



RESOLUTION ADOPTING THE TRANSPORTATION INVESTMENT AND GROWTH STRATEGY 2017 UPDATE

WHEREAS, Bay Area Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare and regularly update a county-level Transportation Investment and Growth Strategy (TIGS) as part of the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant Program (OBAG); and

WHEREAS, The Transportation Authority adopted its first TIGS in 2013 and provided minor updates in 2014 and 2015; and

WHEREAS, Completion of a TIGS update in 2017 is a prerequisite to receive OBAG Cycle 2 funds; and

WHEREAS, TIGS is a tool by which CMAs may demonstrate their efforts to achieve Plan Bay Area goals and report their progress related to housing policy, housing production, transportation planning and capital investment; and

WHEREAS, TIGS is intended to coordinate the County's housing and job growth with strategic investments in transportation, with the goal of focusing that housing and job growth alongside transportation improvements within established Priority Development Areas; and

WHEREAS, The attached update for 2017 was jointly prepared by Transportation Authority and Planning Department staff and it provides details related to recently adopted housing policies, housing production statistics, and transportation planning and investment efforts; and

WHEREAS, At its April 26, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for adoption of San Francisco's TIGS 2017 update; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the TIGS 2017 update; and



be it further

RESOLVED, That the Executive Director is authorized to submit the TIGS 2017 update to the MTC and to communicate this information to all interested parties.

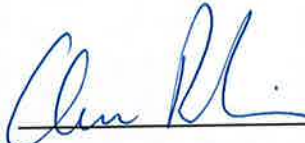
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1. Transportation Investment & Growth Strategy, 2017



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of May, 2017, by the following votes:

- Ayes:** Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (9)
- Nays:** (0)
- Absent:** Commissioners Farrell and Safai (2)

 6-16-17
Aaron Peskin Date
Chair

ATTEST:  6.20.17
Tilly Chang Date
Executive Director

Attachment 1



Transportation Investment and Growth Strategy

2017 UPDATE





ACKNOWLEDGEMENTS

The study has been a collaborative effort, with contributions from many individuals. Gratitude and thanks to:

**SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY**
WARREN LOGAN, Senior Transportation Planner

SAN FRANCISCO PLANNING DEPT.

PHOTO CREDITS

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REPORT DESIGN: Bridget Smith

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



1455 Market Street, 22nd Floor, San Francisco, CA 94103
TEL 415.522.4800 FAX 415.522.4829
EMAIL info@sfcta.org WEB www.sfcta.org



Executive Summary

The San Francisco County Transportation Authority (Transportation Authority), San Francisco's Congestion Management Authority, has prepared this 2017 Transportation Investment and Growth Strategy (TIGS) as a comprehensive update to the 2013 TIGS document. This document reflects the strong coordinated effort San Francisco's Planning Department, the San Francisco Municipal Transportation Agency (SFM-TA), the Transportation Authority, and the Mayor's Office among others, have sustained to consistently deliver targeted growth within its Priority Development Areas complemented by targeted transportation investments.

As the 2013 document demonstrates, San Francisco is a unique county from others in the Bay Area. Our Priority Development Areas (PDAs) have benefited from strong land use planning efforts and are poised to receive significant investment, as evidenced by the last several years of housing development. Between 2010 and 2015, San Francisco completed building nearly 11,000 housing units within its PDAs and an additional almost 7,000 more currently under construction.

At the same time, San Francisco has succeeded in advancing several new and updated land use plans to focus investment in other priority development areas of our city and continue our success:

- In the San Francisco/San Mateo Bi-County Area, San Francisco's portion has adopted the Sunnydale HOPE SF project, has begun implementation of 1,600 housing units at the Schlage Lock site and has entitled 600 additional units in Executive Park.
- In the Balboa Park PDA, the City has released an RFP to three teams for development of the Balboa Reservoir public site which aims to invest in dense mixed-income housing development at the 17-acre site. The development teams were selected from a RFQ process, and their proposals will be reviewed against design and development principles established through a 2-year public process.
- The Eastern Neighborhood PDA includes several new land use plans. The Central SoMa Plan, to be adopted in 2017, aims to create a socially, economically, and environmentally sustainable neighborhood within the South of Market district at the nexus of several major local and regional transit lines. The Mission Action Plan 2020 is a comprehensive action plan for neighborhood stabilization. Lastly, the Potrero HOPE SF Project in Potrero Hill was granted approval in 2017 to rebuild a public housing complex with a mixed-income community of over 800 affordable units (including replacing all 600 existing public housing units) alongside an additional 800 market-rate housing units.

- The Market/Octavia PDA's Hub Plan proposes to update the existing Market and Octavia Area Plan to improve the public realm and captures additional public benefits in the burgeoning Van Ness/Market Street area.

Lastly, the Mission Bay PDA contains two recently adopted new plans including the Golden State Warriors Event Center Project—aptly named for its mixed-used development plan around the new Warriors arena; and UCSF's Long Range Development Plan which plans for the university's anticipated growth around the it's growing campus.

Alongside our efforts to deliver on land use plans and critical investments in housing, San Francisco has championed several progressive policies to increase housing investment and provide capital improvement dollars for transportation. The most notable policies include the Transportation Sustainability Program (TSP) which adopts a developer impact fee for transportation investments; comprehensive California Environmental Quality Act (CEQA) reform in developments' environmental review process; and developer-sponsored, on-site transportation demand management programs. Alongside the TSP program, San Francisco voters passed three propositions K (Nov. 2014), A (Nov 2015) and C (June 2016) which together work to rehabilitate, and develop new affordable housing units within the city.

Complementing our investment in housing development in San Francisco's PDAs, the City has made great strides in developing transportation plans to address our immediate and future mobility needs. The Core Capacity Transit Study is a joint effort between the Bay Area transit providers (BART, Muni, AC Transit, the Water Emergency Transportation Authority, and Caltrain), the Metropolitan Transportation Commission (MTC) and the Transportation Authority. This regionally significant study works to identify transit investments needs to better serve the San Francisco core. Perhaps most significantly, though, San Francisco has initiated a

comprehensive visioning processes for transportation: ConnectSF. This effort strives to identify 50-year goals, major constraints, and comprehensive scenario planning. An exciting outgrowth of this process has been the Subway Vision which explored existing and future subway network opportunities based on technical analysis and feedback from users through an online mapping portal.

As San Francisco's development and growth continues, the Transportation Authority has set a roadmap through its Transportation Investment and Growth Strategy and the San Francisco Transportation Plan 2040 (SFTP) (alongside several other planning documents) for future capital investments, particularly as they relate to the One Bay Area Grant (OBAG) program, State Cap and Trade dollars, and other locally generated funds. These capital investments are identified through the City's extensive land use and transportation planning efforts. In general they work to provide access for all modes and increase safety for the most vulnerable users of our roadways. Most notable, we will continue to prioritize projects in Priority Development Areas and Communities of Concern (CoCs), also giving strong consideration to project readiness, socioeconomic and geographic equity factors, and proximity to planned affordable housing.

CONCLUSION

Echoing the 2013 TIGS, this updated Strategy demonstrates our County's leadership in housing development and transportation planning. San Francisco's success depends not only on its own efforts but on the two other largest cities, Oakland and San Jose, and perhaps most importantly on the consistent perseverance of the smaller cities in the other eight counties in the Bay. We must all work to deliver housing throughout our respective counties and work together to design and finance strong core capacity investments that will secure our region's sustainability and resilience into the future.

Chapter 1. Introduction

The 2017 San Francisco Transportation Investment and Growth Strategy demonstrates San Francisco’s sustained commitment to accommodating and encouraging equitable and affordable housing growth around strategic transportation investments.

Where the 2013 Strategy provided a framework and roadmap for San Francisco’s investment and growth strategy the 2017 document injects new efforts to continue planning for new residents and providing efficient and effective mobility options.

CHAPTER 2 of this strategy documents the city’s Priority Development Areas and Priority Conservation Areas (PCAs). While the 2013 Investment and Growth Strategy outlined the PDAs’ transportation needs and outlined projects for housing growth, this document provides an update to the planning efforts conducted within and adjacent to those priority development areas to accomplish that growth. Accompanying that discus-

sion, chapter 2 also documents new priority conservation areas adopted since 2013.

