



# Memorandum

**Date:** 06.16.16 **RE:** Plans and Programs Committee  
June 21, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin 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** – San Francisco Revised Project List and Preferred Scenario Advocacy Strategy for Plan Bay Area 2040

## Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are close to finalizing the preferred scenario for Plan Bay Area (PBA) 2040, which sets policy and transportation investment priorities and housing and jobs projections across the nine Bay Area counties through 2040. The Transportation Authority coordinates San Francisco's priorities for PBA 2040, and has been asked to revise the list of financially constrained project priorities we submitted to MTC last year to fit within a smaller target of available local discretionary funding. MTC also requested that we and other counties with potential November 2016 revenue measures submit a supplemental project list so that MTC can evaluate both project lists in the PBA environmental documents. Attachment 1 details the proposed adjustments to our initial list to meet the revised local target, shows how new local revenues could be distributed based on the proposed San Francisco charter amendment creating among other things, a transportation set aside in the general fund (which has the same six programs as the back-up measure for an additional transportation sales tax), and identifies the projects for which we are seeking regional discretionary funding. Since we prepared our original list of project priorities in anticipation of eventually receiving a reduced target, we only had to make limited changes to fit the lower target. We expect to be able to accommodate all the projects that need to be included in this PBA cycle and can't wait for adoption of the next update in 2021. Since MTC and ABAG are finalizing the Plan's preferred land use and transportation investment scenario, we have also developed a set of advocacy strategies to inform our work and advance San Francisco's interests between now and adoption of the preferred scenario, anticipated in September.

## BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which sets policy and transportation investment priorities and housing and jobs projections across the nine Bay Area counties through 2040. Currently underway is the development of Plan Bay Area (PBA) 2040, an update to 2013's RTP/SCS.

The Transportation Authority leads the development of San Francisco's project and program priorities for PBA 2040, and on October 27, 2015 the Board approved Resolution 16-20 which included San

San Francisco's financially constrained list of project priorities based on MTC's provision of an estimated county target budget. We submitted San Francisco's initial project list to MTC and ABAG for evaluation and for consideration for inclusion in PBA. All projects seeking state or federal funds or a federal action prior to 2021 must be included in the financially constrained portion of PBA either as a named project or contained within a programmatic category. The vast majority of projects are included within programmatic categories. Only larger projects and those with air quality conformity impacts (e.g. typically projects that add or reduce roadway or transit capacity) are named as stand-alone projects in PBA.

In April 2016, MTC released revised county target budgets. As anticipated, the new budgets were lower than the ones that constrained our project priorities last year, so we must revise our lists to fit within the new target. MTC has also requested that counties with potential revenue measures on the ballot in November include a second scenario that would include the additional revenues that would be available for transportation if those measures are approved by voters. In San Francisco, the Board of Supervisors has introduced a charter amendment [Charter Amendment – Homeless Housing and Services Fund; Transportation Improvement Fund – Budget Set-Aside] that would create general fund set-asides for homeless housing and services and for transportation. If the charter amendment is placed on the November 2016 ballot and approved by a simple majority of voters, the charter amendment would set aside:

- \$11.5 M in FY 2016/17 and \$47.75 M beginning in FY 2017/18 and each year thereafter through FY 2041/42 for homeless housing and services; and
- \$23 M in FY 2016/17 and \$95.5 M beginning in FY 2017/18 and each year thereafter through FY 2041/42 for transportation.

The budget set-asides would be funded by the City's General Fund and would be adjusted in future years based on growth in General Fund discretionary revenues. The Board of Supervisors has also introduced a 0.5% transportation sales tax and expenditure plan as a backup measure. Both measures feature the same six programmatic categories and initial distribution of funds between the categories and would roughly allocate \$100 million annually for transportation. Please see the separate agenda item on the potential new revenue measures for further details.

## DISCUSSION

Over the past several weeks, we have coordinated with the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works, regional transit operators, and other San Francisco project sponsors agencies to modify our initial list of San Francisco PBA 2040 priorities to fit the lower, financially constrained funding targets established by MTC. Also, with the results of the project performance evaluation in hand, we have fine-tuned our advocacy strategy to advance San Francisco's interests as MTC and ABAG develop the draft preferred investment scenario and seek public input prior to its anticipated adoption in September 2016.

