105,043**	**$ 1,105,043**	**$ 1,105,043**	**$ 6,599,616**
2	Arguello Gap Closure[2]	CON	Presidio		$ 75,000				$ 75,000
2	Arguello Gap Closure	CON	Presidio		$ 275,000				$ 275,000
6	**Mid-Block Crossing on Natoma/8th[4]**	**DES**	**SFCTA**		**$ 55,000**				**$ 55,000**
6	**Mid-Block Crossing on Natoma/8th[4]**	**CON**	**SFCTA**			**$ 310,000**			**$ 310,000**
6	**Ellis/Eddy Traffic Calming[4]**	**CON**	**SFMTA**			**$ 365,000**			**$ 365,000**
2,5	**Franklin St Pedestrian Signals[4]**	**DES**	**SFMTA**		**$ 830,000**				**$ 830,000**
2,5	**Franklin St Pedestrian Signals[4]**	**CON**	**SFMTA**			**$ 720,000**			**$ 720,000**
1,2,3,5,6,8,9	Pedestrian Countdown Signals	CON	SFMTA	$ 1,683,000					$ 1,683,000
7	Winston Drive Pedestrian Improvements Phase	DES	SFSU	$ 146,000					$ 146,000
7	Winston Drive Pedestrian Improvements Phase	CON	SFSU		$ 1,004,000				$ 1,004,000
6	McAllister St Campus Streetscape[3]	DES	UC Hastings		$ 83,000				$ 83,000
6	McAllister St Campus Streetscape	CON	UC Hastings			$ 717,000			$ 717,000
2,5	Gough St Pedestrian Signals	DES/CON	SFMTA				$ 337,000		$ 337,000
	Subtotal Programmed			**$ 1,829,000**	**$ 2,322,000**	**$ 2,112,000**	**$ 337,000**	**$ -**	**$ 6,600,000**
	(Over)/Under			**$ 350,444**	**$ (1,216,957)**	**$ (1,006,957)**	**$ 768,043**	**$ 1,105,043**	**$ (384)**
	Cumulative Remaining			***$ 350,444***	***$ (866,513)***	***$ (1,873,470)***	***$ (1,105,427)***	***$ (384)***	***$ (384)***
Transit Reliability and Mobility Improvements									
	Funds Available in Category			**$ 2,179,444**	**$ 1,105,043**	**$ 1,105,043**	**$ 1,105,043**	**$ 1,105,043**	**$ 6,599,616**
3,6	Civic Center BART/Muni Bike Station	CON	BART	$ -	$ 248,000				$ 248,000
7	**Phelan Loop Pedestrian Connector[4]**	**DES**	**City College/ SFMTA**		**$ 65,000**				**$ 65,000**
7	**Phelan Loop Pedestrian Connector[4]**	**CON**	**City College/ SFMTA**			**$ 872,000**			**$ 872,000**
10	**Hunters View Phase II: Transit Connection[4]**	**DES**	**MOH**		**$ 195,000**				**$ 195,000**
10	Hunters View Phase II: Transit Connection	CON	MOH		$ 1,649,994				$ 1,649,994
9	24th St Mission SW BART Plaza and Pedestrian Improvements[1]	CON	BART	$ 1,217,811	$ -				$ 1,217,811
TBD	Rapid Network Placeholder	DES/CON	SFMTA			$ 287,000	$ 965,000	$ 1,099,919	$ 2,351,919
	Subtotal Programmed			**$ 1,217,811**	**$ 2,157,994**	**$ 1,159,000**	**$ 965,000**	**$ 1,099,919**	**$ 6,599,724**
	(Over)/Under			**$ 961,633**	**$ (1,052,951)**	**$ (53,957)**	**$ 140,043**	**$ 5,124**	**$ (108)**
	Cumulative Remaining			***$ 961,633***	***$ (91,318)***	***$ (145,275)***	***$ (5,232)***	***$ (108)***	***$ (108)***

Total Programmed				**$ 6,437,698**	**$ 7,542,222**	**$ 7,806,624**	**$ 1,302,000**	**$ 3,309,919**	**$ 26,398,463**
(Over)/Under				**$ 2,280,077**	**$ (3,122,050)**	**$ (3,386,452)**	**$ 3,118,172**	**$ 1,110,253**	**$ -**
Cumulative				***$ 2,280,077***	***$ (841,973)***	***$ (4,228,425)***	***$ (1,110,253)***	***$ -***	
Total Available Funds				**$ 8,717,775**	**$ 4,420,172**	**$ 4,420,172**	**$ 4,420,172**	**$ 4,420,172**	**$ 26,398,463**

Allocated

Pending

NOTES:

Attachment 4.
Proposed Amended Prop AA Strategic Plan Programming

[1]Amendment to reprogram $1,217,811 in Fiscal Year 2013/14 funds to Fiscal Year 2012/13. No change in cash flow results in a financially neutral amendment. (Res. 13-30, approved 01.29.2013)

[2]Amendment to reprogram design funds ($75,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14 for use on the construction phase without changing cash flow. (Res. 14-05, approved 07.23.2013)

