



# Memorandum

**Date:** June 21, 2019  
**To:** Transportation Authority Board  
**From:** Maria Lombardo – Chief Deputy Director  
**Subject:** 07/09/19 Board Meeting: Approval of San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Plan Bay Area 2050 Regionally-Significant Projects List

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Approve San Francisco’s Goals for Plan Bay Area (PBA) 2050</li> <li>• Approve San Francisco’s PBA 2050 Regionally-Significant Projects List</li> </ul> <p><b>SUMMARY</b></p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority must submit a list of San Francisco’s transportation priorities for inclusion in PBA 2050. The Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have established a multi-step process which collects input on different types of projects at different times in the PBA 2050 development process. At the end of that process, the CMAs will be asked to provide a final set of financially-constrained project priorities for inclusion in PBA 2050. As part of this phase, MTC/ABAG has requested that the CMAs identify regionally-significant projects and submit them with a board resolution by July 2019.</p> <p>We are requesting approval of a set of goals (Attachment 3), shared with the Board last month, to guide our staff work on PBA 2050. We are also requesting approval of San Francisco’s list of regionally-significant projects, listed in Attachment 4, in order to meet MTC’s June 30 deadline. It is important to emphasize that the regionally significant projects have a very specific definition for MTC/ABAG purposes (e.g. capturing projects that require air quality conformity analysis) and represent just a small portion of San Francisco’s transportation project needs.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input checked="" type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

**Background.**

We last provided an update on PBA 2050 to the Transportation Authority Board at the May 21, 2019 meeting. Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area (PBA), to guide the region’s long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040.

PBA must establish a strategy to meet the region's greenhouse gas emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other requirements. For the last 16 months, MTC/ABAG staff have been working on Horizon, a broadly scoped planning effort that explores how economic, environmental, technological, and political uncertainties may create new challenges for the Bay Area over the coming decade, which will inform the transportation and land use decisions in PBA 2050.

As the CMA for San Francisco, the Transportation Authority is responsible for providing San Francisco's input into PBA 2050, drawing upon the San Francisco Transportation Plan, in coordination with local transportation agencies and regional transit providers. Consistency with PBA is important from a very practical project development perspective, as well: it is a requirement to receive state and federal funds and certain federal approvals such as a Record of Decision for an environmental document.

According to the most recent schedule, shown in Attachment 1, MTC/ABAG are planning to officially launch PBA 2050 in September. Important MTC/ABAG actions anticipated in late 2019 and early 2020 include:

- **Adopt PBA 2050 Vision, Goals and Targets:** For PBA 2040, a series of thirteen goals and targets were established ranging from housing affordability to greenhouse gas emissions reductions. We expect to see a similar range of goal areas and targets set for this plan.
- **Update the regional growth framework:** MTC/ABAG established Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the first PBA adopted in 2013. Under the PDA program, jurisdictions that met certain planning and transit standards agreed to accept more growth in exchange for being prioritized for certain fund programs (e.g. the One Bay Area Grant program). MTC/ABAG recently adopted revised guidelines for these geographies, expanding PDA eligibility to communities that may not yet have robust transit options, in order to encourage housing growth across the entire region. They also established a new geography, Priority Production Areas (PPAs), which are focused on manufacturing and warehousing zoning as vehicles of economic development. MTC/ABAG will be asking local cities to submit proposals for PDAs, PCAs, and PPAs this summer. If they do not receive sufficient PDA applications to accommodate the region's housing and jobs allocation, MTC/ABAG staff may recommend expanding the housing growth framework beyond these locally-nominated PDAs, given the urgency of region's affordable housing crisis.
- **Approve list of transportation investments and programs:** The Horizon process's project performance assessment will inform the prioritization of major transportation projects (over \$250 million) for inclusion in PBA 2050. The ultimate financially constrained list of transportation investments is being developed through an incremental process that identifies a range of other transportation priorities in addition to the subject regionally-significant projects request, as shown in the graphic below.

