



Memorandum

Date: 09.10.15 **RE:** Plans and Programs Committee
September 15, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*
Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives

Summary

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be individually listed in PBA. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for multi-county or regionally significant projects. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion. Ultimately, we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes our preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Plans and Programs Committee and public to provide input into the list of projects. The final list will be considered for action by the Committee at its October 20 meeting.

BACKGROUND

On May 26, 2015, the Transportation Authority issued a call for projects for consideration in San Francisco's list of priorities for Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the RTP/SCS, which sets policy and transportation investment priorities in the nine Bay Area counties, sets the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

This planning cycle is a focused or minor update to the region's first RTP/SCS adopted in 2013 (PBA 2013), meaning it will largely retain the framework and contents of PBA 2013, and will focus primarily on updating the scope, schedule, and budget of projects in the current plan as well as furthering policy and sector work in a few areas which didn't receive as much attention during the last cycle (e.g. adaption policy and goods movement). This update, like PBA 2013, will extend through 2040.

PBA 2040 Call for Projects: MTC and ABAG undertake 3 parallel processes which together generate the universe of projects that will be considered for inclusion in PBA. These include: 1) MTC-led state of good repair needs assessment for transit, local streets and roads, and highways; 2) MTC-led call for projects for regionally significant projects, including projects proposed by multi-county project sponsors such as regional transit operators; and 3) Congestion Management Agency-led (CMA-led) county-level call for projects. The latter call for projects is the subject of this memorandum.

The final approved RTP/SCS is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan. For PBA 2040, MTC has assigned San Francisco an initial discretionary county budget target of \$8.4 billion. These initial targets are intended to place a cap on project/program submittals by CMAs and are not intended to be construed as the amount of funds the county will receive in the final financially constrained RTP/SCS. The initial county budget target includes a multiplier factor layered on top of projected county share Regional Transportation Improvement Program, One Bay Area Grant and anticipated new local revenue sources such as extension of existing transportation sales tax measures (e.g. Prop K) and any new local measures that may be on the ballot prior to PBA 2040 adoption in June 2017. This initial county budget target is higher than the final discretionary funding budget within which we will have to fit San Francisco's project priorities. As we work with MTC/ABAG through the PBA 2040 process, MTC will undertake project performance evaluation, establish regional priorities, and refine funding projections. Before the recommended PBA investment scenario is chosen, CMAs will be asked to reduce their project lists to meet financially constrained targets. Similarly, if ballot measures are not passed before June 2017, those revenues will be dropped from PBA 2040 and project lists will need to be trimmed accordingly.

DISCUSSION

The purpose of this memorandum is to seek feedback on our proposed draft PBA 2040 goals and objectives for San Francisco and the preliminary draft list of projects and programs that the Transportation Authority will need to submit to MTC by October 30, 2015.

Draft San Francisco Goals and Objectives: Our approach to PBA 2040 has been informed by the draft goals and objectives shown in Attachment 1. Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance based decision-making to equity issues to project delivery.

Project Identification Process: Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040, but public agency staff and members of the public were also invited to submit project ideas through the call for projects issued by the Transportation

Authority in May. All projects were required to have a confirmed public agency sponsor in order to be considered for inclusion in San Francisco's draft list of project priorities. Project ideas that were directly submitted by a member of the public or stemmed from our community outreach were forwarded to likely public agency sponsors for consideration.

As noted above, MTC directed sponsors of multi-jurisdictional or regional projects (e.g. the California Department of Transportation, the Bay Area Rapid Transit District, the Peninsula Corridor Joint Powers Board, and the Water Emergency Transportation Authority) to submit projects directly to MTC. However, we have also been coordinating with these agencies to identify San Francisco priorities and consider whether to commit a share of our local county budget target to them. A summary of anticipated regional project submissions relevant to San Francisco is included in Attachment 2 (projects 56-74). Similarly, transit and local streets and roads state of good repair projects do not need to be submitted through the CMA call for projects because MTC is separately collecting information on SOGR projects.

Projects can be included in PBA in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects that need to be coded in the regional travel demand forecasting model must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.