**Revised List of San Francisco Project Priorities:** Our primary concern in revising the list of priorities was to ensure that all projects that need to move forward before the next PBA update is adopted in 2021 are included in the financially constrained list. In order to achieve this, and still cut \$2.7 billion from our previous list (from \$8.4 billion initial local target to a \$5.7 billion financially constrained local target), we first identified projects that were not expected to enter construction before 2021 and scaled their cost and scope back to only include planning and environmental phases. We then trimmed funding from programmatic categories with large funding commitments roughly proportional to their estimated funding shortfalls.

Due to our strategy of preparing the original list of project priorities in anticipation of eventually receiving

a reduced target, we only had to make limited changes even though our discretionary local funding target decreased by approximately a third. Attachment 1 shows the revised list of project priorities including the proposed local discretionary funding distribution according to the target MTC provided, notes about what changed, and our requests for regional discretionary funds.

For this exercise, MTC has requested that we request commitments of funds from two different regional discretionary categories. The first is the “**County Share of Regional Discretionary Funding**” which is the amount (\$950 million) that MTC anticipates San Francisco is likely to receive through 2040 from competitive regional, state, and federal fund sources such as the Active Transportation Program and future One Bay Area Grant cycles. The MTC Commission must decide to direct these funds to the counties in PBA, but we anticipate they will given the assumptions upon which the funding amount is based. The second category, “**Regional Discretionary Funding Request**,” is our request for MTC to commit additional regional discretionary funding beyond our target, which represents establishing the particular project or program as a regional priority. This is the area where we need to strongly advocate for San Francisco’s priorities as MTC has a lot of discretion over how these funds could be distributed in PBA. See our proposed advocacy strategy below.

We are appreciative of MTC’s willingness to include a supplemental project list that incorporates potential new revenues measures under consideration for the November 2016 ballot. In Attachment 1, we have distributed “**SF Potential New Revenues**” from the proposed charter amendment (or back-up transportation sales tax) based on the six programs listed in the draft measures (they are identical in both). MTC is aware that this proposal is a draft and may be modified once the Board of Supervisors approves placing a measure on the ballot, which needs to happen by late July/early August.

It should be noted that there are a few named projects such as the Peninsula Corridor Electrification Project (#77 in Attachment 1) which we need to ensure are included through construction in PBA 2040 even if a new local revenue measure is not approved by the voters in November 2016. Thus, we show the project as fully funded without any “SF Potential New Revenues”, even though we are hoping that we can use the new revenue measure to fully fund the project. In the case of Electrification, we would likely need to look to the General Fund or other sources if there is no new local revenue measure.

**Preferred Scenario Advocacy Strategy:** Based on the goals and objectives the Transportation Authority adopted in October 2015 (see Attachment 2), we are proposing the following set of advocacy strategies to guide this last stage of the PBA 2040 development process wherein the regional agencies develop and adopt a preferred investment scenario.

1. **Ensure that all San Francisco projects that *need to be included in PBA 2040* are included.** As noted above, any project seeking federal, state or regional funds or a federal action prior to mid-2021 must be in PBA 2040. We are confident that we can achieve this objective, but need MTC to include our project priorities in the final preferred scenario. We also must advocate on behalf of the regional projects that need local funding support from multiple counties and the region, such as Caltrain Downtown Extension and the BART vehicle expansion project.
2. **Make clear that no matter which land use scenario is selected for PBA 2040, San Francisco needs significant transportation investment, particularly in transit core capacity and transit state of good repair.** Even the scenario that would forecast the lowest numbers of jobs and housing to San Francisco must be paired with significant funding to ensure a program of projects that preserves our existing transportation system and expands it to ease current crowding and accommodate planned growth. This is also an advocacy strategy that we can be jointly espoused by the three big cities – Oakland, San Jose and San Francisco. This is reflected in our

regional discretionary funding request (column G, Attachment 1) for several programs such as transit preservation and rehabilitation and support for funding for rail capacity planning and project development (project #33, Attachment 1)

Transit state of good repair investments may have additional leverage during the tradeoff discussion this cycle given its status as an identified high performer in the project assessment process. We will also strongly advocate that both existing discretionary revenues and new revenue sources direct significant amounts toward transit state of good repair investments.

