



Memorandum

Date: April 16, 2019
To: Prospective San Francisco Transportation Project Sponsors
From: Michelle Beaulieu, Senior Transportation Planner
Subject: Plan Bay Area (PBA) 2050 – San Francisco Request for Regionally-Significant Projects

DEADLINES:

All **existing PBA 2040 projects** (see Attachment 2) must be updated or flagged to drop from PBA 2050 by **5pm on May 6, 2019**

All **new regionally significant projects** must be submitted to the Transportation Authority by **5pm on May 13, 2019**

INTRODUCTION

As the San Francisco Congestion Management Agency (CMA), the San Francisco County Transportation Authority (Transportation Authority) has been asked to coordinate and submit San Francisco's regionally-significant project proposals for Plan Bay Area 2050 in response to the Metropolitan Transportation Commission's (MTC's) **Request for Regionally-Significant Projects (Attachment 1)**. Every 4 years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead the development of Plan Bay Area (PBA), which sets policy and transportation investment priorities in the nine Bay Area counties for the next 30 years. It serves as the integrated regional transportation plan and sustainable communities strategy for the nine-county Bay Area region. Generally, projects need to be consistent with PBA in order to seek state or federal funds or federal action such as those related to environmental clearance.

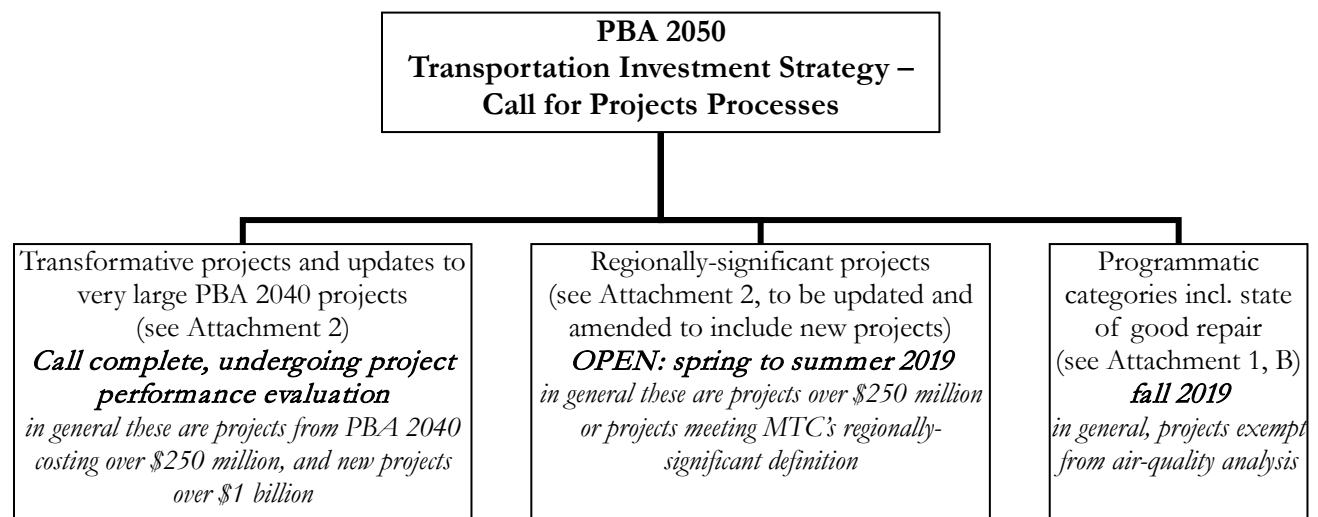
The subject request for regionally-significant projects is just one of many steps through which MTC/ABAG ask the CMAs, transit operators, and others to provide a comprehensive list of transportation projects and programs for possible inclusion in PBA 2050. By fall 2019, the Transportation Authority and other CMAs will be given a financially constrained target for their respective county and will need to submit a comprehensive list of county priorities that fits with in the financially constrained target to MTC/ABAG for inclusion in the preferred PBA 2050 transportation investment strategy.

This memo is organized into the following sections:

1. Types of Projects to be Submitted
2. Eligible Project Sponsors
3. Schedule
4. Application Process
5. Next Steps
6. For More Information

1. Types of Projects to be Submitted

This PBA 2050 request for regionally-significant projects builds on the Bay Area's adopted PBA 2040 projects, the regionally-adopted Transportation Improvement Program (TIP), and the Horizon Request for Transformative Projects. This is one part of the multi-step development of the fiscally-constrained transportation investment strategy for PBA 2050.



Transportation projects that plan to seek state or federal funding, a federal action (e.g. approval of environmental document or record of decision), or inclusion in the Transportation Improvement Program (TIP) before 2025, must be consistent with PBA 2050. The overwhelming majority of projects are captured through programmatic categories. MTC has provided guidance on projects that need to be identified as projects in PBA 2050.

This request for regionally-significant projects process will largely focus on updating the scope, schedule, and budget of existing projects from PBA 2040 that are not yet completed. Any new projects submitted in response to this request for regionally-significant projects should be sourced from existing city or regional transit agency plans. Entirely new project ideas generated by members of the public will be collected through the on-going long-range planning effort ConnectSF.

Attachment 2 includes the list of San Francisco projects from PBA 2040 that were updated as part of the Horizon Request for Transformative Projects in the summer of 2018. **Sponsors of**

Transformative projects should review the project entries to ensure that they remain up-to-date. Transportation Authority staff have already begun reaching out to sponsors about these projects.

Attachment 2 also includes the list of San Francisco projects from PBA 2040 that will need to be updated for PBA 2050 through this Request for Regionally-Significant Projects. **Sponsors of existing PBA 2040 projects must review project entries and update information for those projects proposed to be carried forward.**

Project sponsors should also submit new regionally-significant projects if they meet MTC's criteria. The following types of projects meet MTC's definition of "regionally-significant projects," and therefore must be submitted to PBA 2050 through this process:

1. Changes to capacity to a roadway on the principal arterial system (see Attachment 1 for map link) or expands access to the principal arterial system [NOTE that road diets that make safety improvements are considered exempt and therefore will not be required to be a named project in PBA 2050]; OR
2. Extensions or expansions of fixed guideway transit infrastructure; new or expanded transit stations or terminals; or expanded transit fleets or levels of service; OR
3. Projects that alter the cost for users of the transportation system (e.g. congestion pricing); OR
4. Projects where the total estimated cost, including capital and operations and maintenance (from end of construction through 2050), is over \$250 million.

More details on the definition of regionally-significant projects can be found in Attachment 1. Any other projects may be included in PBA 2050 as part of a programmatic category. This process will take place in the fall of 2019. MTC has provided a draft list of programmatic categories in their guidance memo (see MTC's Attachment B to Attachment 1 of this memo).

Project sponsors do not need to submit programmatic categories through this call for projects, but should contact Transportation Authority staff if a programmatic category needs to be added to the list from MTC included in Attachment 1 (MTC's memo Attachment B). Project sponsors also do not need to submit projects that fit into one of the programmatic categories as long as the project isn't regionally-significant.

2. Eligible Project Sponsors

Public agency staff and members of the public are invited to submit project ideas to the Transportation. **All projects must have a confirmed public agency sponsor** in order to be selected for inclusion in San Francisco's project priorities for PBA 2050.

- **Public agency sponsors:** Public agencies should update the project details on the google document supplied by Transportation Authority staff.