Public Outreach: We led a series of public outreach efforts in the spring and summer of 2015 in order to solicit project ideas and feedback for the call for projects and kick off an update to the San Francisco Transportation Plan (SFTP). Multi-lingual outreach efforts included printed materials, notices in neighborhood newspapers, social media and targeted outreach to groups representing low income individuals and non-native English speakers. Members of the public were encouraged to nominate projects through the Transportation Authority's Plan Bay Area 2040 call for projects website (www.sfcta.org/rtp) and a multi-lingual phone hotline was also set up for the purpose. We have also been noticing public input opportunities at all Transportation Authority Board and committee meetings where PBA items are agendaized.

What we heard during the outreach effort was very useful and echoed many of the themes that we had heard during the 2013 SFTP process. Clearly, they are still relevant and we will continue to address these topics as we prepare the next SFTP update. Three of the most common feedback themes were social equity, public transportation and safety as summarized below, followed by highlights of other feedback.

Social equity was an overarching concern voiced especially by groups located in or working with communities of concern. This spanned both process (wanting to be given the opportunity to engage in planning processes) and outcomes (demonstrable social equity benefits resulting from investment).

Public transportation input focused on maintaining and upgrading San Francisco's public transit system, particularly reliability and frequency of service, across all communities in the city. Other related comments included: accessibility for families and seniors; interest in expanding the underground Muni network as a long term solution to overcrowding and future population growth; and interest in a new transbay tube to serve regional demand for transit.

Safety, especially of pedestrians, cyclists and other vulnerable populations (such as seniors and school children) was also a very prevalent theme. Many groups expressed interest in supporting

Vision Zero and several groups expressed their desire for pedestrian and bicycle amenities, including scramble signals, bicycle lanes, and intersection daylighting.

Congestion management: There was some support for congestion management efforts in San Francisco including the cordon pricing or parking pricing.

Regional connectivity: A number of advocacy groups highlighted the importance of regional connectivity and addressing regional congestion as being important to San Francisco's overall economic competitiveness. Connectivity to the East Bay and South Bay were most frequently mentioned.

Process and communication: Most groups stressed the importance of having more transparent communication of project timelines and updates, and expressed a desire to better understand decision-makers' rationale when unexpected changes are made to a project. Regarding process in general, groups also emphasized the importance of following-through on promises made.

Other: Discussions of housing affordability, transportation affordability, and displacement also came up during these meetings.

Strategy for Identifying San Francisco Priorities: We worked with project sponsors through our technical working group and in smaller groups to first evaluate existing PBA projects. Unless a project has been completed or cancelled, all existing PBA projects will be recommended to carryforward to PBA 2040. These projects are listed with brief project descriptions in the first table in Attachment 2 to this memo. Sponsors have to submit project scope, schedule, cost, and funding information through a MTC PBA database which was newly launched this spring. The new system and amount of information required has caused delays in project sponsors' ability to input the information. Consequently, we are still in the process of working with sponsors to collect and vet all the required project information for accuracy and reasonableness. Cost and funding information, in particular, is changing; thus to avoid confusion, we haven't provided cost information with this memorandum, but will do so next month.

For new project submissions, we first screened them to see if they would need to be included as an individual project per MTC's call for project guidance or if they could be grouped into a programmatic category. For call for project purposes, we do not need to evaluate projects that will fit within the proposed programmatic categories shown in Attachment 3 further.

If a proposed new project would need to be listed as an individual PBA project, we did an initial review of scope, schedule, budget, and funding for reasonableness. We also consulted the SFTP to identify which project submissions were included in the plan and if not included, whether it advanced SFTP goals (economic competitiveness, world class infrastructure, healthy environment, and livability); geographic equity (in particular whether the project was located in a community of concern); and supported Vision Zero.

For projects not in the SFTP, we evaluated what type of other plan status the project had. The intent of the plan status review is geared toward understanding the level of planning and technical work that has been done on the project, the amount of agency and public vetting, and given those factors, whether the project is ready to be called out in PBA as an individual project. Specifically, two key considerations are the likelihood of a project completing a federal environmental or entering the construction phase before 2021 (before the next PBA update). These are the projects that need to be listed in PBA 2040 or they may be subject to project delays until the next PBA update. Many of the project submittals were for projects that are still in the early planning phases. These projects can proceed with planning and conceptual engineering until the next PBA update without needing to be called out individually in PBA.