3. **Secure commitment of regional discretionary funding for high performing projects.** Based on the outcome of its project performance assessment, MTC identified a dozen high-performing projects that it indicated would be competitive for regional discretionary funding, many of which are San Francisco priorities. For instance, **Geary Corridor Bus Rapid Transit (BRT) was one of the high performers.** As a result, we are advocating that **MTC identify Geary BRT as a regional priority for federal Small Starts funding and allocate some regional discretionary funds to the project to help close the project's funding gap.** Other San Francisco high performers for which we will be seeking regional discretionary funding include:
  - Treasure Island Mobility Management Program
  - Downtown Value Pricing/Incentives
  - Public Transit Maintenance
  - BART Metro
  - Caltrain Modernization/Electrification
  - Caltrain Downtown Extension
4. **Ensure PBA 2040 includes funding for recommendations that emerge from the Core Capacity Transit Study (CCTS).** The CCTS is a collaborative effort led by MTC to identify and prioritize investments that will improve travel on public transportation to and from downtown San Francisco. We have been actively participating in the study since its inception last year, along with SFMTA and the regional transit operators running service in the corridor. Examples of projects under consideration include bus/high occupancy vehicle (HOV) lanes on the San Francisco-Oakland Bay Bridge for buses and carpools, AC Transit vehicles and service, WETA ferry services/terminals, and longer-term rail projects and studies such as the development of the second Transbay crossing. In early stages of the PBA 2040 development process, MTC assured the study participants that recommendations would influence the development of its preferred investment scenario. With CCTS recommendations not yet finalized, we want to ensure that this commitment is met given the importance of the outcomes for the City. This can be achieved through sufficient funding to placeholder projects such as the Core Capacity Implementation, Planning and Conceptual Engineering project, and BART's Transbay Core Capacity Project.
5. **Integrate San Francisco HOV/High Occupancy Toll (HOT) lane segments in MTC's regional express lane network.** MTC is moving forward with an ambitious network of HOV and HOT lanes across the Bay Area. We would like MTC **to include San Francisco's HOV and HOT lane recommendations coming out of our Freeway Corridor Management Study in its own network,** connected to the HOV efforts of San Mateo and Santa Clara Counties. These efforts, whether managed by MTC or us, should be eligible for regional discretionary funds.
6. **Continue to support the advancement of affordable housing and anti-displacement policies.** Much debate has focused on these topics over the course of the last year, and given the

severe challenges San Francisco is facing on both fronts, we will work to support efforts to advance new strategies in response to the overwhelming need for change. In particular, we support regional investments in equity and affordability projects and programs such as the Late Night Transportation Study, the Lifeline Program, and providing funding to update community based transportation planning in communities of concern.

**Next Steps:** We have submitted this draft list of project priorities to MTC, but will likely be able to make minor revisions through mid-July (for instance, to adjust for changes to the draft revenue measures under consideration in San Francisco). MTC will take this information, along with the project priorities from the other Bay Area counties, regional transit operators, and outcomes from the transit and local roads state of good repair analysis, and consider investment tradeoffs, leading to the likely release the draft PBA 2040 preferred alternative in August. Environmental review on the preferred alternative is anticipated to start after its adoption by MTC and ABAG in September, with final adoption of PBA 2040 expected in June 2017.

#### **ALTERNATIVES**

None. This is an information item.

#### **FINANCIAL IMPACTS**

None. This is an information item.

#### **RECOMMENDATION**

None. This is an information item.

Attachments (2):