Sponsors of multi-jurisdictional or regional projects (e.g. Caltrans, Bay Area Rapid Transit District, Peninsula Corridor Joint Powers Authority, Water Emergency Transportation Authority) should submit projects directly to MTC. We request that sponsors of any San Francisco-related regional projects also copy Transportation Authority staff on MTC submissions so that we may consider these projects as we identify San Francisco priorities to fit within the county target budgets and as

we refine our PBA 2050 advocacy.

Members of the public can nominate projects on our website, www.sfcta.org/pba2050. Project nominations received from the public will be considered both for PBA 2050 purposes and for ConnectSF, San Francisco's ongoing long-range transportation planning process, which will result in a significant update to the San Francisco Transportation Plan, anticipated in 2021. We will review project nominations submitted by members of the public and, when appropriate, coordinate with the proposed implementing agency.

3. Schedule

The schedule for the upcoming call for projects is shown in the table below. All meeting dates should be confirmed by visiting the Transportation Authority's website (www.sfcta.org/meetings-agendas-and-events).

Meeting Date**	Action
April 16, 2019	Transportation Authority releases San Francisco's PBA 2050 Request for Regionally-Significant Projects
April 24, 2019*	PBA 2050 Regionally-Significant Projects INFORMATION item at Citizens Advisory Committee (CAC)
May 6 2019, 5pm	Transportation Authority deadline for public agency project sponsors to update or delete existing projects (those included in PBA 2040)
May 13, 2019, 5pm	Transportation Authority deadline for project sponsors to submit new projects (those not included in PBA 2040, but identified in other existing plans)
May 14, 2019	PBA 2050 INFORMATION item at Transportation Authority Board
May/June 2019	Transportation Authority prioritizes projects consistent with MTC's guidance for the county, and in consultation with stakeholders
June 11, 2019*	PBA 2050 Draft list of San Francisco's Regionally-Significant Projects INFORMATION item at Transportation Authority Board
June 26, 2019*	PBA 2050 Draft list of San Francisco's Regionally-Significant Projects ACTION item at CAC
July 9, 2019*	PBA 2050 List of San Francisco's Regionally-Significant Projects First ACTION item at Transportation Authority Board

July 23, 2019*	PBA 2050 List of San Francisco's Regionally-Significant Projects Final ACTION item at Transportation Authority Board
July 31, 2019	Transportation Authority submits final board-approved project list to MTC

*Opportunity for members of the public to provide testimony on regionally-significant projects or to nominate projects for inclusion in San Francisco's PBA 2050 priorities.

**Dates subject to change. Please visit the Transportation Authority's website (www.sfcta.org/meetings-agendas-and-events) for the latest information.

To request sign language interpreters, readers, large print agendas or other accommodations at Transportation Authority Board and committee meetings, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The multi-agency ConnectSF team anticipates launching a round of public outreach in May/June 2019. We will also solicit input on San Francisco's PBA 2050 priorities through the ConnectSF outreach efforts, in addition to the public meetings listed above.

4. Application Process

Members of the Public: Members of the public should submit project ideas through our website, or directly to Transportation Authority staff (see contacts on last page of this memo).

For Public Agency Sponsors:

Step 1 – Identify PBA 2040 Projects to Drop: Public agency project sponsors should review the list of existing PBA 2040 projects, and notify us as to whether any projects should be dropped from PBA 2050 (e.g. completed or no longer a priority). **Projects must be dropped by 5 pm on May 6, 2019.**

Step 2a – Review Transformative Projects submissions from summer 2019: Project sponsors should review the information provided to MTC during the Transformative Projects call last summer. This includes the updates to very large projects from PBA 2040 such as Better Market Street and Downtown Congestion (see Attachment 2). **Projects must be reviewed and sponsors must submit revisions to the Transportation Authority by 5 pm on May 6, 2019.**

Step 2b – Update Existing PBA 2040 Projects: Project sponsors should use the supplied spreadsheet (Attachment 2) and fact sheet template (Attachment 3) to update information (scope, schedule, budget, funding plan and modeling details) for PBA 2040 projects that they wish to carry forward to PBA 2050. **Updates to PBA 2040 projects must be completed and submitted to the Transportation Authority by 5 pm on May 6, 2019.**

Step 3 – Submit New Projects for PBA 2050: Project sponsors should add new projects to the supplied spreadsheet for new individual projects that they wish to submit for inclusion PBA 2050. Projects that can be included in a programmatic category (i.e. those that are not required to be listed individually in PBA 2040) do not need to be submitted. Projects that will need to be modeled

should also include a completed fact sheet based on the supplied fact sheet template (Attachment 3). **New projects must be submitted to the Transportation Authority by 5 pm on May 13, 2019.**

Step 4 – Transportation Authority Submission of Regionally-Significant Project Priorities to MTC for PBA 2050: After receiving submissions from public agency sponsors and members of the public, the Transportation Authority will develop a preliminary staff recommendation for which regionally-significant projects should be submitted to MTC for consideration in PBA 2050. The preliminary staff recommendation will go through the Transportation Board process (Citizens Advisory Committee and Transportation Authority Board) in June. Once approved by the Transportation Authority Board, **we will submit the approved regionally-significant project priorities to MTC by July 31, 2019.**

Important Note about the Request for Regionally-Significant Projects: The project priorities we submit to MTC for consideration are not guaranteed to be included in PBA 2050. MTC will be performing its own detailed project evaluation through the end of 2019 that will inform detailed alternatives analysis and investment trade-off discussions in early 2020, leading to identification of a preferred investment strategy in Spring 2020. MTC has indicated that there will be ongoing opportunities for discussions about investment priorities and the CMAs will be asked to provide a comprehensive list of county priorities (e.g. including state of good repair and other programmatic needs and regionally-significant projects) with a financially constrained target this coming winter.

5. Next Steps

We have already started reaching out to individual project sponsor agency staff to set up coordination meetings to help facilitate this process. We are available as needed for questions and clarifications and encourage project sponsors to reach out to us sooner rather than later

Some of the key next steps in the PBA 2050 process include:

- **Project Performance Evaluation for Transformative Projects:** MTC has already begun the modeling and project performance evaluation of the Transformative Projects submitted in 2018. We expect to see draft results in fall 2019.
- **Needs Assessments for State of Good Repair and Operations and Maintenance:** For the **local streets and roads** state of good repair (SOGR) needs assessment, MTC is using the 2018 California Statewide Local Streets and Roads Needs Assessment, which is a collaborative document from the League of California Cities, the California State Association of Counties, and the state's regional transportation planning agencies. For the **transit** SOGR needs assessment, MTC has already begun reaching out to the region's transit agencies directly for their information. MTC will also be reaching out to local jurisdictions and transit agencies for operations and maintenance information.
- **Revenue Forecast and Request for Financially Constrained Priorities (including programmatic categories):** In Fall 2019, MTC will release the forecast of expected transportation revenues, and work with the CMAs to identify a fiscally constrained list of regionally-significant projects and programmatic category investments. The draft list of programmatic categories for PBA 2050 can be found in Attachment 1, MTC's memo,

Attachment B.

Throughout the PBA 2050 process, we will work with the Transportation Authority Board, project sponsors and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities and will seek guidance on how to whittle down the list to a financially constrained target.

6. For More Information

We encourage project sponsors and the public to contact us as soon as possible with any PBA 2050 questions or to discuss potential projects, at:

- Michelle Beaulieu, Senior Transportation Planner: 415-522-4824, michelle.beaulieu@sfcta.org
- Amber Crabbe, Public Policy Manager: 415-522-4801, amber.crabbe@sfcta.org

To submit project ideas in Spanish, Cantonese, Russian, or Tagalog, please call 415-593-1655.