## Developing the Transportation Investment Strategy for PBA 2050



The region’s Transformative Projects, shown in Attachment 2, were submitted last year by public agencies and members of the public and are already being analyzed by MTC/ABAG staff. Cities, counties and transit agencies across the region are currently preparing information about their state of good repair needs, including transit operations and maintenance. Our draft proposal for San Francisco’s regionally-significant projects and programmatic categories is described below and detailed in Attachments 4 and 5.

Considering inputs from all of these processes, we will develop a final list of San Francisco financially constrained project and program priorities later in 2019, after receiving a detailed estimate of how much revenue we can expect for transportation projects in the plan period. After working with our agency partners and our MTC/ABAG representatives to align project priorities with the funding available, we will seek input and approval from the CAC and the Transportation Authority Board prior to the anticipated approval actions at the regional agencies.

### Establishing San Francisco’s Goals for PBA 2050.

Our approach to PBA 2050 is informed by the 2017 San Francisco Transportation Plan; other adopted plans such as the San Francisco Municipal Transportation Agency’s (SFMTA’s) Capital Improvement Program; key city policies such as the City’s long-standing Transit First and Vision Zero policies; and the ongoing ConnectSF process through which we are partnering with the SFMTA and the Planning Department to update the San Francisco Transportation Plan in parallel with the PBA 2050 update.

Attachment 3 outlines our proposed goals to guide staff work on all facets of PBA 2050. These are largely consistent with the goals adopted for PBA 2040 but are revised to reflect a stronger focus on equity. We presented a draft of these goals to the Transportation Authority Board in May, and based on input we received from partner agencies, strengthened the reference to Vision Zero, but otherwise made no changes.

### **San Francisco's Regionally-Significant Projects and Programmatic Categories.**

On April 16, 2019, we released a request for public agencies to submit regionally-significant projects in San Francisco to be considered for inclusion in PBA 2050. For this purpose, MTC/ABAG has defined a regionally-significant project as one that costs more than \$250 million and/or changes the capacity of a major transit facility or roadway, such as a rail extension, a new bus rapid transit project, or new high occupancy vehicle lanes on a freeway.

Attachment 4 lists the projects submitted to the Transportation Authority for this call. The majority of these projects are updates to projects from Plan Bay Area 2040. In parallel with this effort, the multi-agency ConnectSF process has been seeking input from the public on transportation needs and priorities via their web-based maps platform and will be engaging in other forms of outreach over the coming months. In general, entirely new project ideas generated by members of the public or public agencies will be vetted through the ConnectSF and the San Francisco Transportation Plan update processes before they are incorporated into PBA. As a result, this list focuses on projects that have already received substantial public vetting and have been prioritized through other planning efforts.

Given MTC/ABAG's definition of what it means to be regionally-significant, most transportation projects in San Francisco do not need to be listed as stand-alone projects, but would be covered by programmatic categories. Our draft list of programmatic categories in Attachment 5 includes groupings such as:

- Bike and pedestrian infrastructure and maintenance
- Road diets that include safety improvements
- Planning and engineering work for future transit or roadway projects
- Routine maintenance and operations of existing systems

Grouping as many projects as possible into programmatic categories allows flexibility to accommodate new priorities that may arise between PBA updates, as well as to deal with unexpected cost increases while keeping within San Francisco's financially constrained target. Therefore, the attached list of regionally-significant projects only includes projects that are specifically required to be named per MTC/ABAG's guidance. Even if a new priority arises in the future that would qualify as a regionally-significant project under MTC/ABAG's definition, planning and environmental design work could proceed under one of the programmatic categories we are proposing until the next PBA is adopted in 2025.