1. Final List of San Francisco PBA 2040 Project Priorities
2. PBA 2040 - San Francisco's Adopted Goals and Objectives

**Attachment 1: Final List of San Francisco Plan Bay Area (PBA) 2040 Project Priorities**

	A	B	C	D	E	F	G	H	I
	Sponsor Agency <sup>1</sup>	Project Title	Cost	Committed Funding	Proposed - Local Discretionary Funding <sup>2</sup>	Proposed - County Share of Regional Discretionary Funding	Proposed - Regional Discretionary Funding Request	SF Potential New Revenue <sup>3</sup>	Notes justifying regional funding asks in columns F and G and flagging revisions to original call for projects submission <sup>4</sup>
<b>Local projects</b>									
1	SFMTA	Arena Transit Capacity Improvements	\$ 137.0	\$ 137.0					
2	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	\$ 6.0	\$ 0.1		\$ 5.9			<b>Funding:</b> Intend to seek state funding (e.g. Caltrans, ATP).
3	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	\$ 11.0	\$ 0.7		\$ 10.3			<b>Funding:</b> Intend to seek state funding (e.g. Caltrans, ATP).
4	SF Planning	Balboa Reservoir Street Network	\$ 16.0	\$ 16.0					
5	SFMTA	Bayshore Station Multimodal Planning and Design	\$ 13.0		\$ 13.0				
6	SFDPW	Bayview Transportation Improvements	\$ 39.0	\$ 10.9	\$ 28.1				
7	SFDPW	Better Market Street - Transportation Elements	\$ 415.0	\$ 225.0		\$ 190.0			<b>Funding:</b> Intend to seek future federal funding (e.g. TIGER, New Starts) and state and regional funding (e.g. OBAG, ATP).
8	SF Planning	Central SoMa Plan Street Network Changes	\$ 140.0	\$ 140.0					
9	SF Planning	Central Waterfront/Pier 70 Street Network	\$ 58.0	\$ 58.0					
10	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Value Pricing Pilot	\$ 84.0	\$ 84.0					<b>High performer in PBA 2040.</b>
11	SFCTA	Downtown Value Pricing/Incentives - Pilot	\$ 126.0	\$ 50.2	\$ 25.8		\$ 50.0		<b>High performer in PBA 2040.</b>
12	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	\$ 666.0	\$ 666.0					<b>High performer in PBA 2040.</b>
13	SFMTA	EN Trips: 16th Street Corridor Improvements	\$ 69.0	\$ 47.0	\$ 15.2	\$ 6.8			<b>Funding:</b> Competitive for state and regional funding (e.g. OBAG, ATP).
14	SFMTA	EN Trips: 7th and 8th Street Improvements	\$ 9.0		\$ 3.2	\$ 5.8			<b>Funding:</b> Competitive for state and regional funding (e.g. OBAG, ATP).
15	SFMTA	EN Trips: Folsom and Howard Street Improvements	\$ 44.0	\$ 25.0	\$ 10.2	\$ 8.8			<b>Funding:</b> Competitive for state and regional funding (e.g. OBAG, ATP).

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16	Port of SF	Establish new ferry terminal at Mission Bay 16th Street	\$ 17.0	\$ 0.1		\$ 16.9			<b>Funding:</b> Project serves regional transit operator.
17	SFMTA	Expand SFMTA Transit Fleet	\$ 1,121.0	\$ 398.0	\$ 242.0		\$ 481.0	\$ 192.5	<b>Regional commitment:</b> MTC's approved TIRCP framework included \$481 million for SFMTA Fleet Expansion.
18	SFMTA	Geary Boulevard Bus Rapid Transit	\$ 507.0	\$ 90.0	\$ 174.0		\$ 243.0		<b>High performer in PBA 2040.</b> <b>Funding:</b> Seeking identification as a regional priority for Small Starts (\$100 million); requesting other regional funding (\$143 million) to cover capital funding gap. <b>Regional priority:</b> Candidate for \$100 million of SFMTA core capacity/BRT commitment in MTC's approved TIRCP framework.
19	SFMTA	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	\$ 18.0		\$ 18.0				Includes infrastructure for non-revenue service only. <b>Revision:</b> Scope and cost modified to cover the environmental phase only.
20	SFMTA	Geneva-Harney Bus Rapid Transit	\$ 256.0	\$ 49.0	\$ 107.0	\$ 100.0			<b>Funding:</b> Considering seeking federal Small Starts funding.
21	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	\$ 28.0		\$ 28.0				
22	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	\$ 87.0	\$ 4.0			\$ 83.0		<b>Funding:</b> Project will only proceed with construction if funded by the National Parks Service or other federal funding. This is consistent with the Prop K expenditure plan.
23	SF Planning	HOPE SF (Sunnydale and Potrero) Street Networks	\$ 31.0		\$ 31.0				