Attachments (5)

1. MTC PBA 2050 Request for Regionally-Significant Projects, released March 2019
2. PBA 2040 Projects to be updated in Regionally-Significant Projects process, Spring 2019, AND Transformative Projects for final review (updated/submitted in Summer 2018)
3. Project Fact Sheet Template, updated Spring 2019
4. MTC Horizon and PBA 2050 Schedule, as of April 12, 2019

GUIDANCE

Request for Regionally-Significant Projects

The Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area county transportation agencies (CTAs) and multi-county project sponsors (e.g., Caltrans, BART, Caltrain) to submit locally-identified, regionally-significant project proposals for consideration into Plan Bay Area 2050, the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Overview

CTAs and multi-county project sponsors were fundamental to the development of previous iterations of Plan Bay Area by reflecting local visions and priorities for consideration into the RTP/SCS, and they will be fundamental to the development of Plan Bay Area 2050. MTC expects CTAs and multi-county project sponsors to coordinate and lead the [Request for Regionally-Significant Projects](#) for their respective county or system. This includes the review and update of project assumptions and the identification of new project proposals.

Context

As the Bay Area's MPO, MTC is required by federal and state regulations to prepare a fiscally-constrained, long-range transportation plan ("Plan" or "Plan Bay Area 2050"). The Plan is prepared in accordance with the California Transportation Commission's RTP guidelines. Among many things, the Plan identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs.

MTC characterizes Plan projects into two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects (i.e., regionally-significant projects). Generally, regionally-significant projects are those that add capacity to the region's network of free-ways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT).

In order to meet federal and state air-quality planning requirements, MTC gathers locally-identified, regionally-significant project proposals for consideration into the adopted Plan. Regionally-significant projects represent a small share of the Bay Area's regional investment strategy; however, their submittal is vital for the development of the Plan and its technical analyses.

The submitted projects are subject to several technical analyses. MTC will assess the costliest projects to estimate their societal benefits to inform project prioritization and the development of Plan Bay Area 2050's investment strategy. Prior to the Plan's adoption, MTC will collectively assess the prioritized projects to estimate their potential environmental impacts.

Plan Bay Area 2050 Development Process

This [Request for Regionally-Significant Projects](#) is the third step of a multi-step effort to identify regionally-significant project proposals for consideration into Plan Bay Area 2050, see [Figure 1](#).

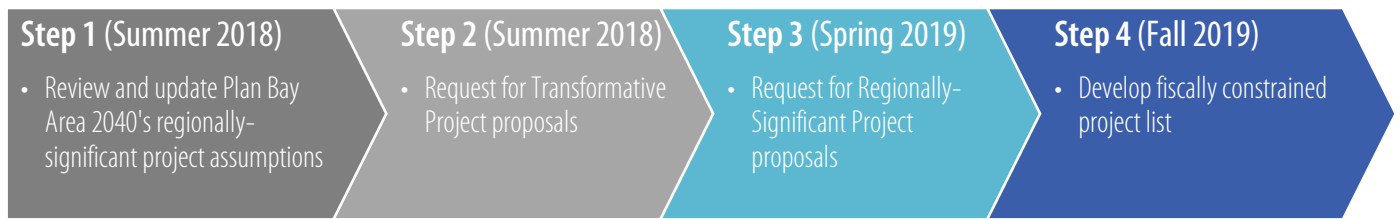


Figure 1. Plan Bay Area 2050 Development Process

Steps 1 and 2 occurred in Summer 2018. During Step 1, CTAs and multi-county project sponsors were asked to update project assumptions (e.g., scope, cost, schedule) of the costliest regionally-significant projects included in Plan Bay Area 2040 (2017). In Step 2, the region was challenged to submit project proposals that could ‘transform’ the region through an open Request for Transformative Projects. The open request focused on regionally-significant projects that were estimated to cost more than \$1 billion and were not submitted for consideration in Plan Bay Area 2040.

This **Request for Regionally-Significant Projects** is Step 3 in the process.

Step 4 is anticipated to begin in Fall of 2019 to inform the development of Plan Bay Area 2050’s fiscally constrained investment strategy. Steps 1-3 will inform Step 4, as will the results from Plan Bay Area 2050’s project performance assessment, needs assessments, and forecast of reasonably expected transportation revenues. This final step will ask each CTA and multi-county project sponsor to identify a fiscally constrained list of both regionally-significant projects and programmatic category investments.

Simultaneously, MTC will prepare **Needs Assessments** for Plan Bay Area 2050 to estimate the revenues and needs to operate and maintain the region’s existing network of streets, bridges, and highways, and the region’s transit systems.

The needs estimates will be complete in Fall 2019. For assessments related to transportation, staff will coordinate with county transportation agencies (CTAs), transit agencies, and local jurisdictions as needed.

Relation to Countywide Transportation Plans

The region’s countywide transportation plans represent robust local transportation planning efforts in the Bay Area. The plans, while voluntary, establish a county’s long-range transportation vision, goals and priorities. Countywide transportation plans have an inter-dependent relationship with the RTP/SCS and provide a primary basis for projects considered into the adopted Plan. To facilitate this inter-dependent relationship, MTC prepares guidelines for counties who choose to prepare a countywide transportation plan, see **Figure 2**, below. Among many things, MTC’s guidelines encourage proactive coordination and outreach while developing the countywide transportation plans.

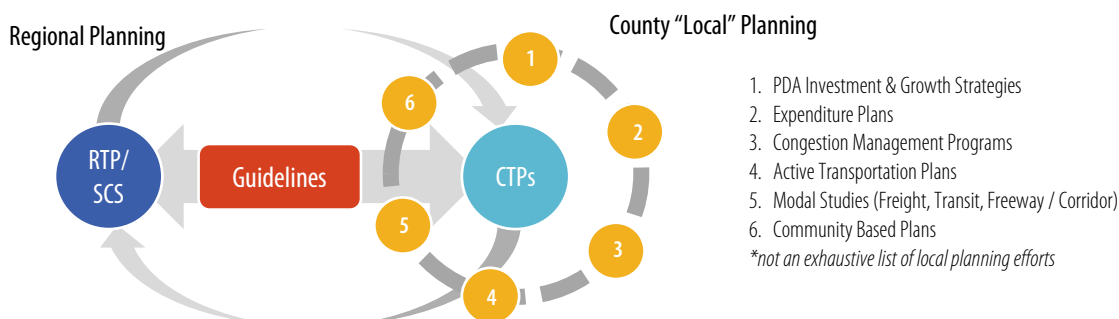


Figure 2. Regional and County Planning Inter-dependency

Guidance

Definitions

- **Exempt project** means a transportation project exempt from regional transportation-air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions or documented categorical exclusions from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- **Principal Arterial System** includes Interstates, Other Freeway or Expressways, and Other Principal Arterials. See Caltrans' [web map](#)¹ for a map of the regional network.
- **Fixed Guideway** includes any public transportation facility which utilizes and occupies a designated right-of-way or rails including rapid rail, light rail, commuter rail, bus rapid transit, busways, automated guideway transit, people movers, and ferries.

Regionally-significant project means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.

In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
 - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
 - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
 - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
 - Extends or expands the fixed guideway transit infrastructure
 - Adds new or expands transit stations or terminals, including parking facilities
 - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
 - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
 - Total estimated cost (capital + operating and maintenance) is greater than \$250 million
- **Programmatic investment** means a collection of like transportation projects (other than regionally-significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets). See [Attachment B](#) for an inventory of programmatic category project types.