CHAPTER 3 complements chapter 2’s planning effort by describing recently-adopted policies that aim to address housing production and affordability. Alongside those adopted policies, Chapter 3 also documents San Francisco’s recent housing production within its PDAs.

CHAPTER 4 discusses recently completed and currently underway transportation planning efforts that document new transportation needs throughout areas of the city. Together these efforts work to support the new housing growth achieved in the last several years and planned for the next few decades.

CHAPTER 5, lastly, documents San Francisco’s funding prioritization related to MTC’s One Bay Area Grant and provides an overview of the priority projects within the city.

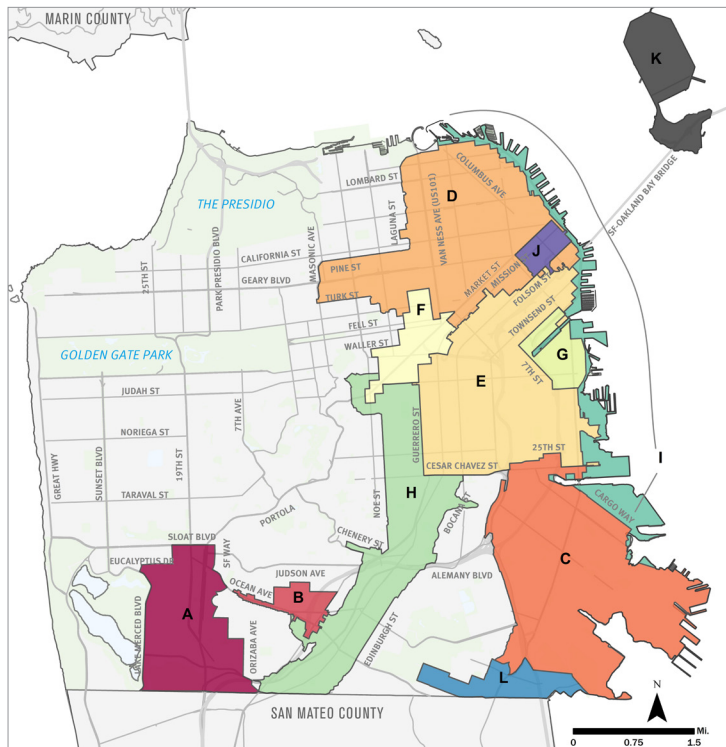
Chapter 2. Planning for Growth: San Francisco's Priority Development and Priority Conservation Area

PRIORITY DEVELOPMENT AREAS

San Francisco has twelve Priority Development Areas (PDAs) predominantly located along the eastern portion of the city. Those PDAs are supported by numerous land use plans that coordinate the city’s growth and capital improvements while maintaining the unique character of those neighborhoods.

FIGURE 1. San Francisco Priority Development Areas (for enlarged version, see Appendix A.)

- A. 19th Avenue
- B. Balboa Park
- C. Bayview/Hunters Point Shipyard/Candlestick Point
- D. Downtown-Van Ness-Geary
- E. Eastern Neighborhoods
- F. Market-Octavia/Upper Market
- G. Mission Bay
- H. Mission-San Jose Corridor
- I. Port of San Francisco
- J. Transit Center District
- K. Treasure Island and Yerba Buena Island
- L. San Francisco/San Mateo Bi-County Area



NEW LAND USE PLANS

San Francisco has initiated or adopted several planning documents to support its Priority Development Areas in the last four years. Many of the plans work to accommodate economic and demographic shifts throughout their respective PDAs. For example increased demand for office and residential space in the Mid-Market area are supported in the Market Street Hub Project of the Market/Octavia PDA; the Golden State Warriors stadium and the expanded University of California, San Francisco (UCSF) plans work to support the Eastern Neighborhood PDA. In sum, each of these planning documents not only work to support their respective PDAs but also the larger city as a whole. They each respond to their respective community’s needs while working to concentrate the city’s growth near transportation investments to create more sustainable communities.

Balboa Park PDA

BALBOA RESERVOIR DEVELOPMENT. Request for Qualification (RFQ) and Request for Proposal (RFP) for development of Balboa Reservoir site were issued on November 10, 2016 and March 9, 2017, respectively. The primary objectives for the proposed project include (1) creating

a mixed-income housing project that maximizes the amount of affordable housing for low, moderate, and middle-income San Franciscans; (2) providing the San Francisco Public Utilities Commission's (SFPUC) water utility ratepayers with fair market value for this utility asset; and (3) developing the site with sensitivity to surrounding neighborhoods. The Balboa Reservoir Site is currently owned by the City and County of San Francisco through the SFPUC. The 17-acre lot is adjacent to City College of San Francisco (CCSF), in close walking distance to the Balboa BART station and currently serves as a parking lot for CCSF students. The Balboa Park Station Area Plan, adopted in 2009, includes Balboa Reservoir in its 210-acre Plan area.

For more information visit: <http://bit.ly/2oWcTPM>

Eastern Neighborhood PDA

THE CENTRAL SOMA PLAN. The vision of the Central SoMa Plan is to create a social, economic, and environmentally sustainable neighborhood by 2040, where the needs of the present are met without compromising the opportunities of future generations. The Plan proposes a comprehensive strategy to achieve this vision, addressing land use, building size and heights, transportation,

TABLE 1. Plans that support each PDA

PRIORITY DEVELOPMENT AREA	RELEVANT PLANS	STATUS
19th Avenue/Park Merced	Parkmerced Development Agreement (including Design Standards and Guidelines, Sustainability Plan, Transportation Plan, and Infrastructure Plan), San Francisco State University Campus Master Plan	Planned
Balboa Park	Balboa Park Area Plan	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Bayview Hunters Point Area Plan & Redevelopment Plan, Hunters Point Shipyard Area Plan, Candlestick Point Sub-Area Plan, Candlestick Point - Hunters Point Shipyard Phase I & II Development Plan	Planned
Downtown/Van Ness/Geary	Downtown Area Plan, development plans for the 5M Project	Planned
Eastern Neighborhoods	Eastern Neighborhoods Area Plans and Implementation Document, Eastern Neighborhoods Transportation Implementation Planning Study, Western SoMa Area Plan; draft Central Corridor Plan	Planned
Market/Octavia	Market & Octavia Area Plan and Community Improvements Program, Upper Market Community Plan	Planned
Mission Bay	Mission Bay Redevelopment Plan & Design for Development: North; Mission Bay Redevelopment Plan & Design for Development: South	Planned
Mission/San Jose Corridor	Glen Park Community Plan	Planned
Port of San Francisco	Waterfront Land Use Plan; Seawall Lot 337 and Pier 48/ Mission Rock Development, Pier 70 Master Plan.	Planned
San Francisco/San Mateo Bi-County Area	Executive Park Sub-Area Plan, Visitacion Valley Master Plan and Design for Development, Hope SF Sunnydale Master Plan	Planned
Transbay Terminal	Transit Center District Plan and Implementation Document, Transbay Redevelopment Plan	Planned
Treasure Island	Treasure Island and Yerba Buena Island Redevelopment Plan	Planned

San Francisco has not adopted new Priority Development Areas since the 2013 Transportation Investment and Growth Strategy; however, new land use plans described below have been completed to support the existing PDAs.

sidewalks, open space and preservation of historic buildings. The draft Central SoMa Plan and Implementation Strategy were published in August of 2016 for public review, and will likely be adopted in 2017. The Central SoMa Draft EIR was released in December 2016.

For more information visit: <http://bit.ly/2pD3F90>

MISSION ACTION PLAN 2020. Published in 2017, the Mission Action Plan 2020 (MAP2020) is a comprehensive action plan for neighborhood stabilization for residents of San Francisco's Mission District. The goal of MAP2020 is to retain and attract low to moderate income residents and community-serving businesses (including Production, Distribution and Repair), artists, and nonprofits in order to strengthen and preserve the socioeconomic diversity of the Mission neighborhood 2017. Phase One focuses on the development of the Plan and launching the first round of programmatic services to help the most vulnerable households and businesses. Phase Two, already underway, will continue to focus on addressing the role of the current market-rate housing pipeline, planning for long-term affordable housing solutions, analyzing how transit and other City projects support the goals of MAP2020, and developing the legislation and any new programs contained in the Report.