[3]Amendment to reprogram design funds ($83,000) from Fiscal Year 2014/15 to Fiscal Year 2013/14. (Res. XX-XX, approved MO.DA.YEAR)

[4]Fiscal Year 2013/14 Strategic Plan amendment. (Res. XX-XX, approved MO.DA.YEAR)

Chinatown Broadway St: Reprogrammed design funds ($650,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mid-block Crossing on Natoma/8th: Removed Minna/7th location from project scope and reprogrammed half of the design ($55,000) and construction ($310,000) funds to the Eddy/Ellis Traffic Calming Improvement Project; reprogrammed remaining design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Ellis/Eddy Traffic Calming Improvement Project: Added project with $365,000 in construction funds reprogrammed from the Minna/7th location of the Midblock Crossings on Minna/7th and Notoma/8th project.

Franklin St Pedestrian Signals: Reprogrammed design funds ($830,000) from Fiscal Year Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds ($720,000) from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Phelan Loop Pedestrian Connector: Added SFMTA as an eligible project sponsor and reprogrammed design funds from Fiscal Year 2012/13 to Fiscal Year 2013/14 and construction funds from Fiscal Year 2013/14 to Fiscal Year 2014/15.

Hunters View Phase II: Transit Connection: Reprogramed the project design funds ($195,000) from Fiscal Year 2012/13 to Fiscal Year 2013/14.

Mansell Corridor Improvement Project: Added SFMTA as an eligible project sponsor.

APPENDIX 16

Model Consistency Report

A. General Travel Modeling Approach

Product 1 – Description of the general approach to travel demand modeling.

The San Francisco County travel demand forecasting model (see the San Francisco Chained Activity Modeling Process, or "SF-CHAMP") was originally developed for the San Francisco County Transportation Authority (Authority) to provide detailed forecasts of travel demand for various planning applications. These applications included developing a countywide plan, providing input to microsimulation modeling for corridor and project-level evaluations, transit planning, neighborhood planning, and land use impacts analysis for Congestion Management Program purposes. The objective was to accurately represent the complexity of the destination, temporal and modal options and provide detailed information on travelers making discrete choices. These objectives led to the development of an activity-based model that uses synthesized population as the basis for decision-making rather than zonal-level aggregate data sources.

The Authority continually updates and refines the San Francisco Model. Since the creation of the original San Francisco Model in 2000, the model's geographic scope has been extended to the full nine-county Bay Area, along with significant improvements to pricing sensitivity and time-of-day modeling. The Metropolitan Transportation Commission (MTC) has also now developed an activity based model with a similar structure. Both models share a common population synthesizer, while the details of many model subcomponents differ in significant ways.

The consultant team originally estimated model components using household survey data collected in 1990 by MTC for San Francisco residents only. Each model component was first calibrated using various observed data sources, and then the full model was validated using traffic count and transit ridership data for each of five time periods. Some model components have been re-estimated using the 2000 MTC Bay Area Travel Survey (BATS), and calibrated using the most recent data available, including the 2000 Census, and 2006-2010 American Communities Survey (ACS) Data.

B. Demographic/Economic/Land Use Forecasts

Product 2 – A statement establishing that the differences between key ABAG land use variables and those of the CMA do not differ by more than one percent at the county level for the subject county. A statement establishing that no differences exist at the census-tract-level outside the county between the ABAG forecast or the ABAG/CMA revised forecast.

Product 3.1 – A table comparing the ABAG land use estimates with the CMA land use estimates by county for population, households, jobs, and employed residents for both the base year and horizon year.

Product 3.2 – If land use estimates within the CMA's county are modified from ABAG's projections, agendas, discussion summaries, and action items from each meeting held with cities, MTC, and/or ABAG at which the redistribution was discussed, as well as before/after census-tract level data summaries and maps.

The SF-CHAMP model has the capability to use a variety of land use inputs. Most recently, SF-CHAMP has used ABAG's 2013 Sustainable Communities Strategies (SCS), Jobs Housing Connection land use with Spring 2013 San Francisco Planning Department allocations within San Francisco. This report presents results derived by using this land use. Outside of San Francisco, ABAG land use forecasts are used. Within San Francisco, the San Francisco Planning Department allocates the countywide control totals for population, households, jobs, and employed residents to TAZs based on local knowledge of project build-out timelines. Some factoring is involved, therefore the San Francisco County land use inputs to the San Francisco Model are close (within the required 1%) but not exactly equal to Jobs Housing Connection control totals. No differences between the ABAG Projections and the San Francisco model inputs exist for the remaining eight counties for population, employed residents, and households. However, since the SF-CHAMP model uses a combination of SIC and NAICS codes to determine the number of jobs in eating and drinking establishments, there is some deviation between the total number of jobs input into SF-CHAMP and those summarized for Travel Model One. The San Francisco Planning Department adjustments to the distribution of households and jobs within San Francisco are depicted in Figures 1 and 2 respectfully. The differences shown in these figures show the shift from more generically applied ABAG assumptions, to a land use set consistent with San Francisco's development pipeline. The development pipeline is dominated by several large projects evident in the figures including the collective Southeast Development Projects, Mission Bay, Transbay Center District Plan, Park Merced, Treasure Island, the Eastern Neighborhoods Plan, and the Market Octavia Plan.