¹ <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

1. Project Lists

This [Request for Regionally-Significant Projects](#) builds upon the Bay Area's adopted Plan and Transportation Improvement Program, and Horizon's Request for Transformative Projects (Steps 1 and 2, of the [Plan Bay Area 2050 Development Process](#)). As such, MTC staff will provide each CTA and multi-county project sponsor a list of known regionally-significant projects in their respective county or on their respective system.

- CTAs and multi-county project sponsors should review and update the assumptions of known regionally-significant projects and identify new regionally-significant project proposals.
- CTAs and multi-county project sponsors are encouraged to submit regionally-significant projects derived from an adopted plan, corridor study, or project study report (e.g., RTP/SCS, countywide transportation plan, community-based transportation plans, regional bicycle plan, climate action plans) and which meet one or more of the general criteria listed below:
 - Will open for operation after 2021 and by year 2050;
 - Will seek federal, state, or regional funding;
 - Will require federal or state action (e.g., project-level conformity, NEPA, CEQA);
 - Supports Horizon's Guiding Principles (see [Attachment C](#)); or,
 - Supports the region's sustainable communities strategy (SCS).
- CTAs and multi-county project sponsors should develop and submit project cost estimates using a reasonable basis. Cost estimates should include both capital and operating and maintenance (O&M) costs through 2050. Cost estimates should be submitted in year-of-expenditure (YOE) dollars. If project cost estimates are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE.

2. County Targets

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until Fall 2019; however, county targets have been developed for the purpose of this [Request for Regionally-Significant Projects](#). This means that CTAs and multi-county sponsors will need to work with MTC following the release of the revenue forecast to fiscally constrain and remove projects from their list of regionally-significant project proposals.

- CTAs should submit regionally-significant projects with a collective total cost (capital + O&M) equal to or less than the county target of transportation revenues in Table 1.
 - CTAs should take the lead on submitting all localized regionally-significant projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) regardless of whether the project has a multi-county sponsor (e.g., Caltrans, BART, Caltrain).
 - CTAs should account for the costs of the costliest regionally-significant projects included in PBA 2040 that are subject to Horizon/PBA 2050's project performance assessment. The list of projects is included in [Attachment D, Part A](#).

- CTAs do not need to account for the costs of regionally-significant projects identified during Horizon's Request for Transformative Projects within their county target. The list of projects is included in [Attachment D, Part B](#).
- Multi-county project sponsors (e.g., Caltrans, ACE (SJRR), AC Transit, BART, Caltrain (PCJPB), Capitol Corridor (CCJPA), GGBHTD, SMART, WETA), should take the lead on coordinating the submittal of localized projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) with the respective CTA and should coordinate the submittal of multi-county or systems projects with MTC.

Table 1. County Targets (in millions of Year-of-Expenditure \$)

Column A	Column B	Column C	Column D	Column E	Column F
County	PBA 2040 Regionally-Significant Project Costs	PBA 2040 Regionally-Significant Cost Share	D.O.F. 2018 Population Share	PBA 2050 Regionally-Significant Cost Share	PBA 2050 Regionally-Significant Project Cost Targets
Alameda	\$5,928	16%	21%	18%	\$10,524
Contra Costa	\$2,179	6%	15%	10%	\$5,844
Marin	\$277	1%	3%	2%	\$1,174
Napa	\$128	< 1%	2%	1%	\$615
San Francisco	\$10,382	27%	11%	19%	\$11,015
San Mateo	\$2,323	6%	10%	8%	\$4,578
Santa Clara	\$14,712	39%	25%	32%	\$18,191
Solano	\$1,076	3%	6%	4%	\$2,419
Sonoma	\$1,053	3%	7%	5%	\$2,641
Total	\$38,058	100%	100%	100%	\$57,000

notes:

1. The PBA 2050 county target for regionally-significant projects (non-exempt/capacity-increasing) of \$57 billion represents a 50% increase over the PBA 2040 county project costs of \$38 billion. The 50% increase represents an estimated "top of range" and allows for a longer-plan period (30 vs 24 years), a higher inflation rate (3% vs. 2.2%), and additional fund sources that were not included in PBA 2040. It is not expected that PBA 2050 will have 50% more revenue than PBA 2040.
2. To develop the county targets, staff calculated a hybrid from the cost shares of county-sponsored regionally-significant projects in PBA 2040 (Column C), and county population shares (column D) relative to the rest of the region. The hybrid shares weighted the cost share and population share equally. The resulting target shares are shown in Column E.

3. Coordination, Outreach, & Public Comment

Federal and state planning regulations require that the Plan be developed through an inclusive process. Project development and the progression from an idea to implementation or construction includes numerous robust coordination, outreach, and public comment opportunities. One such opportunity is the development of countywide transportation plans. MTC's countywide transportation plan guidelines encourage proactive coordination and public engagement efforts to provide opportunities for stakeholders and the public to weigh in on local projects and priorities.

- CTAs and multi-county project sponsors should work closely with local jurisdictions and transit agencies within their respective county, as well as with MTC, Caltrans, other stakeholders, and other

CTAs where appropriate, to review and update regionally-significant project assumptions and identify new project proposals. CTAs and multi-county project sponsors should communicate the significance of a project's inclusion into the Plan.

- CTAs and multi-county project sponsors should hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted for consideration into Plan Bay Area 2050. CTAs and multi-county project sponsors should be proactive in notifying stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – on the opportunity(s) for comment. The meeting(s) should:
 - Inform stakeholders and the public about the opportunity(s) for public comment on projects and when decisions are to be made;
 - Be held at times that are conducive to public participation to solicit public comment on the projects;
 - Be promoted to the public and noticed on the CTA's agency's website. CTA staff are encouraged to provide MTC with a link so the information can also be available on the website PlanBayArea.org;
 - Include information on how to request language translation for individuals with limited English proficiency. If CTA agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations;
 - Provide accommodations for people with disabilities; and,
 - Be held in central locations that are accessible for people with disabilities and by public transit.
- CTAs and multi-county project sponsors may leverage current or past coordination and public engagement efforts that involved the identification and/or prioritization of regionally-significant projects. However, CTAs and multi-county project sponsors should still hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted to MTC for consideration into Plan Bay Area 2050.
- CTAs and multi-county project sponsors should conduct an outreach effort(s) in a manner consistent with Title VI of the Civil Rights Act of 1964 as described in [MTC's Public Participation Plan²](#) (MTC Resolution No. 4174, revised).
- CTAs and multi-county project sponsors should document their outreach effort(s). Documentation should describe how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process for identifying regionally-significant projects for consideration into Plan Bay Area 2050. Documentation should include how the public meeting(s) was held in a manner consistent with Title VI of the Civil Rights Act of 1964.