For more information visit: <http://bit.ly/2oW7oR5>

POTRERO HOPE SF PROJECT. Located on the southern and eastern slopes of Potrero Hill, Potrero HOPE SF project is one of two Hope SF projects the Board of Supervisors unanimously granted initial approval on January 24, 2017. The Potrero HOPE SF Master Plan includes demolition of all existing units, vacation of portions of the right of way that currently cross the site diagonally, and building new streets that would better continue the

existing street grid. This mixed-use, mixed-income development will include 619 units of replacement public housing, along with 187 below-market rate housing units and another 817 market rate units that will be a mix of rentals and condos. Beyond the replacement units, open space, recreation centers, health centers, and facilities for daycare and afterschool programs are planned for entire new neighborhoods. New sidewalks, streetlights and water and sewer systems will be integrated with the rest of the neighborhood.

For more information visit: <http://hope-sf.org/community.php>, <http://bit.ly/2jvGnOe> and <http://bit.ly/2oMe5VI>

Market/Octavia PDA

THE MARKET STREET HUB PROJECT ("THE HUB"). The neighborhood known as "The Hub" is included in the 2008 Market and Octavia Area Plan. In the current economic climate, this area is now receiving concentrated attention from the development community. The Hub is also in the midst of major infrastructure improvements, such as Van Ness Avenue Bus Rapid Transit, that were identified in the Plan and have since moved through conceptual design. With major projects planned or already underway, the Planning Department is considering making amendments to the Market and Octavia Area Plan that will help ensure that new growth in the Hub will support the City's goals for housing, transportation, the public realm and the arts. The Hub project goals include increased affordable housing, enhancements to the public realm, support for transit enhancements, encouraging the arts, and improving the urban form. Draft of the Public Realm Plan is now available for review.

For more information visit: <http://bit.ly/2oszwaC>

FIGURE 2. The Golden State Warriors arena, now under construction.



Mission Bay PDA

GOLDEN STATE WARRIORS EVENT CENTER PROJECT. In 2016, the Board of Supervisors approved the Golden State Warriors Event Center and Mixed Use Development Project on Mission Bay South Blocks 29-32 in the southeastern part of San Francisco. The project proposed by The Golden State Warriors (GSW) Arenas is to construct a 488,000-square-foot multi-purpose event center with a

capacity of up to 18,500 seats and a variety of mixed-use structures, including two 11-story office and retail buildings, parking facilities, and 3.2 acres of open space. The project works to incorporate on-site and off-site improvements to accommodate traffic and to include a transportation management plan to facilitate multi-modal access at the event center during project operation.

For more information visit: <http://sfocii.org/warriors>

UCSF'S LONG RANGE DEVELOPMENT PLAN (LRDP). UCSF's 2014 Long Range Development Plan (LRDP) was approved by the UC Board of Regents on November 20, 2014 along with its accompanying Environmental Impact Report. Unlike the previous LRDP, which focused on significant growth—and resulted in the creation of the Mission Bay campus site—this plan anticipates a slower rate of growth over the next 20 years, and places renewed focus on consolidation and renovation of existing facilities as well as improving seismic safety. The LRDP anticipates a 30 percent rise in UCSF's total population, including a 31 percent increase in employees and 34 percent more patient visits, and a 26 percent increase in gross square footage, mostly at the Mission Bay campus site where UCSF owns undeveloped land within its existing 62-acre site and has infrastructure planned to support the expansion.

For more information visit: <http://bit.ly/2oPDTyb>

San Francisco/San Mateo Bi-County Area

SUNNYDALE HOPE SF PROJECT. Originally built as public housing for shipbuilders, this master planned project approved in January 2017 will replace the existing 785 public housing units and build another 900 units of affordable rental apartments and affordable and market rate homes to own. Additionally, this pedestrian-oriented and transit accessible community will also boast a new recreational and educational center, new parks, community garden, farmer's market and neighborhood-serving retail.

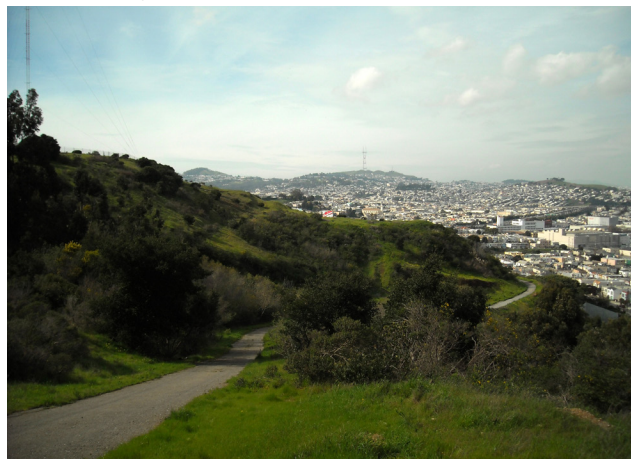
For more information visit: <http://bit.ly/2o4rCZO>

PRIORITY CONSERVATION AREAS

Five Priority Conservation Areas (PCAs) have been adopted by San Francisco since 2015: Palou Phelps Natural Area, Bayview Hill Natural Area, Green Connections-McLaren Park Pivot, Crosstown Trail-Connecting Twin Peaks Bio-Region/Glen Canyon, and the San Francisco Bay Area Water Trail. These PCAs are shown in Appendix B and described below.

For more information visit: <http://bit.ly/2o4DWcB>

FIGURE 3. Bayview Park



Palou Phelps Natural Area

The site lies in the Southeastern portion of San Francisco, in the Bayview neighborhood. It is home to a vibrant and diverse assemblage of plants and wildlife, which face high risk from potential development. This area contains several private lots with the potential to be developed. The lots are adjacent, and in some cases, on the park. This makes these lots a high priority for acquisition.

Bayview Hill Natural Area

Bayview Hill is a critically important natural area in the city, both biologically for rare plants and wildlife habitat and endangered species habitat, but also for the potential to connect more thoroughly the Bayview community to the site. The radio tower on the northwest end of this site was among the four former San Francisco PCAs. The hill is a patchwork quilt of multiple City and private landowners as well as CalTrans to ensure future efforts can be made to permanently secure the private and state lands from development and to engender ongoing stewardship.

Green Connections-McLaren Park Pivot

This site encompasses McLaren Park and Green Connections routes. McLaren Park resides in the Central Southern portion of the city, surrounded by the Excelsior, Portola, and Visitacion Valley neighborhoods, and acts as a central pivot point for the Green Connections routes. The Green Connections serve to help connect McLaren Park to nearly every section of the city. These connections are particularly important for underserved communities, and they connect to other extremely important open spaces and natural areas, such as Lake Merced and Candlestick State Park, which has a new General Management Plan and a massive wetland restoration at Yosemite Slough.

Crosstown Trail-Connecting Twin Peaks Bio-Region/Glen Canyon

This site is located in the heart of San Francisco, surrounded by the Twin Peaks, Diamond Heights, and Inner Sunset neighborhoods. Two previous PCAs were located in this region of the city, where the densest concentration of small- and medium-sized open space exists in the San Francisco. The site overall is a larger patchwork quilt of natural areas and open spaces, owned by as many as nine different City departments. Planners, advocates and stewards have identified the Twin Peaks Bioregion as an important conservation priority and a spectacular opportunity to create an intentional bioregional park preserve in the heart of the city.

The San Francisco Bay Area Water Trail

The San Francisco Bay Area Water Trail is a growing network of designated launching and landing sites, or “trailheads” around San Francisco Bay. Each trailhead enables non-motorized small boat users to safely enjoy the natural, historic, cultural, and scenic richness of San Francisco Bay and its nearby tributary waters. This regional trail has the potential to enhance Bay Area communities’ connections to the Bay and create new linkages to existing shoreline open spaces and other regional trails.

Chapter 3. Housing Policies and Housing Production

HOUSING POLICIES

Chapter 2 documented the City and County’s land use planning efforts to support its PDA and accommodate growth. Complementing those planning efforts, San Francisco voters have adopted several key pieces of legislation to also support housing growth—particularly at all levels of affordability—and marry that growth with transportation investments from the private sector. The following are descriptions of the myriad policies San Francisco has recently adopted.