Table 1 ABAG County-Level Estimates for Population, Households, Jobs, and Employed Residents, Years 2010 and 2040, Plan Bay Area (v 0.3)

2010

	SF-CHAMP 4.3.0				Percent Difference Compared to ABAG			
County	Population	Households	Jobs	Employed Residents	Population	Households	Jobs	Employed Residents
San Francisco	802,300	345,892	569,926	413,463	0%	0%	0%	0%
San Mateo	714,888	257,837	340,867	346,658	0%	0%	-1%	0%
Santa Clara	1,772,291	604,207	937,500	822,738	0%	0%	1%	0%
Alameda	1,497,354	545,137	688,804	667,750	0%	0%	-1%	0%
Contra Costa	1,043,694	375,364	347,013	442,296	0%	0%	1%	0%
Solano	403,417	141,758	133,079	174,370	0%	0%	1%	0%
Napa	133,629	48,876	70,729	57,235	0%	0%	0%	0%
Sonoma	479,999	185,825	190,410	225,494	0%	0%	-1%	0%
Marin	246,105	103,210	108,148	118,435	0%	0%	-2%	0%
Bay Area	7,093,677	2,608,106	3,386,476	3,268,439	0%	0%	0%	0%

2040

	SF-CHAMP 4.3.0				Percent Difference Compared to ABAG			
County	Population	Households	Jobs	Employed Residents	Population	Households	Jobs	Employed Residents
San Francisco	1,075,874	446,990	766,502	550,682	0%	0%	1%	-2%
San Mateo	899,882	315,735	441,805	446,427	0%	0%	-1%	0%
Santa Clara	2,409,368	819,138	1,241,891	1,158,874	0%	0%	1%	0%
Alameda	1,965,549	705,289	940,010	891,298	0%	0%	-1%	0%
Contra Costa	1,325,650	463,062	468,497	579,093	0%	0%	0%	0%
Solano	494,202	168,643	180,768	223,933	0%	0%	0%	0%
Napa	158,635	56,285	88,832	69,372	0%	0%	-1%	0%
Sonoma	591,620	220,699	257,435	284,825	0%	0%	0%	0%
Marin	274,357	112,021	125,759	136,478	0%	0%	-3%	0%
Bay Area	9,195,137	3,307,862	4,511,499	4,340,982	0%	0%	0%	0%