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24	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	\$ 43.0	\$ 0.3	\$ 21.4	\$ 21.3		\$ 47.0	<b>New revenue:</b> potentially used to fund environmental and design for Phase 2 of project.
25	SFDPW	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	\$ 501.0	\$ 455.7	\$ 45.3				
26	SF Planning	India Basin Roadway Transportation Improvements	\$ 16.0	\$ 5.0	\$ 11.0				
27	SFDPW	Mission Bay New Roadway Network	\$ 118.0	\$ 96.4	\$ 21.6				
28	SF Planning	Mission Rock (SWL 337) Street Network	\$ 58.0	\$ 58.0					
29	SFMTA	Muni Forward (Transit Effectiveness Project)	\$ 612.0	\$ 208.0	\$ 159.0	\$ 195.0	\$ 50.0		<b>Regional priority:</b> Candidate for SFMTA core capacity/BRT commitment in MTC's approved TIRCP framework. <b>Funding:</b> Competitive for regional funding (e.g. TPI).
30	SFMTA	Parkmerced Street Network	\$ 60.0	\$ 60.0					
31	SFMTA	Parkmerced Transportation Improvements	\$ 76.0	\$ 76.0					<b>Revision:</b> project re-scoped to include development-related transit improvements and cost reduced (former title Muni Metro/M-Line/19th Avenue Core Capacity Project). Planning and conceptual engineering work for the larger project is included in Project #33.
32	SFCTA	Presidio Parkway	\$ 1,595.0	\$ 1,595.0					
33	Multiple Operators	Rail Capacity Long Term Planning and Conceptual Design - All Operators	\$ 200.0		\$ 100.0	\$ 50.0	\$ 50.0	\$ 250.0	<b>Revision:</b> Added as new project that combines funding for SFMTA, BART, and Caltrain into one program. <b>Regional priority:</b> Candidate for SFMTA core capacity/BRT commitment in MTC's approved TIRCP framework.



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34	SF Planning	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	\$ 4.0	\$ 1.8	\$ 0.4	\$ 1.8			<b>Regional Priority:</b> Strong PDA connection, link to high speed rail and the Caltrain Downtown Extension. <b>Funding:</b> Intend to seek regional or state funding (e.g. PDA Planning).
35	SFDPW	Re-build and widen Harney Way	\$ 27.0	\$ 25.0	\$ 2.0				
36	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	\$ 82.2	\$ 50.0	\$ 6.4	\$ 25.8			<b>Revision:</b> Rescoped as a 3-year pilot instead of 5, project cost reduced to reflect change. <b>Funding:</b> Regional transit project, likely multiple operators across multiple counties.
37	SF Planning	Rincon Hill Street Plan Network Changes	\$ 37.0	\$ 15.0	\$ 22.0				
38	SFMTA	Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	\$ 1.0		\$ 1.0				
39	Multiple Operators	San Francisco Late Night Transportation Improvements	\$ 52.0		\$ 10.4	\$ 20.8	\$ 20.8	\$ 85.0	<b>Regional priority:</b> Transportation equity priority spanning multiple counties.
40	SFMTA	San Francisco Muni Fare Programs						\$ 150.0	<b>Revision:</b> Eligible project if new revenues approved.
41	Multiple Operators	San Francisco Transit Performance Initiative	\$ 50.0		\$ 50.0			\$ 45.0	<b>Revision:</b> Reduced project scope and cost. <b>New revenues:</b> Eligible project if new revenues approved.