Transportation Sustainability Program (TSP)/ Transportation Demand Management (TDM)

The Transportation Sustainability Program (TSP) is a joint effort between the San Francisco Planning Department, the Transportation Authority, and the San Francisco Municipal Transportation Agency. The program is comprised of three major areas of work:

INVEST: TRANSPORTATION SUSTAINABILITY FEE (TSF). The first component of the program is a Transportation Sustainability Fee (TSF) that helps fund transit and safer streets, particularly as San Francisco grows and our need for sustainable travel modes increase. New commercial developments, market-rate residential developments with more than 20 units, and certain large institutions will be required to pay TSF. The TSF is projected to pay for \$1.2 billion in transportation improvements over 30 years. The money could be used for things such as more Muni buses and trains, improved reliability on Muni’s busiest routes, roomier and faster regional transit, and better and safer streets for pedestrians and bicyclists. The TSF has been adopted by the Board of Supervisors and went into effect on December 26, 2015.

ALIGN: CEQA REFORM. San Francisco has modernized its environmental review process which includes a more meaningful transportation analysis that better captures environmental effects, like a development’s impacts on transit delays and crowding. On March 3, 2016, the San Francisco Planning Commission adopted a resolution to replace Level of Service (LOS) with a vehicle miles traveled threshold for all CEQA environmental determinations.

SHIFT: TRANSPORTATION DEMAND MANAGEMENT. New developments within San Francisco are required to adopt transportation demand management programs. Developers are required to offset the total number of parking spaces provided with a menu of TDM options that together meet a “points” threshold equivalent to the number of calculated Vehicle Miles Traveled (VMT) attributed to their parking. On February 7, 2017, the San Francisco Board of Supervisors approved the ordinance amending the Planning Code to establish a Transportation Demand Management Program.

For more information visit: <http://bit.ly/2pDgErs>

Prop K “Additional Affordable Housing Policy”

Prop K “Additional Affordable Housing Policy” was approved by San Francisco voters on November 2014. Prop K established goal of constructing or rehabilitating at least 30,000 homes by 2020 and securing sufficient funding to achieve the goal. More than 50% of the housing will be affordable for middle-class households, with at least 33% affordable for low- and moderate-income households. The City will attempt to ensure that 33% of new housing in areas that are rezoned to provide more residential development is affordable to low- and moderate-income households.

Prop C Affordable Housing Charter Amendment

Prop C Affordable Housing Charter Amendment was approved by San Francisco voters on June 2016. Prop C increases the “inclusionary” housing requirement for private developments, requiring new market-rate housing projects of 25 or more units to include 15% low-income and 10% moderate/middle-income housing. The measure also gives the San Francisco Board of Supervisors the authority to alter the existing and impose new affordable housing requirements through ordinances instead of a charter amendment.

Prop A Housing Bond

Prop A Housing Bond was approved by San Francisco voters on November 2015. It issues up to \$310 million in bonds for low- and middle-income housing. The bond includes \$80 million to refurbish and reconstruct existing public housing units and \$100 million to deliver the maximum amount of new 100% affordable homes. The Mission District will get \$50 million for new 100% affordable construction, land acquisition for affordable housing, and large Single-Room Occupancy (SRO) acquisition rehab. About \$80 million in the bond will go to down-payment assistance and developer incentives targeting middle-income households.

Accessory Dwelling Units

Accessory Dwelling Units (ADUs)—also called secondary units, in-law units, or cottages—are units added to existing residential buildings. San Francisco, first adopted its ADU program in 2014 for select districts. As of September 4, 2016, the City of San Francisco’s Accessory Dwelling Unit program is available for use citywide. This program reduces some Planning Code requirements to make it possible for property owners to add these new units to their buildings. ADUs are permitted in all districts that allow residential use. However, the ADU program does not apply to RH 1-(D) districts. ADUs in RH-1(D) districts should follow State Law requirements. Buildings with four or less existing units are permitted to add one ADU. Buildings with five or more existing units are allowed to add as many ADUs as fit and meet all planning and building code controls.

For more information visit: <http://bit.ly/2oPHDji>

Legalization of Unauthorized In-Law Units

Established in 2014, this is a voluntary program that allows property owners to formally register and rent their otherwise illegally converted in-law units in San Francisco assuming all life-safety conditions are met. With this ordinance, one of these existing units may le-

gally join the housing market should the owner follow the stipulated process. If the building where the unit is being legalized is subject to Rent Control requirements, the unit being legalized is also subject to Rent Control. There are several Planning Code requirements that are waived for units taking advantage of this process including rear yard, exposure, density, parking, and open space. This program is applicable citywide in buildings which permit residential uses.

For more information visit: <http://sfdbi.org/UnitLegalization>

Elimination of Conditional Use and other hearing requirements for 100% Affordable projects

Legislation that eliminated conditional use requirements, Section 309 and Section 329 review for 100% affordable projects was adopted in March 2016. 100% Affordable Housing projects are now principally permitted and are not required to obtain conditional use authorization. 100% Affordable Housing Projects are not required to go to the Planning Commissions for Planned Unit Development review, Section 309 review, and Section 329 Large Project Authorization.

For more information visit: <http://bit.ly/2pDc6Ed>

100% Affordable Housing Bonus Program

On July 29, 2016, Mayor Ed Lee signed the 100% Affordable Housing Bonus Ordinance into law.

To increase the amount of affordable housing built in San Francisco, 100% Affordable Housing Bonus (AHBP) offers housing developers incentives, including increased density and height, in return for building more permanently affordable homes into their projects. The Ordinance also establishes the procedures in which the 100% AHBP projects shall be reviewed and approved.

For more information visit: <http://bit.ly/2onMx5X> and <http://bit.ly/2pSbqqM>

Small sites program

Created in 2014, the Small Sites Program (SSP) is an initiative of the San Francisco Mayor’s Office of Housing and Community Development (MOHCD). The SSP is funded through a combination of Housing Trust Fund revenues and affordable housing fees paid by housing developers in San Francisco. This loan program provides acquisition and rehabilitation financing to developers that supports the purchase and renovation of multi-family rental buildings of 5 to 25 units. The program has been created to protect and establish long-term affordable housing in smaller properties throughout San

Francisco that are particularly vulnerable to market pressure resulting in property sales, increased evictions and rising tenant rents. This program was designed to protect residents who were susceptible to losing their homes due to evictions (mostly arising from the Ellis Act) or rising rents. Legislation approved by the Board in 2016 would allow developers of small projects (10-25 units) to direct their inclusionary housing in-lieu fees to the program.

For more information visit: <http://bit.ly/2pCX6WQ>

Creating/Clarifying Affordable Housing Preferences

An Ordinance Clarifying/Creating Preferences for Affordable Housing Units was adopted in 2016 to create and clarify housing preferences for the City's Affordable Housing Programs by expanding the Displaced Tenant Preference and creating a new Neighborhood Preference. It is designed to create additional preferences for

people displaced through Ellis Act and Owner-Move-In evictions and neighborhood residents.

For more information visit: <http://bit.ly/2onJdYS>

Applying Inclusionary Housing Requirements for Group Housing

An Ordinance Applying Inclusionary Housing Requirements to Group Housing was adopted in 2015. Inclusionary housing which requires new housing projects to "include" affordable units or pay a fee apply to Group Housing projects that have not received a First Construction Permit before May 20, 2015. Exposure requirements also apply to group housing and can be satisfied with either all bedrooms meeting the exposure requirements or an interior common area meeting these requirements. On-site inclusionary group housing rooms are exempt from density calculations.

For more information visit: <http://bit.ly/2pSlpfM>



HOUSING PRODUCTION

The combination of the City’s diligent land use planning combined with focused policy and legislative adjustments, San Francisco is a regional leader in housing

growth. Table 2 documents the total number of housing units located within San Francisco PDAs.

TABLE 2. Housing units within San Francisco PDAs.