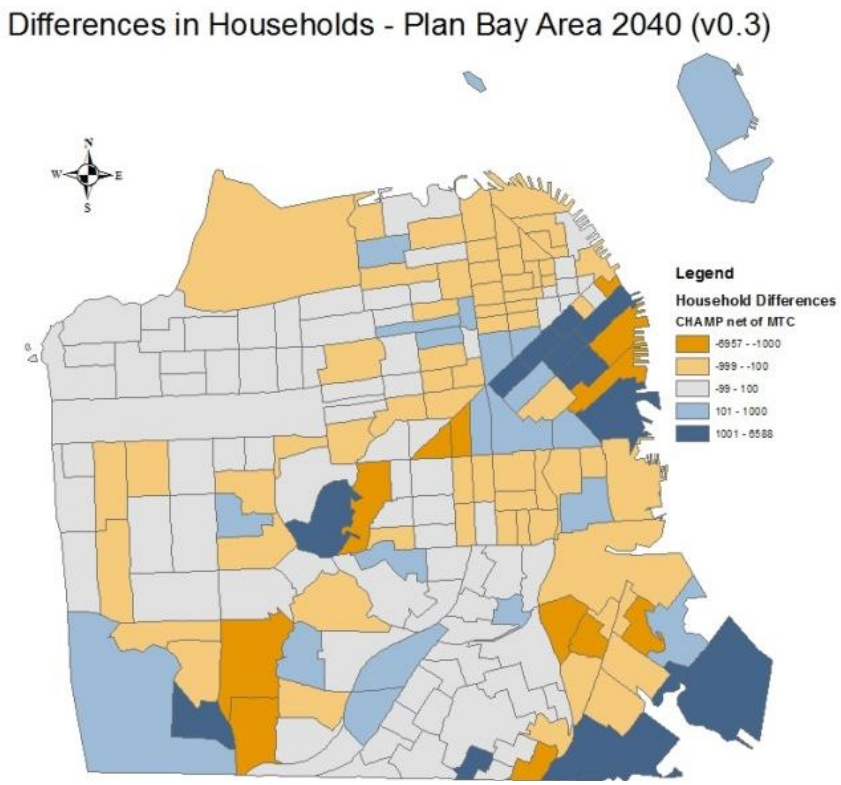


Figure 1

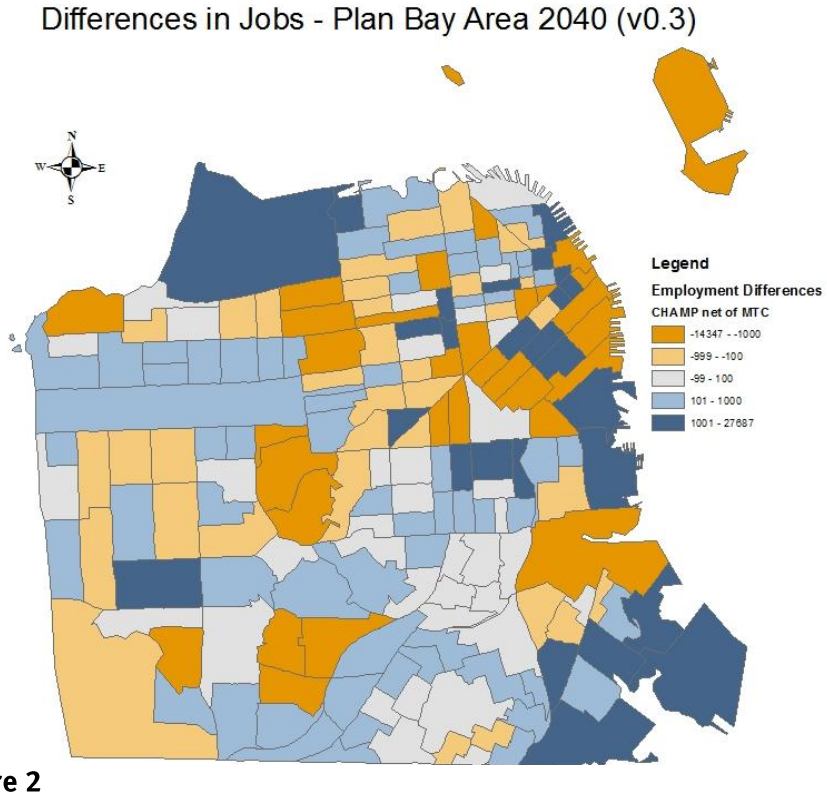


Figure 2

C. Pricing Assumptions

Product 4 – A table comparing the assumed automobile operating cost, key transit fares, and bridge tolls to MTC's values for the horizon year.

Auto operating costs are assumed to be 17 cents per mile in 2000 dollars, which was based off of the lower auto operating cost per mile that MTC used prior to Travel Model One. The runs summarized for this model consistency report also used transit fares and toll schedules that were based on values used previously. Both of these values will be updated in future model runs.

	MTC	CHAMP
Pricing Assumption	**2040 Value in 2000 Dollars**	**2040 Value in 2000 Dollars**
Auto Operating Cost per Mile	$0.231	$0.171
Bridge Tolls	Toll schedule starting July 1, 2012	Toll schedule starting July 1, 2010
Transit Fares		
Muni Local Bus	$1.61	$1.183
AC Transit Local Bus	$1.61	$1.511
VTA Local Bus	$1.61	$1.511
SamTrans Local Bus	$1.61	$1.511

	MTC	CHAMP
Pricing Assumption	**2040 Value in 2010 Dollars**	**2040 Value in 2010 Dollars**
Auto Operating Cost per Mile	$0.292	$0.219
Bridge Tolls	Toll schedule starting July 1, 2012	Toll schedule starting July 1, 2010
Transit Fares		
Muni Local Bus	$2.00	$1.518
AC Transit Local Bus	$2.00	$1.938
VTA Local Bus	$2.00	$1.938
SamTrans Local Bus	$2.00	$1.938

D. Network Assumptions

Product 5 – Statement establishing satisfaction of network assumptions consistency.

The San Francisco Model uses network assumptions consistent with Plan Bay Area with the following exceptions: (1) projects that have already been built have been coded in the base year 2010 networks such as some regional HOV lanes as well as the Market Street forced-right turn traffic calming; (2) projects were only included that were funded through construction in 2040; (3) projects local to San Francisco were updated based on updated local knowledge; and (4) Muni service levels were updated based on Fall 2012 schedules.

E. Auto Ownership

Product 6 – County-level table comparing estimates of households by auto ownership level to MTC's estimates for the horizon year.

The San Francisco auto ownership model is estimated based on BATS 2000 survey data and is a function of the mode choice and destination choice logsums as well as several household and person

variables such as number of household adults, workers, income, age, presence of children, home zone parking cost, and land use characteristics of the home zone. Table 2 depicts the 2040 SF-CHAMP auto ownership model results compared to the MTC model. Note that the original MTC data included categories for three autos and for four-plus autos, whereas the SF-CHAMP data only includes three-plus autos. The MTC three-auto and four-plus auto categories were combined to match the SF-CHAMP categories for ease of comparison. Both the total households by auto ownership category and the shares of households in each auto ownership category are presented.