Projects 36-55 in the second table of Attachment 2 are the new projects that we are likely to recommend for inclusion in PBA 2040.

Attachment 2 also provides columns for local discretionary and regional discretionary funds. An “X” indicates that we are likely to recommend local discretionary funding or to recommend advocating for regional discretionary funds for that project. It is important to point out that the top performing projects emerging from PBA’s project performance evaluation are the individual projects with the best chance of receiving regional discretionary funds in PBA. Thus, the projects we have indicated as potential candidates for regional discretionary fund advocacy are ones that we believe will be top performers (many were last time in PBA) and also support regional priorities (e.g. Freeway Performance Initiative).

Coordinated San Francisco Long-Range Planning Effort: Through the SFMTA-led Rail Capacity Strategy, the MTC-led Bay Area Core Capacity Transit Study, Planning Department’s Railyard Alternatives and I-280 Access Boulevard Feasibility (RAB) Study, various BART-led efforts, and public outreach, staff and stakeholders identified a number of major capital project ideas that merited consideration, with a particular focus on increasing capacity of the transit system throughout the city, including transit expansion. Most of these ideas are in preliminary stages and will require further planning and analysis to help develop project scopes, estimate costs, evaluate benefits, and seek public and policy maker input on concepts.

Given that demand for transportation resources (both staff and financial resources) far outstrips projected available funds, prioritization of these expansion projects while concurrently considering other needs (including SOGR) is essential. Thus, we are pleased to report that we are collaborating with the Planning Department, the SFMTA, and the Mayor’s Office on scoping and funding a long range planning effort to generate a comprehensive list of potential expansion projects based on a shared long-term vision that meshes with existing and potential land use patterns as well as operational needs, prioritize them for funding, and phase their implementation over the next 25 years and beyond. The effort will kick off in the winter of 2015/16, and will be accompanied by a robust public involvement process.

One of the primary deliverables will be a major update to the SFTP that is timed for adoption in 2018 or 2019 to inform the next PBA cycle four years from now as well as potential revenue measures and significant land use decisions in intervening years. Prior to this we will present a minor update to the SFTP with adoption in 2016 to correspond with approval of the PBA 2040 preferred alternative. Additionally, the effort will lead into a comprehensive update to the Transportation Element of the City’s General Plan, last updated in 1995, to reflect the City’s major transportation investment priorities and policy objectives for the next generation. In the meantime, we will recommend including sufficient funds in PBA 2040 for a Rail Capacity Long Term Planning project and various programmatic categories to permit continued planning and project development for these potential transit expansion projects. These early project development activities do not require that a project be listed as an individual, named project in PBA.

Next Steps: After receiving input through this information item, we will continue working with project sponsors to vet project information for reasonableness and to develop recommendations for local and regional discretionary funding amounts. Our final draft recommendations will be presented to the CAC on September 30 for approval, and the Plans and Programs Committee and Board for approval in October. It is important to note that neither the project priorities that the Transportation Authority submits to MTC for consideration nor the recommended discretionary funding amounts are guaranteed to be included in PBA 2040. The uncertainty is most relevant for capacity changing projects over \$100

million dollars that have not started construction and for regional discretionary fund asks, which are subject to MTC approval. For capacity changing projects over \$100 million (that are not in the construction phase), MTC will perform its own detailed project evaluation between October 2015 and January 2016 that will inform its alternatives analysis and investment trade-off discussions in early 2016, leading to identification of a preferred investment strategy in spring 2016.

Throughout the PBA 2040 process we will work with our CAC and Commissioners, project sponsors, stakeholders, and local and regional partners to advocate for inclusion of San Francisco's priorities as guided by the policies and advocacy strategies outlined in Attachment 1.