### **NEXT STEPS**

MTC/ABAG will be conducting a project performance evaluation of regionally-significant projects through the end of 2019 that will inform a detailed alternatives analysis and an investment trade-off discussion in late 2019 or early 2020. The CMAAs will be asked to provide a comprehensive list of county priorities (including state of good repair, regionally-significant projects, and other programmatic needs) within a financially constrained target this coming winter. MTC/ABAG has indicated that there will be ongoing opportunities for discussions about investment priorities, leading to the identification of a preferred land use and transportation scenario for PBA 2050 in Spring 2020.

## Agenda Item 14

Throughout the PBA 2050 process, we will continue to work with the Transportation Authority Board, CAC, our MTC/ABAG representatives, project sponsors, and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities in PBA 2050.

### **FINANCIAL IMPACT**

None.

### **CAC POSITION**

The CAC will be considering this item at its June 26, 2019 meeting.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – MTC/ABAG Horizon and PBA 2050 Schedule, as of June 14, 2019

Attachment 2 – MTC/ABAG Transformative Projects List, March 2019

Attachment 3 – Draft PBA 2050 Goals for San Francisco

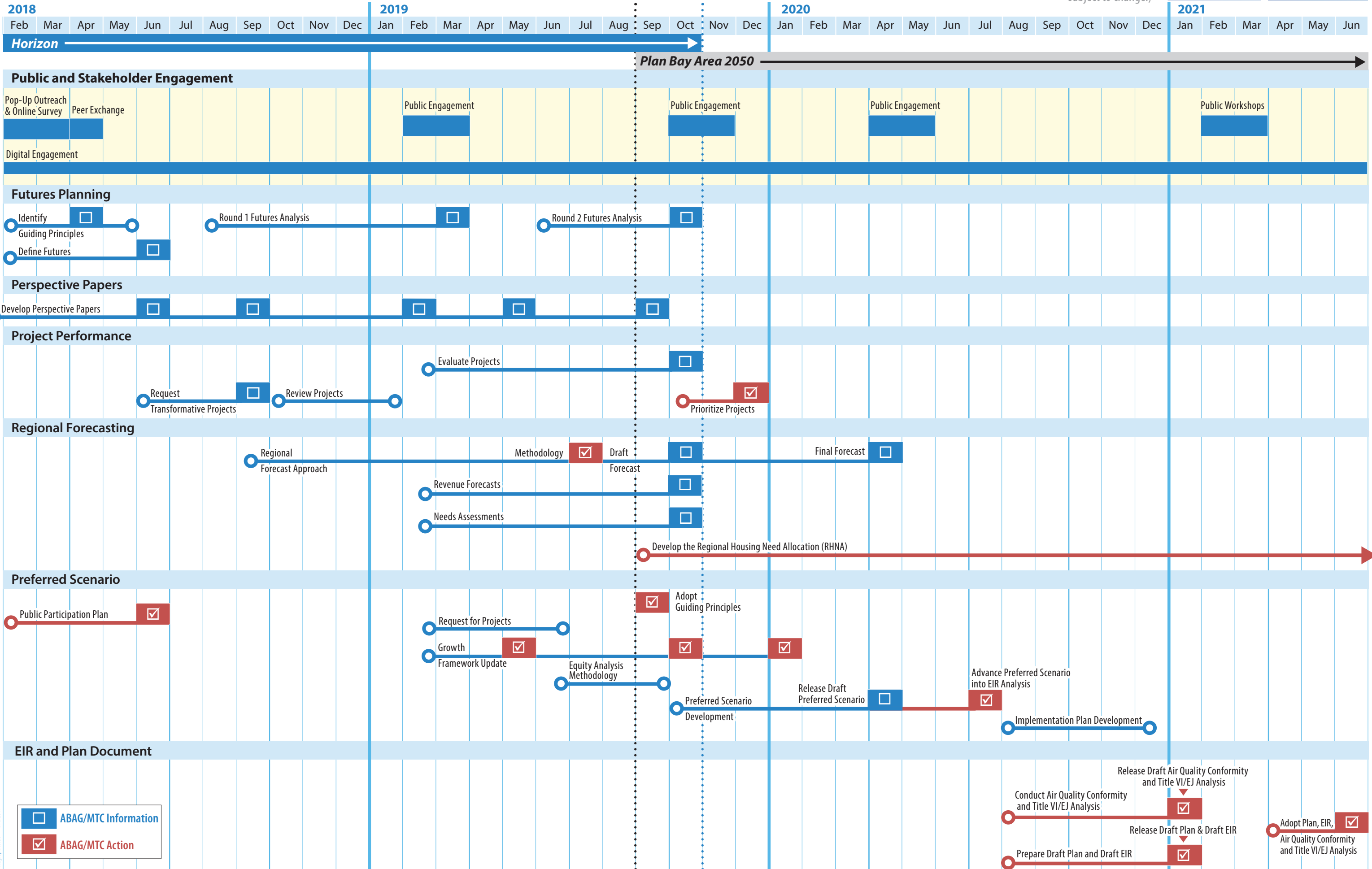
Attachment 4 – Draft Regionally-Significant Projects List for San Francisco