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42	Multiple Operators	San Francisco: Additional Transit Preservation/Rehabilitation	\$ 1,976.0		\$ 1,871.0	\$ 105.0	Amount TBD - Seeking commitment of regional discretionary funds to state of good repair.	\$ 385.0	<b>High performer in PBA 2040.</b> <b>Revision:</b> Program funding reduced to reflect lower local discretionary funding target. <b>Funding:</b> Competitive for future regional revenue measures.
43	SFPW	San Francisco: Additional Local Road Preservation/Rehabilitation	\$ 836.5		\$ 836.5			\$ 1,347.5	<b>Revision:</b> Program funding reduced to reflect lower local discretionary funding target.
44	SFCTA	San Francisco: Additional Routine Local Road Operations and Maintenance	\$ 52.0	\$ 52.0					
45	SFCTA	San Francisco: Emission Reduction Technology	\$ 2.0	\$ 2.0					
46	SFCTA	San Francisco: Local Road Intersection Improvements	\$ 137.2	\$ 70.3	\$ 66.9			\$ 45.0	<b>Revision:</b> Program funding reduced to reflect lower local discretionary funding target.
47	SFDPW	San Francisco: Local Road Safety and Security	\$ 160.6	\$ 86.2	\$ 74.4			\$ 50.0	<b>Revision:</b> Program funding reduced to reflect lower local discretionary funding target.
48	SFCTA	San Francisco: Minor Transit Improvements	\$ 201.0	\$ 35.9	\$ 165.1			\$ 588.0	
49	SFCTA	San Francisco: Multimodal Streetscape Improvements	\$ 293.0	\$ 91.5	\$ 187.7	\$ 13.8		\$ 90.0	<b>Funding:</b> Competitive for state and regional funding (e.g. OBAG, ATP).
50	SFCTA	San Francisco: New Bike/Pedestrian Facilities	\$ 644.0	\$ 111.0	\$ 503.0	\$ 30.0		\$ 150.0	<b>Funding:</b> Competitive for state and regional funding (e.g. OBAG, ATP).
51	SFCTA	San Francisco: Planning	\$ 47.0	\$ 15.0	\$ 32.0				
52	SFCTA	San Francisco: Transit Management Systems	\$ 8.0	\$ 6.0	\$ 2.0				
53	SFCTA	San Francisco: Transit Safety and Security	\$ 98.0	\$ 6.3	\$ 91.7			\$ 50.0	
54	SFCTA	San Francisco: Travel Demand Management	\$ 65.0	\$ 15.0	\$ 50.0			\$ 25.0	
55	SF Planning	Schlage Lock Development Street Network	\$ 28.0	\$ 28.0					
56	SFMTA	SFgo Integrated Transportation Management System	\$ 89.0	\$ 55.0	\$ 10.0	\$ 24.0			

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57	SFMTA	SFpark Project Expansion	\$ 26.0		\$ 16.0	\$ 10.0			<b>Funding:</b> Competitive for federal, state, and regional funding (e.g. Climate Initiatives, FHWA).
58	SFCTA	Southeast San Francisco Caltrain Station	\$ 10.8	\$ 5.6	\$ 5.2				<b>Change to program:</b> environmental and final design costs (24% of total assumed) only
59	SFPW	Southeast Waterfront Transportation Improvements - Phase 1	\$ 406.0	\$ 245.8	\$ 160.2				
60	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	\$ 209.0	\$ 209.0					
61	SFMTA	Treasure Island Intermodal Terminal	\$ 3.0	\$ 3.0					
62	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	\$ 118.0	\$ 107.0	\$ 3.0		\$ 8.0		<b>High performer in PBA 2040.</b>
63	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	\$ 776.0	\$ 776.0					<b>High performer in PBA 2040.</b>
64	SFCTA	Treasure Island Mobility Management Program: Transit Capital	\$ 80.0	\$ 39.0			\$ 41.0		<b>High performer in PBA 2040.</b>
65	SFMTA	Treasure Island/Yerba Buena Island Street Network	\$ 56.0	\$ 56.0					
66	SFMTA	T-Third Mission Bay Loop	\$ 7.0	\$ 7.0					
67	SFMTA	T-Third Phase II: Central Subway	\$ 1,544.0	\$ 1,578.0					Funding shown as higher than cost due to MTC's escalation of funds spent prior to 2017.
68	SFMTA	Van Ness Avenue Bus Rapid Transit	\$ 215.0	\$ 215.0					
69	SFCTA	Vision Zero Ramp Improvements	\$ 43.0		\$ 15.0	\$ 28.0		\$ 50.0	
70	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	\$ 168.0	\$ 168.0					
<b>Regional projects<sup>5</sup></b>									
71	BART	BART Metro Program	TBD	TBD		\$ 25.0			<b>High performer in PBA 2040.</b>
72	Caltrain	Caltrain Modernization (Electrification) Phase 2	TBD	TBD	\$ 20.0				<b>High performer in PBA 2040.</b>
73	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	\$ 575.0		\$ 20.0	\$ 55.0	\$ 500.0		<b>Regional priority:</b> Placeholder for CCTS recommendations.