The schedule in Attachment 4 calls out key milestones and opportunities for the public to provide feedback on the proposed PBA 2040 list of projects and programs.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (4):

1. Plan Bay Area 2040 – San Francisco Goals and Advocacy Objectives
2. Plan Bay Area 2040 – Preliminary Draft List of San Francisco Projects
3. Plan Bay Area 2040 – Preliminary Draft List of San Francisco Programmatic Categories
4. Plan Bay Area 2040 – Call for Projects Schedule

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

FINANCIAL

1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

2. Advocate strongly for more investment in transit core capacity and transit state of good repair.

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

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Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
 - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
 - Revisit **Transit Performance Initiative** program focus and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
 - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
 - Regional Gas Tax
 - RM3 – bridge toll
 - BART 2016 measure
 - State Extraordinary Legislative Session
 - State Road User Charge
 - Federal surface transportation bill advocacy

POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** –Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
 - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
 - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
 - **Communities of Concerns** – Advocate for money to continue MTC’s Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
 - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City’s ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

**Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects**

For the purposes of Plan Bay Area 2040 an X in the Local Discretionary Funds or the Regional Discretionary Funds column indicates staff is likely to recommend assigning or advocating respectively for discretionary funds to that project.

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
Existing Projects in Plan Bay Area (Projects #1 - 35)					
1	SFMTA	Bayshore Station Multimodal Planning and Design	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.	X	
2	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	Fully Funded	
3	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	X	X (Received regional discretionary funds in Plan Bay Area)
4	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	Fully Funded	
5	SFMTA	EN Trips: 16th Street Corridor Improvements	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. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	X	
6	SFMTA	EN Trips: 7th and 8th Street Improvements	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. Previously part of RTP project 240158.	X	
7	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	X	
8	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	X	
9	SFMTA	Expand SFMTA Transit Fleet	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.	X	

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	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
10	SFMTA	Geary Boulevard Bus Rapid Transit	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.	X	X
11	SFMTA	Geneva-Harney Bus Rapid Transit	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.	X	
12	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	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.	Seeking non-transportation funding for project	
13	SF Public Works	Implement Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	X	
14	SF Public Works	Implement Better Market Street - Transportation Elements	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.	X	X (Received regional discretionary funds in Plan Bay Area)
15	SF Public Works	Implement Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	X	
16	SF Public Works	Implement Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	X	
17	SFMTA	Implement Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	X	
18	SF Public Works	Implement Southeast Waterfront Transportation Improvements - Phase 1	Hunters Point Shipyard and Candlestick Point roadway improvements (including 2 bus only for BRT lanes along Harney Way). The project includes Bus Rapid Transit service and associated facilities.	X	
19	SFMTA	Muni Forward (Transit Effectiveness Project)	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.	X	X (Received regional discretionary funds in Plan Bay Area)
20	SFCTA	Oakdale Caltrain Station	Caltrain infill station at Oakdale Avenue in San Francisco	X	

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	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
21	SFMTA	Parkmerced Street Network	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.	Fully Funded	
22	SFCTA	Presidio Parkway	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. Construct one of more transit centers to accommodate local and regional bus operations.	Fully Funded	
23	SF Public Works	Re-build and widen Harney Way to 8-lanes	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project (see Project 10). Project limits: US 101 to Jamestown.	X	
24	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	X	X
25	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide intelligent transportation management system (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 Type 2070 controllers and the accompanying cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also identifies opportunities to improve arterial safety and pedestrian safety.	X	X
26	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	X	
27	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	Fully Funded	
28	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	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.	X	X (Received regional discretionary funds in Plan Bay Area)
29	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	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.	Fully Funded	
30	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	X	X (Received regional discretionary funds in Plan Bay Area)
31	SFMTA	Treasure Island/Yerba Buena Island Street Network	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.	Fully Funded	

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	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
32	SFMTA	T-Third Mission Bay Loop	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.	Fully Funded	
33	SFMTA	T-Third Phase II: Central Subway	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.	Fully Funded	
34	SFMTA	Van Ness Avenue Bus Rapid Transit	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.	Fully Funded	
35	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	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.	Fully Funded	

**Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects**

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
Proposed New Projects for Plan Bay Area 2040 (Projects #36 - 55)					
36	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project would permanently close the northbound I-280 on-ramp from Geneva Avenue. The linked on-ramp from Ocean Avenue would remain open.	X	
37	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	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 on Ocean Avenue to control the off-ramp.	X	
38	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	Fully Funded	
39	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	Fully Funded	
40	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites – combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	Fully Funded	
41	SFMTA	Geneva Light Rail Phase I: Operational Improvements	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.	X	
42	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, the L Taraval terminus and bicycle access along the south side of Sloat.	X	
43	SF Planning	HOPE SF (Sunnysdale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnysdale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	X	
44	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	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	X	X
45	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	X	