Attachment 5 – Draft Programmatic Categories List for San Francisco

# Horizon and Plan Bay Area 2050: Key Milestones

Attachment 1.

(Dates are tentative and subject to change.)



PROJECT PERFORMANCE  
ASSESSMENT

## Draft List of Transportation Projects (Total: 91+ Projects)

A. Uncommitted Major Projects from Plan Bay Area 2040 (>\$250 million)		30 Projects
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 <sup>1</sup>
	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.



B. Transformative Projects from Public Agencies (>\$1 billion)		35 Projects	
Local, Express Bus and BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors <sup>2</sup>	*
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 <sup>1</sup>	
	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 <sup>2</sup>	*
	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 <sup>2</sup>	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project <sup>2</sup>	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules <sup>2</sup>	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) <sup>2</sup>	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 <sup>2</sup>	*
	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 consideration in Plan Bay Area 2050.





C. Transformative Projects from Individual/NGOs (>\$1 billion)			6 Projects
<b>Jury Selected</b>  <i>Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.</i>	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	**
D. Transformative Operational Strategies			6 Projects
<b>Jury Selected</b>	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	
E. Transbay Crossing Projects ***			7 Projects
<b>Crossings</b>	78	<i>Bay crossing project #1</i>	
	79	<i>Bay crossing project #2</i>	
	80	<i>Bay crossing project #3</i>	
	81	<i>Bay crossing project #4</i>	
	82	<i>Bay crossing project #5</i>	
	83	<i>Bay crossing project #6</i>	
	84	<i>Bay crossing project #7</i>	
F. Resilience Projects			7 Projects
<b>Earthquakes</b>	85	BART Caldecott Tunnel Resilience Project	
	<b>Sea Level Rise</b>	86	I-580/US-101 Marin Resilience Project
87		US-101 Peninsula Resilience Project	
88		SR-237 Resilience Project	
89		Dumbarton Bridge Resilience Project	
90		I-880 Resilience Project	
91	VTA LRT Resilience Project		
G. Other Major Projects (from Request for Regionally Significant Projects) #			x Projects
	92	<i>Other major project #1</i>	
	93	<i>Other major project #2</i>	
	94	<i>Other major project #3</i>	
	95	<i>Other major project #4</i>	
	96	<i>Other major project #5</i>	
	97	<i>Other major project #6</i>	
	98	<i>Other major project #7 ...</i>	



*\*\* 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.*

*\*\*\* Bay crossing projects are still being defined as part of Horizon Perspective Paper #4 - Bay Crossings - in collaboration with regional and local partner agencies.*

*# A handful of additional projects not previously assessed in Plan Bay Area 2040, costing between \$250 million and \$1 billion, are likely to be submitted for evaluation between March-June 2019 via the Request for Regionally Significant Projects.*