SF-CHAMP predicts significantly higher zero auto households and lower one auto and two auto households in San Francisco County when compared with Travel Model One. This is the result of a discrepancy in the calibration of SF-CHAMP 4.3. The tour mode choice calibration was performed after vehicle availability calibration, and the vehicle availability calibration was not later revisited. This problem is addressed in a current effort to re-calibrate this and a few other model components to match the more recent 2012 California Household Travel Survey, expected to be complete by the end of the 2013 calendar year. While this discrepancy results in an unrealistically high share of San Francisco households without cars, the overall results for mode choice were successfully calibrated to match existing mode shares and ridership patterns. An adjustment downward in the number of zero auto households is expected to decrease the penalty on transit for this market segment in the mode choice models. Due to many confounding factors, it is unknown whether the effect of this change would increase or decrease future projections for transit ridership. On the whole, it is expected that it would have a minimal change to high level results.

Table 2 Households by Number of Automobiles, by County, Year 2040, Plan Bay Area (v 0.3)

2040 - Totals	SF-CHAMP					Percent Difference from MTC				
County	Zero Autos	One Auto	Two Autos	Three - Plus Autos	Total	Zero Autos	One Auto	Two Autos	Three Autos	Total
San Francisco	259,100	94,100	62,000	31,300	446,500	61%	-51%	-33%	16%	-5%
San Mateo	22,600	90,000	115,800	87,200	315,500	18%	-17%	-8%	32%	-1%
Santa Clara	59,00	232,600	300,700	227,00	819,100	-11%	-12%	-9%	25%	-3%
Alameda	109,00	201,400	228,300	167,000	705,600	11%	-14%	-13%	20%	-4%
Contra Costa	32,400	150,100	161,400	119,300	463,200	86%	5%	-22%	19%	-1%
Solano	9,000	54,300	57,000	48,300	168,700	6%	15%	-22%	14%	-1%
Napa	2,200	19,700	19,500	14,900	56,300	-18%	12%	-21%	12%	-3%
Sonoma	10,700	78,700	79,600	51,900	220,800	-18%	20%	-17%	-4%	-3%
Marin	11,900	34,100	44,300	21,800	112,100	200%	-7%	-17%	2%	-3%
Bay Area	515,900	954,800	1,068,500	768,600	3,307,900	32%	-14%	-16%	19%	-3%

2040 - Shares	SF-CHAMP					Difference from MTC				
County	Zero Autos	One Auto	Two Autos	Three - Plus Autos	Total	Zero Autos	One Auto	Two Autos	Three Autos	Total
San Francisco	58%	21%	14%	7%	100%	24%	-20%	-6%	1%	0%
San Mateo	7%	29%	37%	28%	100%	1%	-5%	-3%	7%	0%
Santa Clara	7%	28%	37%	28%	100%	-1%	-3%	-2%	6%	0%
Alameda	15%	29%	32%	24%	100%	2%	-3%	-3%	5%	0%
Contra Costa	7%	32%	35%	26%	100%	3%	2%	-10%	4%	0%
Solano	5%	32%	34%	29%	100%	0%	5%	-9%	4%	0%
Napa	4%	35%	35%	26%	100%	-1%	5%	-8%	4%	0%
Sonoma	5%	36%	36%	23%	100%	-1%	7%	-6%	0%	0%
Marin	11%	30%	39%	19%	100%	7%	-1%	-7%	1%	0%
Bay Area	16%	29%	32%	23%	100%	4%	-4%	-5%	4%	0%

F. Tour/Trip Generation

Product 7 - Region-level Tables comparing estimates of trip and/or tour frequency by purpose to MTC's estimates for the horizon year

Note that the trip purposes reported in the remainder of this report are consolidated to be the greatest common denominator between Travel Model One and SF-CHAMP trip purposes. The SF-CHAMP model predicts significantly more trips when compared with Travel Model One, particularly in the "Other" category. This is likely because SF-CHAMP was estimated on data local to San Francisco, where people are likely to work closer to home, allowing them to partake on separate "other" tour purposes separate from their commute.

Table 3 Number of Trips by Tour Purpose, Year 2040, Plan Bay Area (v 0.3)

Year 2040

Trips	MTC	SF-CHAMP	Percent Difference
Work/Commute	8,944,400	8,084,600	-10%
College/University	702,700	1,041,300	48%
Other School	3,178,000	2,826,800	-11%
Work-Based	1,981,500	1,612,900	-19%
Other	14,615,600	19,575,800	34%
Total	29,422,300	33,141,500	13%

Share	MTC	SF-CHAMP	Difference in Share
Work/Commute	30%	24%	-6%
College/University	2%	3%	1%
Other School	11%	9%	-2%
Work-Based	7%	5%	-2%
Other	50%	59%	9%

G. Activity/Trip Location

Product 8 – Region-level tables comparing estimates of average trip distance by tour/trip purpose to MTC's estimates for horizon year

SF-CHAMP uses a primary destination choice model to identify the primary destinations of all tours, then an intermediate stop model to identify any stops along the way. The results presented here are for the intermediate stop model, which is documented in the SF-CHAMP model documentation (SF-CHAMP documentation can be found here: http://www.sfcta.org/modeling-and-travel-forecasting). While most trip purposes have fairly similar average trip distances between the two models, Other School and Work-Based trips are 21% and 55% longer in SF-CHAMP than in Travel Model One. One plausible explanation for the Other School trip length difference is that SF-CHAMP was estimated primarily with San Francisco data, where school assignment policies differ significantly from the Bay Area as a whole and where students are frequently enrolled in schools that are not located in their home neighborhoods. Estimation of SF-CHAMP using primarily San Francisco data may also help explain the longer distances of Work-Based trips in SF-CHAMP. Greater availability of autos at the workplace outside of San Francisco may encourage longer Work-Based trip lengths because travel speeds are likely higher for auto Work-Based trips.