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Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
46	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	Fully Funded	
47	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	X	X
48	SFMTA	Rail Capacity Long Term Planning and Conceptual Design	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, under-grounding existing rail lines). Will be informed by the Core Capacity Transit Study.	X	X
49	San Francisco City/County	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study is evaluating potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	X	X
50	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-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.	X	X
51	SF Planning	Rincon Hill Street Plan Network Changes	Includes sig. changes to roadway config. for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	X	
52	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.	X	X
53	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	Fully Funded	
54	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	Fully Funded	

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Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
55	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	X	X

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description
Proposed Regional Projects for Plan Bay Area 2040 (Projects #56 - 74) ¹			
56	All Transit Operators	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.
57	BART	BART Transbay Corridor Core Capacity Project	Project includes new train control system, additional train cars, Hayward Maintenance Complex Phase 2 and traction power upgrades to add capacity to the BART system and accommodate anticipated ridership growth.
58	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.
59	BART	BART Metro Program	Project include core system trackways and route service enhancements, capacity improvements of stations and facilities, integrated transit service and expansion of high capacity transit lines.
60	BART	BART Station Modernization Program	Project includes systemwide improvements and station modernization which may include lighting, communication, security and other system upgrades, expansion of station paid areas and platforms, upgraded restrooms, station agent booths and other facilities, new or refurbished surfaces, pigeon mitigation and other customer and station amenities.
61	BART	BART Security	Improve or enhance BART security to protect the patrons and the system including, but not limited to, emergency communications, operations control center, locks and alarms, public safety preparedness, structural augmentation, surveillance and weapons detection systems.
62	Caltrain	Caltrain Access Improvements	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)
63	Caltrain	Caltrain at-grade crossing improvements	
64	Caltrain	Caltrain Modernization (Electrification) Phase 1	
65	Caltrain	Caltrain Modernization (Electrification) Phase 2	
66	Caltrain	Caltrain Station Improvements	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)
67	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.
68	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.
69	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.
70	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoating; floor beam and bracing replacement/rehab; Bridge pavement repair.

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Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

71	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.
72	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.
73	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.
74	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The projects are from approximately PM 5.5 to 7.8 on I-80.

¹ Regional transit operator projects and regional projects are submitted directly to MTC. This list includes both existing Plan Bay Area projects and proposed new Plan Bay Area 2040 projects.

Attachment 3
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Programmatic Categories

	Purpose	Programmatic Category
1	Operations	Routine Local Road Operations and Maintenance
2	Operations	Routine Transit Operations and Maintenance
3	Preservation	Local Road Preservation/Rehabilitation
4	Preservation	Transit Preservation/Rehabilitation
5	System Management	Emission Reduction Technology
6	System Management	Local Road Intersection Improvements
7	System Management	Local Road Safety and Security
8	System Management	Minor Transit Improvements
9	System Management	Multimodal Streetscape Improvements
10	System Management	Planning
11	System Management	Transit Management Systems
12	System Management	Transit Safety and Security
13	System Management	Travel Demand Management
14	Expansion	New Bike/Pedestrian Facility ¹

¹ Generally projects that change transit or roadway capacity and can be modelled have to be called out as individual project in Plan Bay Area for air quality conformity purposes. Minor bike and ped expansion projects can be included in programmatic categories.

Attachment 4
Plan Bay Area 2040 - Schedule

Plan Bay Area 2040 Call for Projects Schedule¹	
September 2, 2015	CAC - information
September 15, 2015	Plans and Programs Committee – information
September 30, 2015	CAC – action
October 20, 2015	Plans and Programs Committee - action
October 27, 2015	Transportation Authority Board - action
October 30, 2015	CMA project priorities due to MTC
October 2015 - January 2016	MTC project evaluation
Early 2016	MTC Plan Bay Area alternatives analysis
Spring 2016	MTC to release Plan Bay Area preferred investment strategy

¹Please see the SFCTA’s Plan Bay Area 2040 website for meeting times, locations and additional details:
<http://www.sfcta.org/rtpsftp-call-projects>