*This list was last updated on March 11, 2019.*

**Attachment 3.**  
**Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)**

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	Projects need to be included in PBA 2050 if they: <ul style="list-style-type: none"> <li>• Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted</li> <li>• Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)</li> </ul>
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the “Big 3 Cities” accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	<ul style="list-style-type: none"> <li>• BART Core Capacity</li> <li>• Better Market Street</li> <li>• Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center</li> <li>• Downtown Rail Extension</li> <li>• Geary BRT</li> <li>• Muni fleet and facilities expansion</li> <li>• Muni Forward</li> <li>• Vision Zero (support eligibility for MTC fund programs)</li> <li>• Placeholders for transit expansion planning (e.g. west side rail, 19<sup>th</sup> Avenue/M-Line, Central Subway extension, etc.)</li> </ul>
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	<ul style="list-style-type: none"> <li>• Regional transportation measure(s)</li> <li>• Regional housing measure(s)</li> <li>• State road user charge (monitor pilots)</li> <li>• Federal surface transportation bill</li> </ul>
5. Support performance-based decision-making	<ul style="list-style-type: none"> <li>• Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled</li> <li>• Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues</li> <li>• Advocate for discretionary funds for high-performing and regionally significant San Francisco projects</li> </ul>
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> <li>• Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth</li> <li>• Advocate for more funds to support Priority Development Area planning</li> </ul>

**Attachment 3.**  
**Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)**

Goals	Notes
	<ul style="list-style-type: none"> <li>• Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment</li> </ul>
7. Focus on equity	<ul style="list-style-type: none"> <li>• <b>Access to transportation</b> – Late Night Transportation Study, Prosperity Plan</li> <li>• <b>Affordability</b> – MTC Means-Based Pilot, BART university pass/discount</li> <li>• <b>Communities of Concern</b> – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program</li> <li>• <b>Housing/Displacement</b> – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement</li> <li>• <b>Vision Zero</b> – SFIP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.</li> </ul>
8. Support comprehensive, multimodal planning for the region’s network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	<ul style="list-style-type: none"> <li>• Sea level rise/adaption</li> <li>• Economic performance and access to jobs</li> </ul>

## Draft San Francisco's Regionally-Significant Projects for PBA 2050



#	PBA 2050 Regionally-Significant Project Names	Project Sponsor	Project Description	Total Cost (\$millions)*	First Year Construction	First Year Operations / Open for Use
1	Eastern Neighborhood Trips	SFMTA	Implement streetscape improvements on Folsom Street between 2nd and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit only lane, pedestrian bulbs, and bus bulbs at intersections, and new signals would be constructed. On Howard Street, a bi-directional cycle track and pedestrian bulbs at intersections.	\$ 122.0	2021	2023
2	Expand SFMTA Transit Fleet - LRV	SFMTA	This project entails future expansion of the SFMTA light rail vehicle fleet. 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. Project includes 45 new light rail vehicles.	\$ 204.3	2026	2029
3	Expand SFMTA Transit Fleet - Buses	SFMTA	This project entails future expansion of the SFMTA bus fleet (135 buses). The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan, as well as operational changes needed for a 100% electric fleet.	\$ 259.5	2020	2029
4	Expand SFMTA Transit Fleet - Facilities	SFMTA	This project entails future expansion of the SFMTA transit facilities to house and maintain transit expansion 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. The expansion vehicle facilities will be at Muni Metro East and Potrero facilities.	\$ 293.0	2022	2024
5	Geneva-Harney Bus Rapid Transit	SFMTA	Initial Phase (east of Bayshore/Arleta): Provides exclusive bus lanes, transit signal priority, and high-quality stations along Tunnel Avenue, Beatty Avenue, Alana Way, Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. Future Phase (west of Bayshore/Arleta): Continuation of exclusive bus lanes, transit signal priority, and high-quality stations west to Santos St., connecting with Muni Forward transit priority improvements. This near-term alternative does not rely on the full extension of Geneva Avenue across US 101 to Harney Way. The project includes pedestrian and bicycle improvements in support of Vision Zero.	\$ 68.1	2022	2024
6	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	\$ 68.9	2026	2030
7	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, and TDM measures such as transit subsidies. The private developer is primarily responsible for design, build, and funding of transportation improvements. Construction phasing is expected to take 20-25 years to complete, with anticipated start of construction in 2019. Project area is generally bounded by 19th Ave & Junipero Serra to the east, Lake Merced Blvd to the west, Holloway Ave to the north, Brotherhood Way to the south.	\$ 99.0	2019	2022
8	Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	\$ 225.2	2016	2021
9	Establish new ferry terminal at Mission Bay 16th Street	Port of SF	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods. Project located on the San Francisco Bay adjacent to the intersection of Terry Francois Blvd. and 16th Street.	\$ 45.7	2019	2021
10	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA	A redesign of Alemany Boulevard from approximately the St. Mary's Park Footbridge in the west to the 101/280 interchange in the east, and the relocation of the 101 off-ramp.	\$ 250.0	2025	2027
11	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.	\$ 6.0	2021	2022
12	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	\$ 20.5	2021	2022
13	Regional/Local Express Bus to Support Express Lanes in SF	SFCTA	Includes additional service on the 14X, 8BX, new express service from San Mateo to Hunter Point, and three San Mateo Express Bus routes.	\$ 946.2	2025	2026

