



RESOLUTION APPROVING SAN FRANCISCO'S GOALS FOR PLAN BAY AREA 2050
AND SAN FRANCISCO'S PLAN BAY AREA 2050 REGIONALLY-SIGNIFICANT
PROJECTS LIST

WHEREAS, Every four years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy to guide the region's long-term transportation investments and establish land-use priorities across all nine Bay Area counties; and

WHEREAS, This cycle the plan under development is known as Plan Bay Area (PBA) 2050; and

WHEREAS, As the Congestion Management Agency (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 (SFTP), in coordination with local transportation agencies and regional transit providers; and

WHEREAS, Transportation Authority staff, guided by the 2017 SFTP, other key city policies such as the City's long-standing Transit First and Vision Zero policies, the ongoing ConnectSF process, and input from other City agencies and San Francisco MTC Commissioners, developed the goals shown in Attachment 1 to guide the Transportation Authority's PBA 2050 advocacy through the plan's adoption in mid-2021; and

WHEREAS, Inclusion in the financially constrained portion of PBA 2050, either as an individual project listing or by inclusion in a programmatic category, is mandatory for all projects seeking state or federal funds or a federal action; and

WHEREAS, MTC/ABAG is developing the ultimate financially constrained list of transportation investments in PBA 2050 through an incremental process that identifies a range of



transportation priorities, including transit and road state of good repair needs assessments, the list of Transformative Projects that were submitted to MTC/ABAG in mid-2018 (Attachment 2), and locally-nominated lists of projects and programmatic categories; and

WHEREAS, In March 2019, MTC released guidance asking CMAs to develop and submit a list of regionally-significant projects to be considered for inclusion in PBA 2050 by July 2019; and

WHEREAS, On April 16, 2019, the Transportation Authority issued a request for public agencies to submit regionally-significant projects in San Francisco to be considered for inclusion in PBA 2050; and

WHEREAS, 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; and

WHEREAS, Attachment 3 lists the regionally significant projects submitted in response to this request that are specifically required to be included in PBA 2050 as an individual project per MTC's guidance, the majority of which are updates to projects from the prior PBA adopted in 2017; and

WHEREAS, Most transportation projects in San Francisco and the region do not need to be listed as stand-alone projects and are instead grouped into programmatic categories (see Attachment 4), which allows flexibility to accommodate new priorities, to advance projects through preliminary engineering, and to absorb unexpected cost increases that may arise between PBA updates; and

WHEREAS, The regionally-significant projects, along with the aforementioned transformative projects, will be subject to project performance evaluation by MTC/ABAG; and

WHEREAS, In the fall, each CMA will be assigned a financially constrained target and asked to develop a comprehensive list of projects and programs (including state of good repair needs,



regionally-significant projects, and other programmatic needs) for inclusion in the financially constrained transportation investment strategy for PBA 2050, which will consider the project performance evaluation results and other PBA goals and targets; and

WHEREAS, Guided by San Francisco's PBA 2050 goals, Transportation Authority staff will work with MTC/ABAG, project sponsors, and other stakeholders to develop a comprehensive list of county priorities within the financially constrained target that will be provided by MTC/ABAG, and will bring that list to the Transportation Authority Board for approval this fall; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee was briefed on the proposed goals and regionally-significant projects list for PBA 2050 and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves the attached goals and regionally-significant projects list for PBA 2050; and be it further

RESOLVED, That the Executive Director is authorized to submit the list of regionally-significant projects to MTC/ABAG.

Attachments (4):

Attachment 1 – PBA 2050 Goals for San Francisco

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

Attachment 3 – Regionally-Significant Projects List for San Francisco

Attachment 4 – Programmatic Categories List for San Francisco



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of July, 2019, by the following votes:


Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

 7-23-19

Aaron Peskin
Chair

Date

ATTEST:

 7/25/19

Tilly Chang
Executive Director

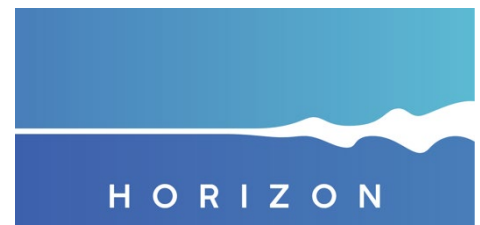
Date

Attachment 1.
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"> • 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 • Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)
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"> • BART Core Capacity • Better Market Street • Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center • Downtown Rail Extension • Geary BRT • Muni fleet and facilities expansion • Muni Forward • Vision Zero (support eligibility for MTC fund programs) • Placeholders for transit expansion planning (e.g. west side rail, 19th Avenue/M-Line, Central Subway extension, etc.)
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"> • Regional transportation measure(s) • Regional housing measure(s) • State road user charge (monitor pilots) • Federal surface transportation bill
5. Support performance-based decision-making	<ul style="list-style-type: none"> • Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled • Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues • Advocate for discretionary funds for high-performing and regionally significant San Francisco projects
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> • 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 • Advocate for more funds to support Priority Development Area planning

Attachment 1.
Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
	<ul style="list-style-type: none"> • Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment
7. Focus on equity	<ul style="list-style-type: none"> • Access to transportation – Late Night Transportation Study, Prosperity Plan • Affordability – MTC Means-Based Pilot, BART university pass/discount • Communities of Concern – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program • Housing/Displacement – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement • Vision Zero – 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.
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"> • Sea level rise/adaption • Economic performance and access to jobs

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 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.

Attachment 2.



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 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 consideration in Plan Bay Area 2050.



C. Transformative Projects from Individual/NGOs (>\$1 billion)			6 Projects
Jury Selected <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
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	
E. Transbay Crossing Projects ***			7 Projects
Crossings	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
Earthquakes	85	BART Caldecott Tunnel Resilience Project	
Sea Level Rise	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>	

Attachment 2.

Horizon and Plan Bay Area 2050: Project Performance Assessment
Attachment A: Draft List of Major Transportation Projects (October 2018)



*** 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.

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	Expand SFMTA Transit Fleet - LRV	SFMTA	This project entails additional expansion of the SFMTA light rail vehicle fleet, beyond the currently wrapping up 68-car expansion. 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. Includes the purchase of 45 expansion light vehicles.	\$ 204.3	2026	2029
2	Expand SFMTA Transit Fleet - Buses	SFMTA	This project entails future expansion of the SFMTA bus fleet. 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. Cost presented includes expansion vehicles only.	\$ 259.5	2020	2029
3	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. Cost represents only expanded facilities capacity, above and beyond replacement of existing capacity.	\$ 293.0	2022	2024
4	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
5	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
6	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
7	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
8	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
9	Aleman 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
10	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
11	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

*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
12	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
13	San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night bus service.	\$ 146.0	n/a	2025
14	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
15	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
16	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**

	Programmatic Categories	Example projects
1	Bicycle and Pedestrian Program	new and extended bike and pedestrian facilities, such as quick-build projects, 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, bus bulbs, 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