PDA NAME	EXISTING ZONING					IMMINENT REZONING ⁴	TOTAL NEW LOCAL SF CAPACITY	TOTAL REGIONAL ALLOCATION ⁵
	COMPLETED 2010-15 ¹	UNDER CONSTR. ²	REMAINING PIPELINE ²	SOFT SITES ³	OTHER			
19th Avenue/Park Merced	66	2	7	192	6,180		6,447	9,596
Balboa Park	70	13	19	943	16	500	1,561	233
Bayview/Hunters Point Shipyard/Candlestick Point	457	10	651	1,659	12,289	787	15,853	26,249
Downtown-Van Ness-Geary	4,010	2,588	4,802	10,467	3,304	0	25,171	16,351
Eastern Neighborhoods	2,106	2,316	6,303	12,243	1,986	8,227	33,181	24,817
Market & Octavia	1,479	573	4,829	3,618	349	2,023	12,871	3,658
Mission-San Jose Corridor	52	70	129	2,790	1,726	0	4,767	1,124
Mission Bay	1,792	375	437	0	3,692	0	6,296	4,191
Port of San Francisco	0	0	170	559	3,046	133	3,908	4,780
San Francisco/San Mateo Bi-County Area	41	1	28	675	3,338	0	4,083	3,451
Transit Center District	378	951	3,056	337	575	0	5,297	4,933
Treasure Island & Yerba Buena Island	0			0	7,800	0	7,800	8,692
SUBTOTAL PDAs	10,451	6,899	20,431	33,483	44,301	11,670	127,235	108,075
Rest of the City	484	220	965	8,314	11,285		21,268	29,814
TOTAL Citywide	10,935	7,119	21,396	41,797	55,586	11,670	148,503	137,889

TABLE 3. Jobs production within San Francisco PDAs.

PDA NAME	EXISTING ZONING					IMMINENT REZONING ⁴	TOTAL NEW LOCAL SF CAPACITY	JOB GROWTH 2010-15 INTO VACANT SPACE	LOCAL CAPACITY	TOTAL REGIONAL ALLOCATION ⁵
	COMPLETED 2010-15 ¹	UNDER CONSTR. ²	REMAINING PIPELINE ²	SOFT SITES	OTHER ³					
19th Avenue/Park Merced	29	0	(3)	272	1,316		1,614	1,085	2,699	121
Balboa Park	77	(7)	0	81	0	0	151	317	468	1,855
Bayview/Hunters Point Shipyard/Candlestick Point	683	309	600	7,992	15,067	658	25,309	3,663	28,972	27,185
Downtown-Van Ness-Geary	428	4,636	5,041	10,869	5,690		26,664	34,727	61,391	70,835
Eastern Neighborhoods	819	1,833	1,036	4,258	1,910	37,159	47,015	13,650	60,665	30,392
Market & Octavia	(1,654)	(94)	1,086	303	262	66	(31)	5,378	5,347	3,166
Mission-San Jose Corridor	5	20	41	830	1,006		1,902	1,439	3,341	6,348
Mission Bay		2,500	6,000		6,254	12,131	26,885	515	27,400	27,486
Port of San Francisco	96	0	63	1,965	0	12,681	14,805	1,478	16,283	10,644
San Francisco/San Mateo Bi-County Area	0	0	9	2,908	(2)		2,915	347	3,262	5,113
Transit Center District	2,413	8,101	10,830	2,182	8,017		31,543	13,614	45,157	46,292
Treasure Island & Yerba Buena Island					2,634		2,634	175	2,809	4,242
SUBTOTAL PDAs	2,896	17,298	24,703	31,660	42,154	62,695	181,406	76,388	257,794	233,679
Rest of the City	270	27	101	2,748	524		3,670	10,841	14,511	61,971
TOTAL Citywide	3,166	17,325	24,804	34,408	42,678	62,695	185,076	87,229	272,305	295,650

NOTES 1-5 appear at the top of the next page.

NOTES FOR TABLES 2 AND 3

1. Completed housing projects are from SF Planning's annual Housing Inventory. Remaining Pipeline data is the difference between under construction and total Pipeline in the GCA from 4Q2015
2. Reflects information through December 31, 2016. "Under Construction" data is from the 4Q2016 Pipeline Database
3. "Other" includes a range of larger multi-parcel proposals or plans (e.g., Trinity Plaza, Schlage Lock, Hope SF, etc.) and recently adopted re-zoning or ordinances (ADUs, UCSF LRDP, Laurel Heights, PDR/Office Cross-subsidy).
4. "Imminent Rezoning" includes Central SoMa, The Hub, India Basin and Balboa Reservoir.
5. Total Regional Allocation of Plan Bay Area is from Metropolitan Transportation Commission, Urban Sim Model Run, Draft Preferred Scenario, Nov. 2016

AFFORDABLE HOUSING PRODUCTION**TABLE 4. Affordable Housing Pipeline and Complete Projects by PDA**

PDA NAME	AFFORDABLE UNITS					AFFORDABLE PIPELINE HOUSING ²
	COMPLETED 2010-15 ¹					
	VLI	LI	MOD	ABOVE	TOTAL	
19th Avenue	0	0	2	64	66	0
Balboa Park	0	70	0	0	70	4
Bayview/Hunters Point Shipyard/ Candlestick Point	270	(75)	29	233	457	1
Downtown-Van Ness-Geary	544	302	212	2,952	4,010	563
Eastern Neighborhoods	137	207	78	1,684	2,106	1,105
Market & Octavia	311	80	71	1,017	1,479	466
Mission-San Jose Corridor	0	0	23	29	52	9
Mission Bay	0	150	27	1,615	1,792	0
Port of San Francisco	0	0	0	0	0	182
San Francisco/San Mateo Bi-County Area	0	0	8	33	41	1,128
Transit Center District	189	0	0	189	378	503
Treasure Island & Yerba Buena Island	0	0	0	0	0	0
SUBTOTAL PDAs	1,451	734	450	7,816	10,451	3,961
Rest of the City					484	79
TOTAL Citywide					10,935	4,040

NOTES FOR TABLE 4

1. End of year 2015. Completed Projects from the annual Housing Inventory, SF Planning.
2. Pipeline Projects from the 4Q2016 Pipeline data set and report, "NET AFFORDABLE UNITS" field. The "Pipeline" of development projects represent those building proposals for which a formal planning entitlement or building permit has been filed, approved, or is under construction. This measure of future development excludes planning affordable housing units in large phased projects or area plans for which a planning entitlement has been filed or approved but a building permit has not been filed or approved, or is not under construction. Such Plans include Hunters Point/Candlestick, Treasure Island, Parkmerced, HOPE SF, etc.

Chapter 4. Priority Development Area Transportation Needs

Planning for housing through land use plans and adopting comprehensive legislation to support those plans is one half of this Investment and Growth Strategy. Chapter 4 documents the complementary transportation plans that work to support the movement of new residents and employees of San Francisco.

COUNTY TRANSPORTATION PLANS

San Francisco planning agencies at all levels of government have collaborated to establish a vision for the future San Francisco transportation network including a Subway Vision for a comprehensive network throughout the city and a long range 50-year countywide transportation plan, Connect SF.

Connect SF

Connect SF is a long range effort to define the desired and achievable transportation future for San Francisco. Launched in 2016, it is a partnership of San Francisco’s key planning and transportation agencies and the Mayor’s Office, including the Transportation Authority, the SFMTA, San Francisco Planning, and the Office of Economic and Workforce Development (OEWD). The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. The key outputs for the program include a vision document, a long-term transit study, a freeway and street traffic management study, a major update to the SFTP, and an update to the Transportation Element of the San Francisco General Plan. The Connect SF team has developed a scenario planning approach that will

engage a diverse set of stakeholders to understand potential future alternatives. In 2017, this process will produce an agreed upon 50-year vision for transportation that will inform all of the components described above.

Subway Vision

In 2016, the Connect SF agencies produced a Subway Vision in response to a Board of Supervisors Ordinance mandating that the City have a planning document for future subway expansion. The Subway Vision explored the existing and future needs of the subway system along with an analysis of the benefits and costs of a complete subway network. The agencies received input from the public on where they would like to see the next subway routes and stations using an online mapping tool as well as popup feedback stations in three San Francisco neighborhoods. This will serve as an input to the Connect SF long-term transit study.

LOCAL TRANSPORTATION PLANS

Complementing the county-level effort to establish a vision for San Francisco’s transportation system, the SF Planning department also receives grants from MTC to focus and coordinate local neighborhood transportation improvements. Table 5 documents the planning grant status and is followed by descriptions of each.

