

## **DRAFT New Expenditure Plan Program Description Major Transit Projects**

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Please Note that Prop K Expenditure Plan descriptions reference dollar amounts in 2003 \$s while the proposed New Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

### **1. Muni Bus Reliability and Efficiency Improvements**

#### **Preliminary Draft New Expenditure Plan**

Programmatic improvements that improve the reliability and speed of Muni bus service. Eligible project types include: transit-only lanes; curb bulb-outs at bus stops; traffic signal modifications; deployment of transit signal priority devices; relocation and upgrade of bus stops; and other street design changes (e.g. highly visible crosswalks, median island refuges) to reduce delay for transit and enhance pedestrian safety. Includes \$10M in legacy funding for Geary Rapid Improvements Phase 2. Sponsoring Agencies: SFMTA. Total Funding: TBD; New EP: \$110M.

See [Prop K Legacy Project Descriptions](#) from the October 14 EPAC meeting for more information on the Geary Rapid project.

SFTMA has requested making rail eligible for this program, which Transportation Authority staff is open to, pending input from the EPAC.

#### **Prop K Expenditure Plan Description**

*Bus Rapid Transit Network/MUNI Metro Network including Real Time Transit Information: Implement Bus Rapid Transit and Transit Preferential Streets programs to create an integrated citywide network of fast, reliable bus and surface light rail transit services connecting to services provided by MUNI rail and historic streetcar lines, BART and Caltrain. Bus Rapid Transit (BRT): Creation of fast, frequent, and reliable bus rapid transit service, with exclusive transit lanes and dedicated stations, on Geary Boulevard (designed and built to rail-ready standards), Van Ness Avenue and Potrero Avenue. Transit Preferential Streets (TPS): Includes Improvements to key transit corridors including Mission and Folsom streets, 19th Avenue, Geneva Avenue, Bayshore Blvd, 16th Street, San Bruno Ave., Stockton, and the MUNI rail lines. Includes additional BRT and TPS*

*improvements subject to availability of funds. TPS improvements are intended to improve speed and reliability at cost lower than BRT. TPS improvements include sidewalk bulb-outs at bus stops, transit-priority lanes, traffic signal modifications, and relocation of bus stops. BRT and TPS projects may include traffic signal modification to speed up service, and real-time passenger information systems improve transit reliability and reinforce the sense of permanence of the improved service, as well as associated landscaping, lighting and signage improvements. It is the intent that buses that operate along BRT corridors should be able to also operate along TPS corridors. Funds in this section may be used to create dedicated stations and exclusive transit lanes for the MUNI light rail and historic streetcar lines. Includes planning, project development, capital and incremental operating and maintenance costs. Sponsoring Agencies: MUNI, DPT, DPW, Planning, SFCTA. The first \$99.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$600M; Prop K: \$110.0M.*

## **2. Muni Rail Core Capacity**

### **Preliminary Draft New Expenditure Plan**

Programmatic improvements that will improve reliability and increase the capacity of Muni's rail system by supporting longer and more frequent trains. First priority projects include: Installation of a next generation communications-based train control system for the Muni surface and subway rail network. Engineering improvements, including lengthening existing platforms to accommodate 3 and 4-car light rail trains in the Muni Metro Tunnel between West Portal and Embarcadero stations, and 3-car trains on the N-Judah line. Upgrades to switches, crossovers, and other components to increase subway reliability and throughput, and modifications to subway portals to minimize conflicts. Purchase of additional light rail vehicles to increase the fleet's overall capacity and maintenance and/or storage facilities to house additional vehicles. Sponsoring Agency: SFMTA. Total Funding: TBD; New EP: \$57M.

*Prop K Expenditure Plan Description - N/A*

## **3. BART Core Capacity**

### **Preliminary Draft New Expenditure Plan**

Improvements that will allow BART to operate up to 30 ten-car trains per hour in each direction through the existing Transbay Tube (an increase from the current capacity of 23 trains per hour). Eligible project types include: new (additional) rail cars; a new communications-based train control system; a new rail car storage yard at the Hayward Maintenance Complex; and additional traction power substations to provide the additional power needed for more frequent service. Sponsoring Agency: BART. Total Funding: TBD; New EP: \$50M.

*Prop K Expenditure Plan Description - N/A*

## **4. Caltrain Service Vision: Capital System Capacity Investments**

### **Preliminary Draft New Expenditure Plan**

Capital improvements that will allow Caltrain service to operate eight trains per direction per hour consistent with the Caltrain Business Plan Service Vision. Eligible project types to include but not be limited to: additional fleet, level boarding at station platforms, additional train storage, track work and station improvements. Includes planning, project development, and capital costs. Sponsor Agency: PCJPB. Total funding: TBD; New EP: \$10M.

*Prop K Expenditure Plan Description - N/A*

## 5. Caltrain Downtown Rail Extension and Pennsylvania Alignment

### Preliminary Draft New Expenditure Plan

Caltrain Downtown Rail Extension: The extension of the Caltrain commuter rail system approximately 2 miles from the current Caltrain San Francisco terminus into the Salesforce Transit Center. Project designed to accommodate future California High-Speed Rail service. Includes a new station at 4<sup>th</sup> and Townsend streets. Project includes \$19.5 million in legacy funding. Includes project development and capital costs.

Pennsylvania Alignment: Below-grade rail alignment extending south from the planned Fourth and Townsend Station. Project will serve the Caltrain commuter rail system and future California High-Speed Rail service. Pennsylvania Alignment will separate rail from surface-level conflicts with street users at 16<sup>th</sup> Street and Mission Bay Drive. Includes project development and capital costs. A minimum of \$10 million will be available for the Pennsylvania Alignment.

Sponsor Agency: TJPA, SFCTA. Total Funding: TBD; New EP: \$329.5M.

See [Prop K Legacy Project Descriptions](#) from the October 14 EPAC meeting for more information on the Caltrain Downtown Rail Extension.

### Prop K Expenditure Plan Description

*Downtown Extension to a Rebuilt Transbay Terminal: Construction of a grade-separated extension of Caltrain to a rebuilt Transbay Terminal at the current site (Mission and 1st Streets) near BART and MUNI Metro. The extension and terminal are to be built as a single, integrated project. If the Caltrain Downtown Extension portion of the project is cancelled, this project shall not be eligible for any funds from the sales tax program. (Priority 1). Includes project development and capital costs. Sponsoring Agency: TJPA. The first \$237.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,885M; Prop K: \$270M*

### Acronyms

BART - Bay Area Rapid Transit District; N/A - Not Applicable; New EP - New Expenditure Plan; PCJPB - Peninsula Corridor Joint Powers Board or Caltrain; SFCTA - San Francisco County Transportation Authority; SFMTA - San Francisco Municipal Transportation Agency; TBD - To Be Determined; TJPA - Transbay Joint Powers Authority