4. Submittal Process

- CTAs and multi-county project sponsors should submit to MTC:

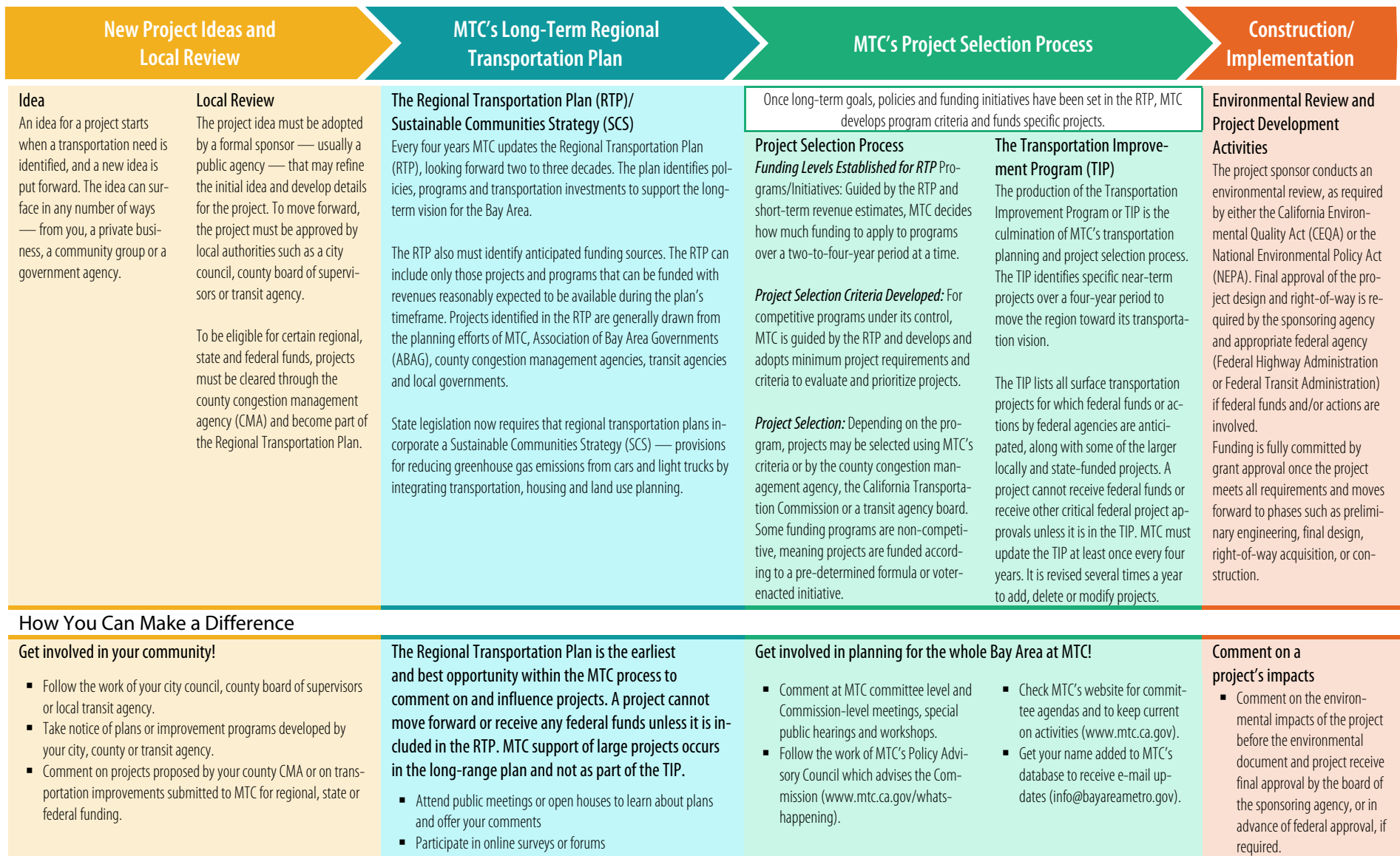
² https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf

- Completed list of regionally-significant project and their assumptions for consideration into Plan Bay Area 2050 prior to MTC's June 30, 2019, deadline.
- Board resolution authorizing the submittal of the list of regionally-significant projects for consideration into Plan Bay Area 2050 by July 31, 2019.
- Documentation that a public meeting was held allowing the public to comment on the list of regionally-significant projects and how the public meeting was conducted in compliance with Title VI of the Civil Rights Act of 1964 by July 31, 2019.
- Documentation of how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process by July 31, 2019.

Attachments

- **Attachment A-** Follow a Transportation Project From Idea to Implementation
- **Attachment B-** Draft Programmatic Categories
- **Attachment C-** Horizon's Guiding Principles
- **Attachment D-** Draft Project Performance Projects

Attachment A – Follow a Transportation Project From Idea to Implementation³



³ Source: A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP — 2019 TIP Update — September 2018

Attachment B – Draft Programmatic Categories

The proposed programmatic categories and example project types are listed below:

Category	Systems	Project Types
Minor Highway Improvements	<ul style="list-style-type: none"> State Highway 	<ul style="list-style-type: none"> minor highway extension or new lane (less than ¼ mile); interchange modification (no additional capacity)
Minor Roadway Improvements	<ul style="list-style-type: none"> Local Road 	<ul style="list-style-type: none"> minor local road extension or new lane (less than ¼ mile)
Minor Transit Improvements	<ul style="list-style-type: none"> Public Transit 	<ul style="list-style-type: none"> minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities
Minor Freight Improvements	<ul style="list-style-type: none"> Freight 	<ul style="list-style-type: none"> construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)
New Bicycle & Pedestrian Facilities	<ul style="list-style-type: none"> Local Road State Highway 	<ul style="list-style-type: none"> new and extended bike and pedestrian facilities
Preservation/Rehabilitation	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway Freight 	<ul style="list-style-type: none"> pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation
Routine Operations & Maintenance	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway 	<ul style="list-style-type: none"> routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection
Management Systems	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway 	<ul style="list-style-type: none"> incident management; signal coordination; ITS; TOS/CMS;

		<ul style="list-style-type: none"> • ramp metering; • transit management systems; • automatic passenger counters; • CAD-AVL; • fare media; • Transit Sustainability Project; • construction or renovation of power, signal, and communications systems; • toll management systems; • toll media
Safety & Security	<ul style="list-style-type: none"> • Local Road • State Highway • Public Transit • Freight 	<ul style="list-style-type: none"> • railroad/highway crossings and warning devices; • hazardous location or feature; • shoulder improvements; sight distance; • Highway Safety Improvement Program implementation; • Safe Routes to Schools projects and programs; • traffic control devices other than signalization; • guardrails, median barriers, crash cushions; pavement marking; • fencing; • skid treatments; • lighting improvements; • widening narrow pavements with no added capacity; • changes in vertical and horizontal alignment; • transit safety and communications and surveillance systems; • rail sight distance and realignments for safety; • safety roadside rest areas; • truck climbing lanes outside urban area; • emergency truck pullovers
Travel Demand Management	<ul style="list-style-type: none"> • Local Road • State Highway • Other 	<ul style="list-style-type: none"> • car and bike share; • alternative fuel vehicles and facilities; • parking programs; • carpool/vanpool, ridesharing activities; • information, marketing and outreach; • traveler information
Intersection Improvements	<ul style="list-style-type: none"> • Local Road 	<ul style="list-style-type: none"> • intersection channelization; • intersection signalization at individual intersections
Multimodal Streetscape Improvements	<ul style="list-style-type: none"> • Local Road 	<ul style="list-style-type: none"> • minor bicycle and/or pedestrian facility gap closure; • ADA compliance; • landscaping; • lighting; • streetscape improvements; • minor road diet (less than ¼ mile)
Land Use	<ul style="list-style-type: none"> • Other 	<ul style="list-style-type: none"> • land conservation projects; • TOD housing projects
Planning	<ul style="list-style-type: none"> • Other 	<ul style="list-style-type: none"> • planning and research that does not lead directly to construction
Emission Reduction Technologies	<ul style="list-style-type: none"> • Other 	

Attachment C - Horizon's Guiding Principles

MTC received over 10,000 unique comments from residents across the Bay Area in 2018 when we asked, "What are the most pressing issues we should consider as we plan for life in 2050?" This feedback helped MTC refine the five Guiding Principles, below, that underlie the Horizon initiative:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place—with access to the region's assets and resources.
- **Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Attachment D – Project Performance Projects

Part A. Uncommitted Major Projects from Plan Bay Area 2040 (> \$250 million)