\*Project costs are displayed in millions of year-of-expenditure dollars.

## Draft San Francisco's Regionally-Significant Projects for PBA 2050



#	PBA 2050 Regionally-Significant Project Names	Project Sponsor	Project Description	Total Cost (\$millions)*	First Year Construction	First Year Operations / Open for Use
14	San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night bus service.	\$ 145.9	n/a	2025
15	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge, including approach roadways; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	\$ 286.5	2013	2023
16	Southeast Waterfront Transportation Improvements - Phase 1	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. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.	\$ 268.5	2021	2034
17	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	\$ 501.0	2021	2034

\*Project costs are displayed in millions of year-of-expenditure dollars.

## Draft San Francisco Programmatic Categories for PBA 2050



**San Francisco  
County Transportation  
Authority**

	<b>Programmatic Categories</b>	<b>Example projects</b>
1	Bicycle and Pedestrian Program	new and extended bike and pedestrian facilities, such as Taylor Street and Valencia Street Long-Term Improvements
2	Intersection Improvements	intersection signalization
3	Local Road Preservation and Rehabilitation	pavement resurfacing and/or rehabilitation, emergency repair, bike/pedestrian facilities rehabilitation
4	Management Systems	signal coordination, transit management systems, communications systems
5	Minor Freight Improvements	improvements to freight terminals
6	Minor Highway Improvements	minor extensions (less than 1/4 mile) and interchange modifications without additional capacity (such as Vision Zero Ramps)
7	Minor Roadway Expansions	minor local road extensions or new lanes less than 1/4 mile
8	Minor Transit Improvements	bus shelters, landscaping, alternative fuel transit vehicles and facilities
9	Multimodal Streetscape Improvements	landscaping, lighting, parking realignment, ADA compliance
10	Planning and Research	Southeast San Francisco Caltrain Station Relocation Planning and Environmental Analysis, PDA planning, community-based planning, emerging mobility research and studies
11	Routine Operations & Maintenance	transit operations, local streets and roads operations
12	Safety and Security	Safe Routes to School projects and programs, lighting improvements, transit safety projects
13	Transit Core Capacity Implementation Planning	Second Transbay Tube Planning, other planning efforts related to MTC's Transit Core Capacity Study
14	Transit Corridors Long-Range Planning	planning and environmental studies for West Side Rail Study, Central Subway Extension, Pennsylvania Alignment, 19th\M-line Subway
15	Transit Preservation and Rehabilitation	vehicle maintenance, facility maintenance
16	Travel Demand Management and Climate Program	BART Perks, alternative fuel vehicles and facilities