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74	WETA	Downtown San Francisco Ferry Terminal Expansion - Phase II	\$ 43.0				\$ 43.0		
75	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	\$ 1,741.0	\$ 1,741.0					
76	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	TBD	TBD	\$ 367.8			Eligible for new revenue through project #33, but want fully funded in base scenario.	<b>High performer in PBA 2040.</b> <b>Note:</b> Cost and funding plan being revised. <b>Funding:</b> Seeking affirmation of MTC federal New Starts priority and regional bridge toll contributions.
77	Caltrain	Peninsula Corridor Electrification Project	TBD	TBD	\$ 20.0				<b>Funding:</b> \$20 million in local discretionary funding represents San Francisco's commitment as per MOU with Caltrain and MTC.
78	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	\$ 691.0	\$ 10.0	\$ -				<b>Project submitted by MTC -</b> commitment of regional funds at MTC's discretion. Low performer in PBA 2040.
79	BART	Transbay Corridor Core Capacity Project	\$ 2,806.0	TBD	\$ 75.0			\$ 300.0	Scope includes new train control system, 306 additional train cars, and necessary traction power upgrades. <b>New revenues:</b> \$300 million represents San Francisco's contribution to new BART expansion vehicles, assuming it is matched by Alameda and Contra Costa counties.
		<b>TOTALS:</b>	\$ 21,585.3	\$ 10,381.8	\$ 5,738.5	\$ 950.0	\$ 1,569.8	\$ 3,850.0	\$ 22,490.1
		<b>MTC TARGETS:</b>			\$ 5,738.5	\$ 950.0		\$ 3,850.0	

<sup>1</sup> Bay Area Rapid Transit (BART); Metropolitan Transportation Commission (MTC); Peninsula Corridor Joint Powers Board (Caltrain); Port of San Francisco (Port of SF); San Francisco County Transportation Authority (SFCTA); San Francisco Municipal Transportation Agency (SFMTA); San Francisco Public Works (SFPW); San Francisco Planning Department (SF Planning); Transbay Joint Powers Authority (TJPA)

**Attachment 1: Final List of San Francisco Plan Bay Area (PBA) 2040 Project Priorities**

	A	B	C	D	E	F	G	H	I
	Sponsor Agency <sup>1</sup>	Project Title	Cost	Committed Funding	Proposed - Local Discretionary Funding <sup>2</sup>	Proposed - County Share of Regional Discretionary Funding	Proposed - Regional Discretionary Funding Request	<i>SF Potential New Revenue</i> <sup>3</sup>	Notes justifying regional funding asks in columns F and G and flagging revisions to original call for projects submission <sup>4</sup>

<sup>2</sup> Includes \$1,419.56 million in dedicated Prop K funding.

<sup>3</sup> Assignment of potential new revenue subject to development of expenditure plan and approval by voters in November 2016.

<sup>4</sup> Active Transportation Program (ATP); Bus Rapid Transit (BRT); Core Capacity Transit Study (CCTS); Memorandum of Understanding (MOU); Metropolitan Transportation Commission (MTC); One Bay Area Grant Program (OBAG); Priority Development Area (PDA); Regional Transportation Improvement Program (RTIP); To Be Determined (TBD); Transit Intercity Rail Capital Program (TIRCP); Transit Priority Initiative (TPI)

<sup>5</sup> MTC is continuing to work with regional project sponsors to refine project costs and funding plans; this table demonstrates San Francisco's commitment of local funds to these projects.

**Attachment 2**  
**Plan Bay Area (PBA) 2040 – San Francisco’s Adopted 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

## Attachment 2

### Plan Bay Area (PBA) 2040 – San Francisco’s Adopted 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 (e.g. consider including medium-scale transit projects such as crossovers in addition to small-scale improvements it currently funds) 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

## Attachment 2

### Plan Bay Area (PBA) 2040 – San Francisco’s Adopted Goals and Objectives

Institute’s work on this goal area, which is also related to the Prosperity Plan and MTC’s work on goods movement.

4. **Equity issues** - Develop San Francisco policy recommendations address 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/Anti-Displacement** – Work with Mayor’s Office of Housing, San Francisco Planning Department and housing community groups to develop recommendations to support planning/production of affordable housing and to prevent/mitigate displacement. Recommendations may touch on all aspects of PBA from goals and performance targets, to program guidelines to policy and advocacy decisions. Examples include: establishing a performance target to measure displacement risk, increasing funding for the Transit Oriented Affordable Housing (TOAH) fund, prioritizing regional PDA planning funds for jurisdictions that want to develop and implement anti-displaced policies and programs, advocate for MTC/ABAG to offer technical assistance to develop/implement supportive policies and programs.
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.