Rail Storage Alt. Analysis and Feasibility Study

The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency program studying transportation and land use alternatives in the most

TABLE 5. San Francisco Priority Development Area Planning Grant Status

PROJECT TITLE	LEAD AGENCY	PROJECT MANAGER	PDA FUNDS	REQUIRED NON-FEDERAL MATCH	TOTAL COST	STATUS
Rail Storage Alt. Analysis & Feasibility Study	Planning	Susan Gygi	\$898,763	\$116,674	\$1,015,437	Scheduled completion 3/31/17
M-Ocean Realignment	MTA	Liz Brisson	\$492,000	\$63,869	\$555,893	Complete
Bayshore Station	Planning	Susan Gygi	\$255,774	\$33,204	\$288,978	Scheduled completion 3/31/17
Ocean Ave Streetscape Plan	Planning	Patrick Race	\$195,463	\$25,374	\$220,837	Complete
Embarcadero Multimodal Design	MTA	Patrick Golier	\$250,000	\$32,454	\$282,454	Complete
Market/Noe Streetscape Design	MTA	Patrick Golier	\$100,000	\$12,982	\$112,982	Complete
Balboa Reservoir TDM	Planning	Jeremy Shaw	\$76,000	\$9,866	\$85,866	Scheduled completion 3/31/17

rapidly growing areas of the city. This study will evaluate whether a comprehensive, regional alternative can address a number of challenges that potentially divides these densifying neighborhoods, reduces connectivity and exacerbate congestion for public transit, cars, pedestrians and cyclists.

For more information visit: <http://bit.ly/28SmG0G>

M-Ocean Realignment

This proposed project extends the subway tunnel that now stops at West Portal Station all the way to Parkmerced. This would make service on the M-Ocean View light-rail line faster, less crowded and more reliable by allowing longer trains and eliminating conflicts with traffic and the need to wait for signals.

Bayshore Station

The Bayshore Multi-Modal Facility Location Study is analyzing alternative locations, conceptual designs, and implementation plans for a multi-modal facility in the Bayshore area based on consultant analysis, public agency input and community feedback.

For more information visit: <http://bit.ly/2pDiwA6>

Ocean Ave Streetscape Plan

This plan proposes to improve pedestrian and streetscape to Ocean Avenue between San Jose and Phelan Avenues in the Balboa Park/Ingleside neighborhood of San Francisco. The Project would build on previous planning work to move conceptual ideas and initial recommendations to a detailed funding-ready design for the corridor as a whole.

Embarcadero Multimodal Design

This project is a program concept, conceptual design and cost estimate for a protected bikeway along the Embarcadero from Third Street to Powell/Jefferson Streets.

Market/Noe Streetscape Design

The goal of this preliminary design is to improve pedestrians and cyclists safety along the Upper Market Street corridor while enhancing the streetscape.

Balboa Reservoir TDM

The Balboa Area TDM Plan will provide a compilation of short- and long-term recommendations for the City, City College, and the future Balboa site that allows for the most efficient use of limited transportation infrastructure while minimizing impacts on the Balboa Park

community. The Plan will advise on the best approach to implement these recommendations and identify traffic circulation needs for further study.

For more information visit: <http://bit.ly/2oPDwE7>

TRANSPORTATION INVESTMENTS

San Francisco has consistently invested in transportation improvements to better serve its PDAs. The 2013 Strategy document identified several critical investments which serve SF's PDAs. Table 6 (next page) updates that list of capital improvements and is followed by a brief description of each new capital improvement or study.

BART Metro and transbay core capacity study

How will BART accommodate a projected 750,000 daily riders by 2025, or almost double its current ridership? BART Metro Vision is a comprehensive plan to keep a rapidly growing Bay Area moving by expand BART's capacity as both commuter rail and a metro service that provides all-day, frequent service.

The Core Capacity Transit Study is an inter-agency effort to identify investments and improvements that will increase transit capacity in San Francisco's core, which includes portions of the Financial District, SoMa, Mid-Market, and Mission Bay Neighborhoods. This joint effort between BART, Muni, AC Transit, Caltrain, and the Water Emergency Transportation Authority, (in coordination with the Transportation Authority and MTC) aims to relieve transit congestion in the Transbay Corridor and the San Francisco Metro Corridor. The study has provided the basis for a crowding-and-capacity strategy within the Plan Bay Area update (due to be adopted summer 2017) and catalyzed funding for near-term improvements such as alternative seat configurations on BART and funding purchase of additional AC Transit transbay buses. By the time of its conclusion in spring 2017, the study will recommend further short and medium term projects, as well as provide a framework for ongoing long term planning that may lead to a new transbay transit crossing.

SFMTA Fleet Expansion

Almost \$477 million in Prop K sales tax funds are committed to provide local match to fund new Muni vehicles:

- 425 new vehicles have been programmed and are awaiting allocation
- 327 new vehicles are on order
- 540 new vehicles have been placed in service

TABLE 6. PDA Supportive Transportation Investments

	19TH AVE/ PARK MERCED	BALBOA PARK	BAYVIEW/ HUNTERS POINT	SHIPYARD/ CANDLESTICK POINT	DOWNTOWN/ VAN NESS/ GEARY	EASTERN NEIGHBORHOODS	MARKET/ OCTAVIA	MISSION BAY	MISSION/ SAN JOSE CORRIDOR	PORT OF SF	SF/SAN MATEO BI-COUNTY AREA	TRANSBAY TERMINAL	TREASURE ISLAND
BART Metro Program, and Transbay Core Capacity*													
Better Market Street													
Bi-County Program													
Bicycling Improvements													
Caltrain Electrification and Service Frequency Improvements													
Central Subway													
Downtown Congestion Pricing													
Downtown Extension of Caltrain, Transbay Center Phase 2													
Expand SFMTA Fleet*													
Geary BRT													
Geneva-Harney Bus Rapid Transit*													
HOV/HOT Lanes on US 101 and I-280*													
Muni Forward													
Pedestrian Improvements													
Regional/Local Express Bus to Support Express Lanes*													
San Francisco Late Night Transportation Improvements*													
Transbay Transit Center													
Van Ness BRT													

* Projects added to the 2013 Strategy document.

Geneva-Harney BRT

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed high-quality, high-capacity transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east, including a connection to the Bayshore Caltrain Station. The project would provide faster, more frequent transit service as well as safety improvements for people walking and biking, and will support significant new growth in jobs, housing, and shopping along the corridor.

HOV/HOT Lanes on US 101 and I-280 | Regional/Local Express Bus to Support Express Lanes

Through the San Francisco Freeway Corridor Management Study (FCMS), one of the key recommendations from the 2013 SFTP, the Transportation Authority is exploring strategies to manage travel in the US 101 and I-280 corridors in San Francisco. These two heavily-traveled regional routes will see large increases in demand with projected jobs and housing growth. The study focuses on applying technology and efficiency-related approaches to improve the throughput of the existing facilities, such as managed lanes to act as a platform for reliable and efficient travel for regional transit and high-occupancy vehicles. The study began a multi-faceted technical analysis of potential improvements based on the Vision and Goals adopted by the Transportation Authority Board in 2015. Additionally, with the recognition that freeway travel in the Bay Area does not start and stop at county lines, the Transportation Authority began coordination with partners in San Mateo

County to plan for a continuous freeway management scheme along the entire US 101 corridor. With existing conditions analysis shared with the Board in Fall 2016, the FCMS team is proceeding with an evaluation of improvements to address existing and future conditions. In addition, staff is conducting community outreach and identifying potential scenarios for managed-lanes.

For more information visit: <http://bit.ly/2pD8TSj>

San Francisco Late Night Transportation Study

In January 2015, the Transportation Authority, the San Francisco Entertainment Commission and the OEWD released the Late Night Transportation Plan. The groundbreaking study contains recommendations to improve service, accessibility, reliability and safety for those who are working or playing after nightfall or before daybreak. Since then, the Transportation Authority developed a prioritized set of recommended changes and expansions to the network of All-Nighter transit service provided by the SFMTA, AC Transit, and SamTrans. These improvements are designed to better match the service provided to areas of the greatest need, particularly among workers who rely on transit to reach jobs in San Francisco and around the region. The Transportation Authority also developed a plan for ongoing monitoring of late night transportation system performance, including service reliability and ridership, as part of the agency's biennial Congestion Management Program. Meanwhile, the Transportation Authority coordinated with OEWD to launch an information campaign to increase awareness of late-night transit service and on an assessment of neighborhood improvement needs in a pilot nightlife district, the Lower Polk neighborhood.