Type	#	Project Name
Local & Express Bus	1	AC Transit Local Service Frequency Increase
	2	Sonoma Countywide Service Frequency Increase
	3	Muni Forward + Service Frequency Increase
Bus Rapid Transit (BRT)	4	San Pablo BRT
	5	Geary BRT (Phase 2)
	6	El Camino Real BRT
BART	7	BART Core Capacity
	8	BART DMU to Brentwood
	9	BART to Silicon Valley (Phase 2)
Commuter Rail	10	Caltrain Downtown Extension
	11	Caltrain Full Electrification and Blended System ¹
	12	SMART to Cloverdale
Light Rail (LRT)	13	Downtown San Jose LRT Subway
	14	San Jose Airport People Mover
	15	Vasona LRT (Phase 2)
	16	Eastridge LRT
Ferry	17	WETA Service Frequency Increase
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)
	20	SR-152 Realignment and Tolling
	21	Downtown San Francisco Congestion Pricing
	22	Treasure Island Congestion Pricing
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)
	24	SR-4 Operational Improvements
	25	SR-4 Widening (Brentwood to Discovery Bay)
	26	SR-239 Widening
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)
Other	28	Bay Bridge West Span Bike Path
	29	Bay Area Forward (Phase 1)
	30	Better Market Street

¹ High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures

Part B-1. Transformative Projects from Public Agencies (>\$1 billion)

Type	#	Project Name
Local, Express Bus & BRT	31	AC Transit Transbay Service Frequency Increase
	32	AC Transit Rapid Network
	33	Alameda County BRT Network + Connected Vehicle Corridors ² *
BART	34	BART on I-680 *
	35	BART to Cupertino *
	36	BART to Gilroy
	37	BART Gap Closure (Millbrae to Silicon Valley) *
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System ¹
	39	Caltrain Grade Separation Program
	40	SMART to Solano
	41	Dumbarton Rail (Redwood City to Union City) *
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)
	43	Valley Link (Dublin to San Joaquin Valley)
	44	Megaregional Rail Network + Resilience Project ² *
Light Rail (LRT)	45	Muni Metro Southwest Subway *
	46	Muni Metro to South San Francisco *
	47	Fremont-Newark LRT
	48	SR-85 LRT
	49	VTA North San Jose LRT Subway
	50	VTA LRT Systemwide Grade Separation
	51	VTA LRT Systemwide Grade Separation and Full Automation
	52	VTA LRT Systemwide Grade Separation and Network Expansion ² *
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project ² *
	54	SR-12 Widening
	55	I-80 Busway + BART to Hercules ²
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) ² *
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 ² *
	58	San Francisco Freeway GP-to-HOT Lane Conversions *
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement
	60	Webster/Posey Tube Replacements
	61	SR-87 Tunnel
Other	62	Oakland/Alameda Gondola Network
	63	Contra Costa Autonomous Shuttle Program *
	64	Mountain View Autonomous Vehicle Network *
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop *

* Submitted by member of public/NGO as well (either partially or fully)

² Individual components of network proposals may be required to undergo further project-level analysis for inclusion in the Plan

Part B-2. Transformative Projects from Individual/NGOs (>\$1 billion)

Type	#	Project Name
Jury Selected Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.	66	Optimized Express Lane Network + Regional Express Bus Network
	67	Bus Rapid Transit (BRT) on All Bridges
	68	SMART to Richmond via New Richmond-San Rafael Bridge
	69	I-80 Corridor Overhaul
	70	Regional Bicycle Superhighway Network **
	71	Bay Trail Completion **

** While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.

Part B-3. Transformative Operational Strategies

Type	#	Project Name
Jury Selected	72	Integrated Transit Fare System
	73	Free Transit
	74	Higher-Occupancy HOV Lanes
	75	Demand-Based Tolls on All Highways
	76	Reversible Lanes on Congested Bridges and Freeways
	77	Freight Delivery Timing Regulation

Part B-4. Transformative Transbay Crossing Projects

Type	#	Project Name
Crossings	78	Bay Crossing Concept #1
	79	Bay Crossing Concept #2
	80	Bay Crossing Concept #3
	81	Bay Crossing Concept #4
	82	Bay Crossing Concept #5
	83	Bay Crossing Concept #6

Part B-5. Transformative Resilience Projects

Type	#	Project Name
Earthquakes	84	BART Caldecott Tunnel Resilience Project
Sea Level Rise	85	I-580/US-101 Marin Resilience Project
	86	US-101 Peninsula Resilience Project
	87	SR-237 Resilience Project
	88	Dumbarton Bridge Resilience Project
	89	I-880 Resilience Project
	90	VTA LRT Resilience Project

Attachment 2: SFMTA Projects

4/25/2019

			PLEASE REVIEW AND CONFIRM											
#	PBA 2040 Projects	ALSO IN TIP?	Project Sponsor	Project Description (please confirm)	Route/ System	Project Tyle (le new service, fleet expansion, etc)	Geographic Limits	Modeling Req'd? If YES please update fact sheet	Capital Cost (YOE\$)*	Annual Average Capital O&M Cost	First Year Transit Operating Costs	First Year Construction	Firest Year Operations / Open for Use	SFCTA NOTES
10	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.	Muni	Various		TBD	\$ 137.0				2020	Please review schedule, project scope, project costs and provide funding plan.
11	Bayshore Station Multimodal Planning and Design		SFMTA	Planning, Preliminary Engineering, and Environmental Review to re-locate the Bayshore Caltrain station and potentially extend the T-Line to the station. The project would also include inter-modal facilities and additional supporting structures and utilities.	n/a	Planning/ Environmental	n/a	No	\$ 13.0	n/a	n/a	n/a	n/a	Is this project still moving forward? Is it advancing to construction? Recommend folding planning phase into a programmatic category.
12	EN Trips: All Components		SFMTA	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	Roadway	Roadway	Folsom Street between 5th and 11th Streets and Howard Street between 4th and 11th Streets	TBD	\$ 122.0				2026	Please review project description, project scope, schedule, costs and provide funding plan.
13	Expand SFMTA Transit Fleet	YES	SFMTA	This project entails future 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. This also includes the expansion vehicles for Geary BRT (RTPID 17-05-0021) and does not include expansion vehicles for Central Subway, which are in RTPITD 17-05-0041.	Muni	Fleet Expansion	San Francisco	Yes	\$ 366.3	\$ -		2028	2035	Per MTC, first 68 LRVs will be in service by 2020, total project includes 109. Please confirm project scope, schedule, cost, and provide funding plan.
14	Geneva Light Rail Phase I Operational Improvements: Planning and Environmental Only		SFMTA	Planning and environmental analysis of extension of 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 increase operational flexibility, system resiliency, and provide a southern east west rail connection. Phase included in Plan Bay Area 2040 is for non-revenue service.	Muni			TBD	\$ 18.0				2016	Please confirm if only planning/ environmental. If so, recommend folding into a programmatic category.
15	Geneva-Harney Bus Rapid Transit	YES - MULTIPLE PROJECTS	SFMTA	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executuve 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. This is the near-term alternative that does not rely on the full extension of Harney Way across US 101.	Muni			Yes	\$ 40.1				2022	RTP cost was \$256M; please confirm project cost, schedule, scope, and provide funding plan.
16	Historic Streetcar Extension - Fort Mason to 4th & King	YES	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman,Âs 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.	Muni	Service Expansion		Yes	\$ 68.9					Please confirm scope, schedule, project costs and provide funding plan.
17	Parkmerced Transportation Improvements		SFMTA	Implements transportation improvements for the Parkmerced development including enhanced transit service, pedestrian and bicycle facilities, intersection improvements, parking management, carshare and bikehare stations	Various	Various		TBD	\$ 76.0					Please confirm scope and schedule. May need to be modeled.
18	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.	Muni			No	\$ 7.0				2019	If this project is complete, please recommend deletion from plan.