Table 4 Average Trip Distance by Tour Purpose, Year 2040, Plan Bay Area (v 0.3)

Year 2040

Average Trip Length, miles	MTC	SF-CHAMP	Percent Difference
Work/Commute	9.93	10.1	1%
College/University	6.69	5.73	-14%
Other School	3.43	4.15	21%
Work-Based	3.29	5.11	55%
Other	4.69	5.21	11%
Total	6.07	6.32	4%

Product 9 – County-to-county comparison of journey-to-work or home-based work flow estimates to MTC's estimates for the horizon year

The SF-CHAMP workplace location choice model is documented in the SF-CHAMP model documentation. The comparison between Travel Model One and SF-CHAMP is made here between the *shares of the total commuter flow* as opposed to the raw commuter flow due to discrepancies in the total commuter flow between the two models. There is a vast amount of concurrence between the two models, with the notable exception of Alameda County residents commuting within Alameda County, which SF-CHAMP estimates at a higher number compared with Travel Model One. It should be noted that SF-CHAMP's workplace location choice model was calibrated using a combination of data from the census journey to work, BATS 2000, and peak travel counts along key corridor screenlines, which may differ slightly from Travel Model One.

Table 5 Journey to Work, County-to-County Usual Workplace, Year 2040, Plan Bay Area (v 0.3)

SF-CHAMP

	Destination County									
Origin County	**San Francisco**	**San Mateo**	**Santa Clara**	**Alameda**	**Contra Costa**	**Solano**	**Napa**	**Sonoma**	**Marin**	**Bay Area**
San Francisco	9.9%	1.2%	0.5%	0.8%	0.2%	0.0%	0.0%	0.0%	0.2%	12.8%
San Mateo	2.3%	6.2%	1.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	10.4%
Santa Clara	0.3%	1.2%	23.7 %	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	26.8%
Alameda	2.0%	0.8%	1.5%	14.7%	1.2%	0.1%	0.0%	0.0%	0.1%	20.5%
Contra Costa	1.3%	0.2%	0.3%	2.7%	8.0%	0.4%	0.2%	0.0%	0.2%	13.3%
Solano	0.2%	0.0%	0.0%	0.3%	0.6%	3.2%	0.4%	0.1%	0.1%	4.9%
Napa	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	1.1%	0.1%	0.0%	1.6%
Sonoma	0.2%	0.0%	0.0%	0.1%	0.1%	0.1%	0.2%	5.4%	0.4%	6.6%
Marin	0.7%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	1.8%	3.2%
Bay Area	17.1%	9.9%	27.3 %	20.6%	10.5%	3.9%	2.0%	5.8%	2.8%	100%

Difference from MTC

	Destination County									
Origin County	**San Francisco**	**San Mateo**	**Santa Clara**	**Alameda**	**Contra Costa**	**Solano**	**Napa**	**Sonoma**	**Marin**	**Bay Area**
San Francisco	-0.1%	-0.1%	0.3%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%
San Mateo	0.1%	0.9%	-0.4%	-0.4%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.1%
Santa Clara	0.0%	-0.3%	1.0%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%
Alameda	-0.3%	-0.4%	-0.8%	1.9%	-0.3%	0.0%	0.0%	0.0%	-0.1%	0.0%
Contra Costa	0.0%	0.0%	0.0%	-0.5%	0.8%	-0.1%	0.0%	0.0%	-0.1%	0.1%
Solano	0.0%	0.0%	0.0%	-0.1%	-0.2%	0.1%	0.0%	0.0%	0.0%	-0.2%
Napa	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Sonoma	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.1%	0.0%	0.1%
Marin	0.1%	-0.1%	0.0%	-0.1%	0.0%	0.0%	0.0%	-0.1%	0.2%	0.0%
Bay Area	-0.1%	0.0%	0.0%	-0.1%	0.2%	0.0%	0.1%	0.0%	-0.1%	0.0%

H. Mode Choice

Product 10 – Region-level tables comparing travel mode share estimates by tour/trip purpose to MTC's estimates for the horizon year

The San Francisco Model uses its own mode choice models. SF-CHAMP seems to predict a slightly higher rate of driving and transit when compared with Travel Model One, and lower numbers for walking. SF-CHAMP uses a refined walk utility within San Francisco which accounts for hills, network connectivity, and land use density along the walk.