Chapter 5. Informing Transportation Funding Decisions

The final element of the Transportation Investment and Growth Strategy documents the methodology by which the Transportation Authority prioritizes its competitive grants for transportation expenditures. This discussion primarily centers on the regional level One Bay Area Grant Program; the County’s priority transportation projects and their respective sponsors; and lastly, adjustments to the County definition of Communities of Concern that determines certain grant prioritization.

OBAG CYCLE I

Through the OBAG 1 County Program, the Transportation Authority programmed \$35 million to seven competitively selected projects reflecting a focus on complete streets and safety, such as the Chinatown Broadway Street Design and Mansell Corridor Improvement.

OBAG CYCLE II PRIORITIZATION

Major capital improvements serving PDAs

The Transportation Authority Board is anticipated to adopt San Francisco’s OBAG 2 project priorities in June 2016. We will be able to identify the funded capital improvements at that time.

Outreach plan for Cycle II

Consistent with MTC’s OBAG 2 guidelines, our public outreach builds on the City’s recent coordinated efforts to identify its transportation priorities for the Plan Bay Area and new revenue measures, as well as project spon-

sors’ public involvement activities to identify and refine their agency’s priorities. In addition, for the OBAG 2 call for projects, our public outreach approach includes, but is not be limited to, public meetings at the Transportation Authority Board and committees, as well as pedestrian and bicycle advisory committees; stakeholder meetings; commissioner engagement (e.g. briefings, newsletters, coordination with project sponsors or constituents); outreach tools (e.g. OBAG 2 website <www.sfcta.org/obag2>, email, and social media); and multi-language translations of materials and meetings as appropriate and also when requested.

OBAG Cycle II prioritization

The majority of the prioritization and screening criteria are required by the MTC guidelines, such as the PDA focus requiring at least 70% of the funds to be invested in PDAs. The criteria also retain most of the OBAG 1 criteria: multi-modal benefits, multiple project coordination, and safety. The OBAG 1 implementation process demonstrated the challenge of meeting the timely use of funds requirements, so we continue to give strong consideration to project readiness. In addition, we added new criteria that reflect the city’s growing needs in core capacity and reliability improvements, as identified in the San Francisco Transportation Plan and in Plan Bay Area. Given MTC’s intent that OBAG provide incentives for building affordable housing, we also introduced a new criterion that rewards transportation projects located near a proposed housing development with 75% or more affordable units.

PRIORITY TRANSPORTATION PROJECTS

TABLE 7. Priority Transportation Projects

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
Arena Transit Capacity Improvements	SFMTA	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.
Balboa Park Station Area: Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.
Balboa Park Station Area: Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
BART Metro Program	BART	Investments in support of the region’s Sustainable Communities Strategy, potentially including core system trackway and route service enhancements, capacity improvements at stations and facilities, integrated transit service and expansion of high capacity transit lines. This includes studies of a future Transbay Corridor Rail Crossing.
BART Transbay Core Capacity Project	BART	This project includes new train control system (\$915 million); 306 additional train cars (\$1,622 million); and necessary traction power upgrades (\$100 million).
Bayshore Station Multimodal Planning and Design	SFMTA	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.
Better Market Street	SFDPW	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.
Caltrain Electrification Phase 1 + CBOSS	Caltrain	Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County’s share of EMU conversion with longer EMUs, level boardings, and longer platforms.
Caltrain/HSR Downtown San Francisco Extension	TJPA	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.
Downtown San Francisco Ferry Terminal Expansio, Phase II	WETA	Expansion of berthing facilities along North Basin of Downtown San Francisco Ferry Terminal.
Downtown Value Pricing and Incentives	SFCTA	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area; Increased frequencies of transit service to support value pricing pilot; A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.
Eastern Neighborhood Trips Street Improvements	SFMTA	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets.
New Ferry Terminal at Mission Bay 16th Street	Port of SF	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods
Expand SFMTA Transit Fleet	SFMTA	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities.
Geary Boulevard Bus Rapid Transit	SFMTA	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.
Geneva Light Rail Phase 1: Operational Improvements	SFMTA	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnysdale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.
Geneva-Harney Bus Rapid Transit	SFMTA	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.

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PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
Historic Streetcar Extension: Fort Mason to 4th and King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman’s Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.
HOV/HOT Lanes on US 101 and I-280	SFCTA	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes. Express transit to be funded with HOT lane revenues.
Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	SDFPW	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.
Muni Forward (Transit Effectiveness Project)	SFMTA	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.
Parkmerced Transportation Improvements	SFMTA	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.
Presidio Parkway	SFCTA	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. The typical lane width of the roadway will be increased to 11 feet, with an outside lane width of 12 feet to accommodate buses. Usable outside shoulders will be added to improve emergency response and provide a refuge for disabled vehicles. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes.
Regional/Local Express Bus to Support Express Lanes	SFCTA	A 3-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.
San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.
SFgo Integrated Transportation Management System	SFMTA	SFgo is San Francisco’s Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.
Southeast San Francisco Caltrain Station: Environmental	SFCTA	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).
Southeast Waterfront Transportation Improvements, Phase 1	SDFPW	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure.
Treasure Island Mobility Management Program	SFCTA	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan; New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands; New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.

table continues next page

PRIORITY TRANSPORTATION PROJECT IN PLAN BAY AREA 2040	PBA 2040 PROJECT SPONSOR	PROJECT DESCRIPTION
T-Third Mission Bay Loop	SFMTA	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.
T-Third Phase II: Central Subway	SFMTA	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.
Transbay Transit Center	TJPA	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.
Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.
Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.

COMMUNITIES OF CONCERN BOUNDARY ADJUSTMENTS

As a regional planning authority, MTC’s equity analysis measured disadvantaged communities at a larger geography—census tracts; however, that methodology does not fully capture many of San Francisco’s disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC’s official CoCs for some of the competitive grant awards (including One Bay Area and Lifeline Transportation Program) or inclusion in regional and local planning efforts (including MTC’s Regional Transportation Plan Investment Strategy and the Transportation Authority’s Neighborhood Transportation Improvement Program). Conducting a similar analysis at a more fine-grain level—the census block-group level—more accurately captures San Francisco’s disadvantaged communities, particularly when they are immediately adjacent to more affluent areas.

Table 8 (next page) documents MTC’s Communities of concern methodology and the eight disadvantaged factors and their respective thresholds for CoC inclusion.

To capture those smaller pockets of disadvantaged communities in San Francisco that had not been included in MTC’s 2017 CoC definition, we conducted an analysis using the same factors and thresholds as MTC’s analysis, but at the more fine-grained block group level rather than at the broader census tract level. Any block group meeting MTC’s thresholds, that was part of a contiguous set of block groups with a combined population of at least 10,000 residents, was added as a CoC. Non-contiguous block groups that, together, contain less than 10,000 residents were not included in the CoC definition. As a result, one census tract that was identified in MTC’s 2017 CoC definition, but that had a population of less than 10,000 residents, was not included in the San Francisco-specific CoC definition; this census tract is in the Sea Cliff neighborhood.

SF County CoC definition

- 1) Census tracts already identified as CoCs per MTC’s 2017 update and with a population of at least 10,000, and
- 2) Contiguous census block groups that meet MTC’s existing threshold analysis and with a population of at least 10,000.

FIGURE 8. MTC Community of Concern Disadvantaged Factors and Thresholds

DISADVANTAGED FACTORS	THRESHOLD
Minority	70%
Low-Income (less than 200% of Fed. poverty level)	30%
Level of English proficiency	20%
Elderly	10%
Zero-Vehicle Households	10%
Single Parent Households	20%
Disabled	25%
Rent-Burdened Households	15%

MTC 2017 definition:

CoC is defined either as 1) census tracts with a concentration of both Minority and low income populations; or 2) census tracts with concentrations of any four disadvantaged factors.

Concentration thresholds are based on one half standard deviation above the regional population's mean.