				PLEASE REVIEW AND CONFIRM										
#	PBA 2040 Projects	ALSO IN TIP?	Project Sponsor	Project Description (please confirm)	Route/ System	Project Tyle (le new service, fleet expansion, etc)	Geographic Limits	Modelling Req'd? If YES please update fact sheet	Capital Cost (YOE\$)*	Annual Average Capital O&M Cost	First Year Transit Operating Costs	First Year Construction	Flrest Year Operations / Open for Use	SFCTA NOTES
19	T-Third Phase II: Central Subway	YES	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.	Muni	Service Expansion		included in baseline	\$ 1,565.3				2020	Project will be complete before 2021. Recommend remove from list.
20	Van Ness Avenue Bus Rapid Transit	YES	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.	Muni			YES	\$ 195.2		\$ 3		2019	Please confirm scope, schedule, project costs and provide funding plan.

* if project costs are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE

				PLEASE REVIEW AND CONFIRM										
#	PBA 2040 Projects	ALSO IN TIP?	Project Sponsor	Project Description (please confirm)	Route/ System	Project Tyle (le new service, fleet expansion, etc)	Geographic Limits	Modeling Req'd? If YES please update fact sheet	Capital Cost (YOE\$)*	Annual Average Capital O&M Cost	First Year Translt Operating Costs	First Year Construction	Flrest Year Operations / Open for Use	SFCTA NOTES
21	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue		SFCTA	This project would study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	I-280	Access Improvement - Existing	at Geneva Avenue	Yes	\$ 6.0	\$ -			2019	Please review schedule items and confirm O&M costs
22	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	YES	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 on Ocean Avenue to control the off-ramp.	I-280	Access Improvement - Existing	at Ocean Avenue	Yes	\$ 11.0	\$ -			2019	Please review schedule items and confirm O&M costs
21	Core Capacity Implementation - Planning and Conceptual Engineering		SFCTA	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.	n/a	Planning/ Environmental		No	\$ 335.0	n/a		n/a	n/a	San Francisco programmatic category; updates TBD
23	Presidio Parkway	YES	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. 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. Post 2017 costs reflect annual SHOPP contributions for operations and maintenance.	Roadway	Add Lane(s)	Presidio Parkway	No	n/a			n/a	2016	Confirm project is in baseline. Please confirm funding plan.
24	Rail Capacity Long Term Planning and Conceptual Design - All		SFCTA	Rail capacity long term planning and conceptual design for Muni, BART, and Caltrain. Planning and conceptual engineering phase 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 rail system.	n/a	Service Expansion	Various	No	\$ 130.0					San Francisco programmatic category; updates TBD
25	Regional/Local Express Bus to Support Express Lanes in SF		SFCTA	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. 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.	Various	Service Expansion	Various	YES	\$ 82.0				2021	Please confirm scope, schedule, project costs and funding plan. Confirm scope overlap with 101/280 HOV project and Transformative Project from Transform.
26	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. This is a pilot for 5 years.	Various	Service Expansion	Various	YES	\$ 52.0				2021	Please confirm scope, schedule, project costs and provide funding plan.
27	Southeast San Francisco Caltrain Station - Environmental		SFCTA	Planning and environmental analysis of Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).	Caltrain	Relocate Station	Southeast SF	No	\$ 11.0				2021	Recommend folding into a programmatic category.
28	Yerba Buena Island (YBI) I-80 Interchange Improvement	YES	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.	I-80	Access Improvement - Existing		TBD	\$ 261.3				2021	Please confirm project schedule, costs, and provide funding plan.

* if project costs are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE

PLEASE REVIEW AND CONFIRM														
#	PBA 2040 Projects	ALSO IN TIP?	Project Sponsor	Project Description (please confirm)	Route/ System	Project Tyle (le new service, fleet expansion, etc)	Geographic Limits	Modelling Req'd? If YES please update fact sheet	Capital Cost (YOE\$)*	Annual Average Capital O&M Cost	First Year Transit Operating Costs	First Year Construction	Firest Year Operations / Open for Use	SFCTA NOTES
29	Southeast Waterfront Transportation Improvements - Phase 1	YES - MULTIPLE PROJECTS	SFPW/ OCII	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 (included in a RTPID 17-05-0032) would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.	Variuos	Various	Southeast SF	Yes	\$ 268.5					Please confirm scope, schedule, project costs and provide funding plan.
30	Hunters Pt Shipyard and Candlestick Pt Local Roads	YES	SFPW/ OCII	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	Roadway	Various	Hunters Point and Candlestick Point	Yes	\$ 501.0				2034	Please confirm scope, schedule, and project costs and provide funding plan.

* if project costs are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE

				PLEASE REVIEW AND CONFIRM										
#	PBA 2040 Projects	ALSO IN TIP?	Project Sponsor	Project Description (please confirm)	Route/ System	Project Tyle (le new service, fleet expansion, etc)	Geographic Limits	Modeling Req'd? If YES please update fact sheet	Capital Cost (YOE\$)*	Annual Average O&M Cost	First Year Translt Operating Costs	First Year Construction	Firstest Year Operations / Open for Use	SFCTA NOTES
31	Downtown San Francisco Ferry Terminal Expansion - Phase II	YES	Port of SF	Expansion of berthing facilities along North Basin of Downtown San Francisco Ferry Terminal.	WETA			TBD	\$ 98.0				2019 2025	Please review schedule, project cost and provide funding plan.
32	Establish new ferry terminal at Mission Bay 16th Street	YES	Port of SF	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	WETA	Service Expansion		Yes	\$ 17.0				2020	Please confirm project schedule, costs, and provide funding plan. Please confirm how WETA/Port is addressing service costs in RTP.

* if project costs are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE

#	Transformative Projects from Plan Bay Area 2040 updated for <i>Horizon</i>	Sponsor	Capital Cost	First Year Construction	First Year Operations	First Year Gross Operating Costs	First Year Gross Revenues	Has scope changed? Please update fact sheet	Notes from SFCTA
1	Better Market Street	SFPW	\$ 730,520,009	2020	2026	\$ -	n/a		please update fact sheet to reflect up-to-date project scope; please provide schedule and cost by phase; please provide updated funding plan
2	Downtown SF Congestion Pricing	SFCTA	\$ 125,000,000	2024	2025	\$ 25,000,000	\$ 125,000,000		please review and if necessary, update project fact sheets
3	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	SFCTA	\$ 77,900,000	2021	2023	\$ -	\$ -		please review and if necessary, update project fact sheets, schedule, or costs; please provide updated funding plan
4	Treasure Island/Yerba Buena Island Street Network	SFCTA / TIDA	n/a	n/a	n/a	n/a	n/a		project included in baseline and will be complete by 2021
5	Treasure Island Congestion Pricing	SFCTA	\$ 12,754,835	2019	2035	\$ 27,710,386	\$ 52,597,255		please review and if necessary, update project fact sheets
6	Geary Boulevard Improvement Project (Geary BRT Phase 2)	SFMTA	\$ 235,000,000	2020	2022	\$ 11,476,999	n/a		please review and if necessary, update project fact sheets, schedule, or costs; please provide updated funding plan
7	Muni Forward + Frequency Increases	SFMTA	\$ 459,380,714	varies	varies	varies	n/a		please review and if necessary, update project fact sheets; please provide funding plan
#	New Transformative Projects selected for <i>Horizon</i>	Sponsor	Capital Cost	First Year Construction	First Year Operations	First Year Gross Operating Costs	First Year Gross Revenues	Has scope changed? Please update fact sheet	Notes from SFCTA
8	San Francisco Freeway GP-to-HOT Lane Conversions	SFCTA	\$ 1,000,000,000	2025	2030	\$ 10,000,000	TBD		anticipate no change
9	Southwest Subway Expansion	SFMTA	\$ 4,000,000,000	2024	2030	\$ 100,000,000	n/a		anticipate no change