Table 6 Region-Level Trip Mode Share by Tour Purpose, Year 2040, Plan Bay Area (v 0.3)

MTC	Auto	Walk	Bicycle	Transit
Work/Commute	78.6%	6.3%	1.7%	13.4%
College/University	57.1%	15.3%	1.5%	26.1%
Other School	68.2%	21.3%	1.6%	9.0%
Work-Based	67.4%	30.7%	0.8%	1.0%
Other	85.6%	10.1%	1.1%	3.2%
Total	79.7%	11.7%	1.3%	7.3%

SF-CHAMP	Auto	Walk	Bicycle	Transit
Work/Commute	81.6%	2.5%	1.7%	14.1%
College/University	74.0%	7.2%	1.1%	17.6%
Other School	78.4%	13.2%	1.5%	6.9%
Work-Based	71.6%	25.8%	0.2%	2.4%
Other	83.7%	8.2%	1.2%	6.9%
Total	81.9%	8.0%	1.3%	8.8%

Difference from MTC	Auto	Walk	Bicycle	Transit
Work/Commute	3.0%	-3.7%	-0.1%	0.8%
College/University	16.9%	-8.0%	-0.4%	-8.5%
Other School	10.2%	-8.1%	-0.1%	-2.0%
Work-Based	4.2%	-5.0%	-0.7%	1.4%
Other	-1.9%	-2.0%	0.1%	3.7%
Total	2.2%	-3.6%	0.0%	1.5%

8. Highway Assignment

Product 11 – Region-level, time-period-specific comparison of vehicle miles traveled and vehicle hours traveled estimates by facility type to MTC's estimates for the horizon year.

Product 12 – Region-level, time-period-specific comparison of estimated average speed on freeways and all other facilities, separately, to MTC's estimates for the horizon year.

Highway assignments are processed within the Cube/Voyager software environment for each of the five time periods. The time of day volume adjustment factor reduces the assigned link volume for the whole time period to an expected hourly volume for the purpose of relating volume to capacity in the congested travel time functions. The values were derived from total observed link counts during the busiest hour of the time period divided by total observed link counts over the entire time period. These values do not have to strictly adhere to the above definition, since obviously a typical hour is not the busiest hour. In addition, turn penalties and tow-away lanes are coded specific to each time period.

Vehicles are assigned to one of twelve user classes based on auto occupancy, vehicle type, and whether the vehicle *will not* pay a value-toll, *will* pay a value-toll, or *has already paid* a value toll in an area-based congestion pricing situation:

1. **Drive Alone, No Value Toll**
2. **Shared-Ride Two, No Value Toll**
3. **Shared-Ride Three-Plus, No Value Toll**
4. **Drive Alone, Value Toll**
5. **Shared-Ride Two, Value Toll**
6. **Shared-Ride Three-Plus, Value Toll**
7. **Drive Alone, Already Paid Value Toll**
8. **Shared-Ride Two, Already Paid Value Toll**
9. **Shared-Ride Three-Plus, Already Paid Value Toll**
10. **Truck, No Value Toll**
11. **Truck, Value Toll**
12. **Truck, Already Paid Value Toll**

Link impedance is defined as a generalized cost by four classes. The generalized cost is a function of the congested link travel time in minutes, the value of time, toll cost in cents, auto operating cost, and vehicle occupancy. The value of time is assumed to be $30 per hour for trucks, and $15 per hour for autos. Highway assignment iterations are run until the relative gap is less than 0.005.

Tables 7 through 9 show highway assignment results from SF-CHAMP compared with Travel Model One. It should be noted that Travel Model One and SF-CHAMP use different time periods. In particular, Travel Model One has a four-hour peak period for both the morning and afternoon peak commute periods, while SF-CHAMP has three-hour peak periods. Overall, SF-CHAMP shows slightly more vehicle miles travelled (VMT) and more congested vehicle operating speeds. This is consistent with the finding that SF-CHAMP has slightly more auto trips and slightly longer trip distances. The different time of day definitions appear in the "All Facilities" column of Table 7. SF-CHAMP's three-hour peak periods have about 25% less VMT than Travel Model One's 4-hour peak periods. Meanwhile, SF-CHAMP's midday and evening off-peak periods have greater VMT than in Travel Model One. The summary tables highlight differences in the facility type designation . The definition of the expressway facility type appears to differ the most between the two models and is likely the result of the SF-CHAMP 4.3 development team categorizing additional facilities in San Francisco as "expressways". SF-CHAMP also has more local and collector roads explicitly coded within San Francisco whereas most of that traffic in Travel Model One is categorized as a centroid connector ("other").