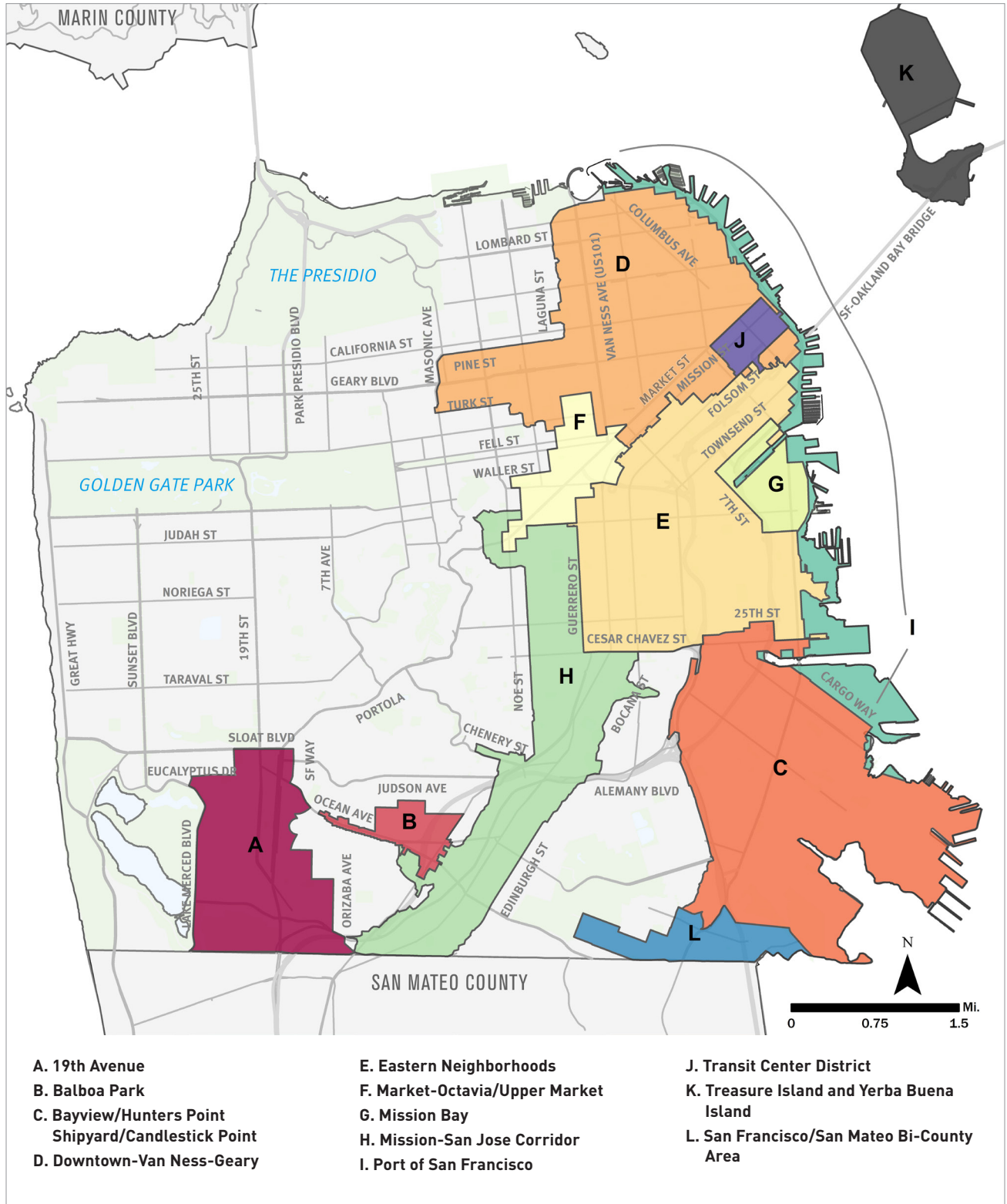
SF County 2017 definition:

1) Census tracts already identified as CoCs per MTC's 2017 definition and with a population of at least 10,000,

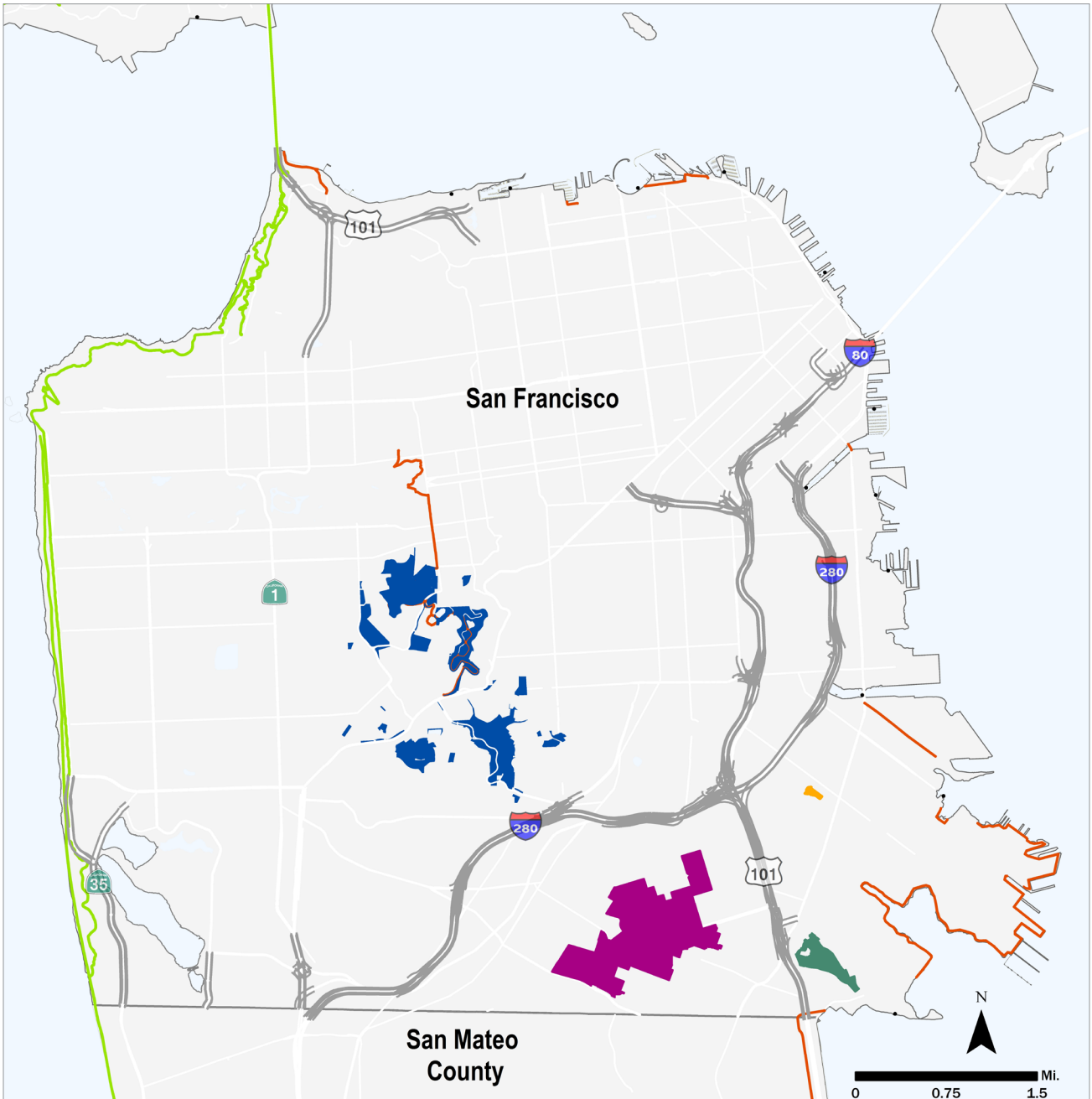
and

2) Contiguous census block groups that meet MTC's existing threshold analysis and with a population of at least 10,000.

APPENDIX A: PRIORITY DEVELOPMENT AREAS IN SAN FRANCISCO



APPENDIX B: PRIORITY CONSERVATION AREAS IN SAN FRANCISCO



Priority Conservation Areas in San Francisco

- | | |
|---|--|
|  Bayview Hill Natural Area |  Palou Phelps Natural Area |
|  California Coastal Trail |  San Francisco Bay Area Water Trail |
|  Crosstown Trail: Connecting Twin Peaks Bio-Region/Glen Canyon |  San Francisco Bay Trail - Bay Area Ridge Trail |
|  Green Connections: McLaren Park Pivot | |

Source: The Association of Bay Area Governments (ABAG)