Project Type: Roadway/Transit/Multimodal, etc

Project Title: PROJECT TITLE

SAMPLE DOCUMENT ONLY

Project Sponsor: SPONSOR

Date Modified: DATE

Project Information	Project Components*		
	1	2	3
Description	Roadway changes including lane additions/removals, circulation changes, etc	New transit service on X line	Not model-able: 1. Pedestrian and bicycle safety improvements 2. Streetscape amenities
Transit mode	n/a	Local Bus / LRT / BRT	
Routing change (for Transit projects only)	n/a	Please detail any routing and/or station/stop location changes	
Fare	For expressway project include toll rate schedule	Same as Muni local, etc.	
Extent	Westbound: from A to B street Eastbound: from B to C street	From A to B street in both directions	
Transit frequency [changes]	From 20 minute to 15 minute service (or include detailed table below)		
Transit priority infrastructure	New bus-only lane, or no change		
Parking at stations	Number of spaces		
Parking cost at stations	\$20/day		
Transit vehicle capacity	Please include capacity per vehicle type		

Source: project website, cite report and date

*please include as many or as few project components as required for your project

[Please include a brief project description, should be consistent with the spreadsheet provided by SFCTA]

Project Type: Roadway/Transit/Multimodal, etc

Project Sponsor: SPONSOR

Project Title: PROJECT TITLE

SAMPLE DOCUMENT ONLY

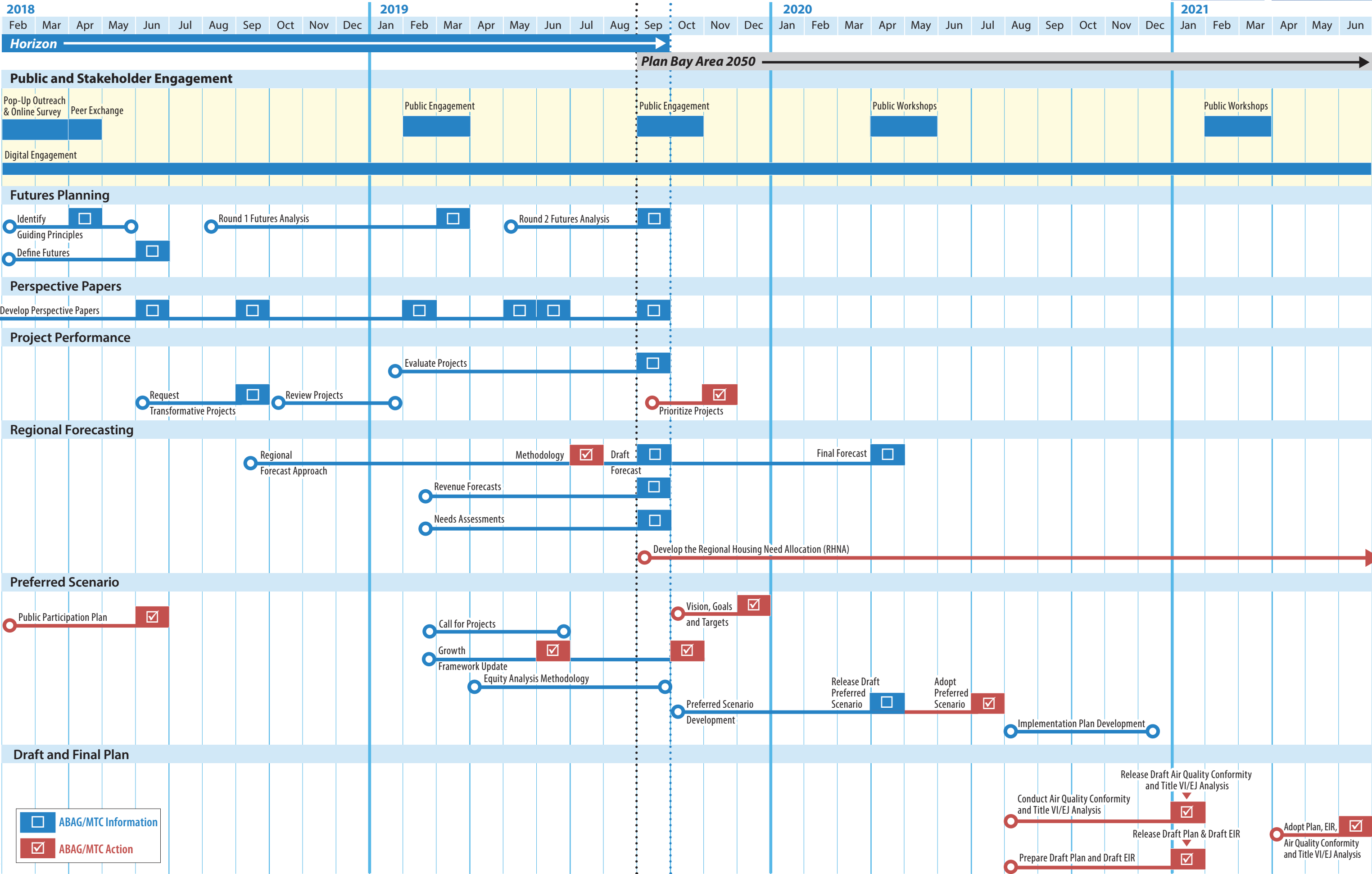
Date Modified: DATE

Route	Baseline Headway	With PROJECT Headway
Y line	20	15
Z line	15	10

[Please Include Project Map including stop/station locations, number/direction of lanes, and detailed images]

Horizon and Plan Bay Area 2050 (RTP/SCS): Key Milestones 2018–2021

(Dates are tentative and subject to change.)



Horizon

Plan Bay Area 2050

Public and Stakeholder Engagement

Pop-Up Outreach & Online SurveyPeer ExchangeDigital EngagementPublic EngagementPublic EngagementPublic WorkshopsPublic Workshops

Futures Planning

Identify Guiding PrinciplesDefine FuturesRound 1 Futures AnalysisRound 2 Futures Analysis

Perspective Papers

Develop Perspective Papers

Project Performance

Request Transformative ProjectsReview ProjectsEvaluate ProjectsPrioritize Projects

Regional Forecasting

Regional Forecast ApproachMethodology Draft ForecastFinal ForecastRevenue ForecastsNeeds AssessmentsDevelop the Regional Housing Need Allocation (RHNA)

Preferred Scenario

Public Participation PlanCall for ProjectsGrowth Framework UpdateEquity Analysis MethodologyVision, Goals and TargetsPreferred Scenario DevelopmentRelease Draft Preferred ScenarioAdopt Preferred ScenarioImplementation Plan Development

Draft and Final Plan

Conduct Air Quality Conformity and Title VI/EJ AnalysisRelease Draft Air Quality Conformity and Title VI/EJ AnalysisRelease Draft Plan & Draft EIRPrepare Draft Plan and Draft EIRAdopt Plan, EIR, Air Quality Conformity and Title VI/EJ Analysis

ABAG/MTC Information

ABAG/MTC Action