Table 7 Region-Level VMT by Facility Type and Time Period, Year 2040, Plan Bay Area (v 0.3)

MTC	Facility Type					
Time Period	Freeways	Expressways	Major Arterials	Collectors	Other	All Facilities
Early AM	5,490,922	555,072	1,191,716	334,311	348,451	7,920,472
AM Peak (4 Hr)	26,225,898	2,866,727	9,845,537	2,781,418	3,332,966	45,052,546
Midday	26,438,610	3,022,363	10,998,863	2,825,048	4,296,401	47,581,284
PM Peak (4 Hr)	27,989,269	3,246,036	11,965,076	3,294,279	4,294,782	50,789,442
Evening	16,749,237	1,790,134	5,799,274	1,556,541	2,158,192	28,053,377
Daily	102,893,935	11,490,332	39,800,466	10,791,597	14,430,791	179,397,121

SF-CHAMP	Facility Type					
Time Period	Freeways	Expressways	Major Arterials	Collectors	Other	All Facilities
Early AM	4,190,114	622,266	884,474	308,017	310,557	6,315,428
AM Peak (3 Hr)	18,235,179	3,049,158	7,183,353	2,458,642	1,651,004	32,577,337
Midday	38,972,657	6,153,200	14,764,102	5,206,591	3,715,125	68,811,675
PM Peak (3 Hr)	20,682,570	3,640,359	9,522,351	3,356,005	2,019,449	39,220,734
Evening	23,336,840	3,773,095	7,625,531	2,704,650	2,169,282	39,609,397
Daily	105,417,360	17,238,079	39,979,810	14,033,905	9,865,417	186,534,571

Percent Difference	Facility Type					
Time Period	Freeways	Expressways	Major Arterials	Collectors	Other	All Facilities
Early AM	-24%	12%	-26%	-8%	-11%	-20%
AM Peak	-30%	6%	-27%	-12%	-50%	-28%
Midday	47%	104%	34%	84%	-14%	45%
PM Peak	-26%	12%	-20%	2%	-53%	-23%
Evening	39%	111%	31%	74%	1%	41%
Daily	2%	50%	0%	30%	-32%	4%

Table 8 Region-Level VHT by Facility Type and Time Period, Year 2040, Plan Bay Area (v 0.3)

MTC	Facility Type					
Time Period	**Freeways**	**Expressways**	**Major Arterials**	**Collectors**	**Other**	**All Facilities**
Early AM	89,737	11,234	34,677	11,491	21,771	168,911
AM Peak (4 Hr)	522,922	66,335	316,564	114,434	198,541	1,218,796
Midday	467,273	65,319	347,467	111,731	248,486	1,240,276
PM Peak (4 Hr)	561,528	76,031	392,731	141,665	247,375	1,419,330
Evening	280,471	36,936	173,944	55,069	125,979	672,399
Daily	1,921,930	255,855	1,265,384	434,390	842,153	4,719,712

SF-CHAMP	Facility Type					
Time Period	**Freeways**	**Expressways**	**Major Arterials**	**Collectors**	**Other**	**All Facilities**
Early AM	70,473	11,197	46,171	18,622	13,114	159,576
AM Peak (3 Hr)	473,646	81,287	432,009	168,933	87,232	1,243,107
Midday	847,597	147,618	867,591	341,211	192,361	2,396,379
PM Peak (3 Hr)	559,483	104,898	615,800	248,969	114,980	1,644,129
Evening	424,578	77,951	413,916	166,039	100,079	1,182,564
Daily	2,375,778	422,951	2,375,487	943,773	507,766	6,625,755

Percent Difference	Facility Type					
Time Period	**Freeways**	**Expressways**	**Major Arterials**	**Collectors**	**Other**	**All Facilities**
Early AM	-21%	0%	33%	62%	-40%	-6%
AM Peak	-9%	23%	36%	48%	-56%	2%
Midday	81%	126%	150%	205%	-23%	93%
PM Peak	0%	38%	57%	76%	-54%	16%
Evening	51%	111%	138%	202%	-21%	76%
Daily	24%	65%	88%	117%	-40%	40%

Table 9 Region-Level Average Speed (VMT/VHT) by Facility Type and Time Period, Year 2040, Plan Bay Area (v 0.3)

Average Speed (mph) 2040 Projections

MTC	Facility Type		
Time Period	**Freeways**	**All Other Facilities**	**All Facilities**
Early AM	61.2	30.7	46.9
AM Peak (4 Hr)	50.1	27.1	37.0
Midday	56.6	27.3	38.3
PM Peak (4 Hr)	49.8	26.6	35.8
Evening	59.7	28.8	41.7
Daily	53.5	27.3	38.0

SF-CHAMP	Facility Type		
Time Period	**Freeways**	**All Other Facilities**	**All Facilities**
Early AM	59.5	23.9	39.6
AM Peak (3 Hr)	38.5	18.6	26.2
Midday	46.0	19.3	28.7
PM Peak (3 Hr)	37.0	17.1	23.9
Evening	55.0	21.5	33.5
Daily	44.4	19.1	28.2

Percent Difference	Facility Type		
Time Period	**Freeways**	**All Other Facilities**	**All Facilities**
Early AM	-3%	-22%	-16%
AM Peak	-23%	-31%	-29%
Midday	-19%	-30%	-25%
PM Peak	-26%	-36%	-33%
Evening	-8%	-26%	-20%
Daily	-17%	-30%	-26%