

Agenda Item 5.

Enhancing and Expanding the System: Transit Enhancements



San Francisco
County Transportation
Authority

October 28, 2021

Transit Enhancements



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- Transit enhancements are **customer/rider-touching improvements**, and may include more minor capacity, reliability and accessibility improvements
- The Preliminary Draft Expenditure Plan includes **4.7% of funding for Transit Enhancements**



Transit Enhancements



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Programs in the Transit Enhancements subcategory include:

- Transit Enhancements (BART, Caltrain, SFMTA, TIMMA)
- BART Station Access, Safety and Capacity (BART, SFMTA)
- Bayview Caltrain Station (Caltrain, SFCTA, SFMTA)
- Mission Bay Ferry Landing (Port of San Francisco)
- Next Generation Transit Investments* (BART, Caltrain, SFCTA, SFMTA)

**To be discussed at the November 4, 2021 EPAC meeting*



Transit Enhancements



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Transit enhancements are also eligible in other programs in the Preliminary Draft Expenditure Plan:

- Neighborhood Transportation Program
- Equity Priority Transportation Program
- Development-Oriented Transportation Program



Transit Enhancements



Sales tax funds leverage multiple funding sources to help fund transit enhancements. Some project types compete better than others for funds.

- **One Bay Area Grant Program (OBAG):** Federal funding distributed by MTC /SFCTA. Last 5-year cycle included \$900 million across the Bay Area region.
- **SFCTA Prop AA Vehicle Registration Fee (2010):** About \$1.25 million annually, is for Transit Reliability & Mobility Improvements.
- **SFMTA General Obligation (GO) Bond (2014):** Includes \$30 million for improved safety and accessibility at transit stops.
- **BART Measure RR Bond (2016):** Includes \$135 million for access improvements, and \$210 million to renew stations which can include enhancements.
- **Regional Measure 3 (2018):** Bridge toll funds approved by Bay Area voters, includes transit enhancement programs such as Ferry Enhancements and Safe Routes to Transit.



SFMTA

San Francisco Transportation Sales Tax Reauthorization

Enhancing and Expanding the Transit System: **Transit Enhancements and Station Access**

Expenditure Plan Advisory Committee
October 28, 2021

Transportation 2050



Transit Enhancement Project Success: **Minor MuniForward Improvements**



- In addition to major corridor improvements, the SFMTA implements numerous spot improvements that enhance transit service reliability and capacity such as:
 - **29 Sunset Queue Jump** – A small section of transit priority lane that allows the bus to go one left instead of 3 right turns and saves up to two minutes.
 - **4th St Bridge Bottleneck** – banning left turns and creating a temporary transit lane to enable faster transit movement.
 - Programmatic stop enhancements and consolidation, transit priority lane additions or enhancements, etc.

29 Sunset Queue Jump



4th St Bridge Bottleneck



Transit Enhancement Project Success: **Historic Streetcars Rehabilitation and Expansion**



SFMTA operates a fleet of historic street cars that provide service to the E and F lines.

We leverage Prop K to rehabilitate and restore these vehicles and preserve their role in San Francisco's rich transit landscape.

Transit Enhancement Project Success: Station Access and Stop Enhancement



Muni Elevators and Key Stop Expansion

- SFMTA is building new elevators at Castro, Powell and Civic Center.
- SFMTA upgrades light rail stations to key stops during corridor upgrades as well as in standalone projects such as the Inner Sunset Streetscape Project. A single key stop with a transit island can cost more than \$250,000 in hard costs alone.



BART/Muni Shared Station Improvements

- SFMTA collaborates with BART to improve access, wayfinding and customer information in our shared stations along the Market Street Subway.



Transit Enhancement Project Success: Stop Enhancement and Wayfinding



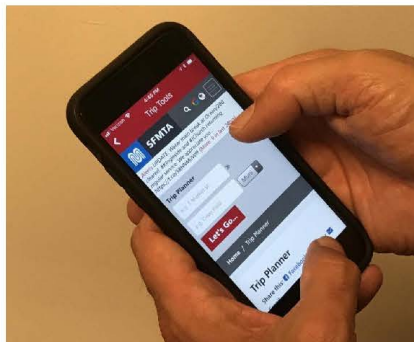
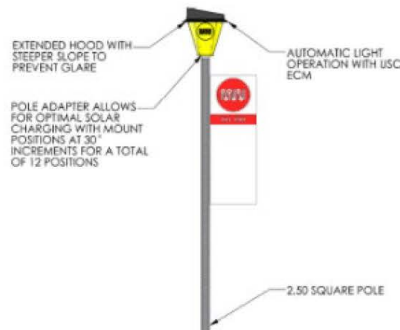
Bus Stop Sign Program



Customer Information System Improvements



Enhanced Wayfinding



What is needed to move the needle?

Financial Need:

- \$600M for Transit Enhancements needed through 2050.

Available Funding:

- Funded through a wide variety of sources, depending on the exact project element.
- Some elements, like elevators, have few other sources.
- Other elements, like bus stop improvements, are frequent competitors for state and federal competitive funds, when included in a larger project.
- Sales Tax can be used as required local contribution or as the primary fund source to complete a project.



**Fast and Convenient
Transit**



Investing Equitably

Questions?



SF Sales Tax Reauthorization

Expenditure Plan Advisory Committee Mtg. # 4

October 28, 2021

BART Station Access, Safety and Capacity/Transit Enhancements

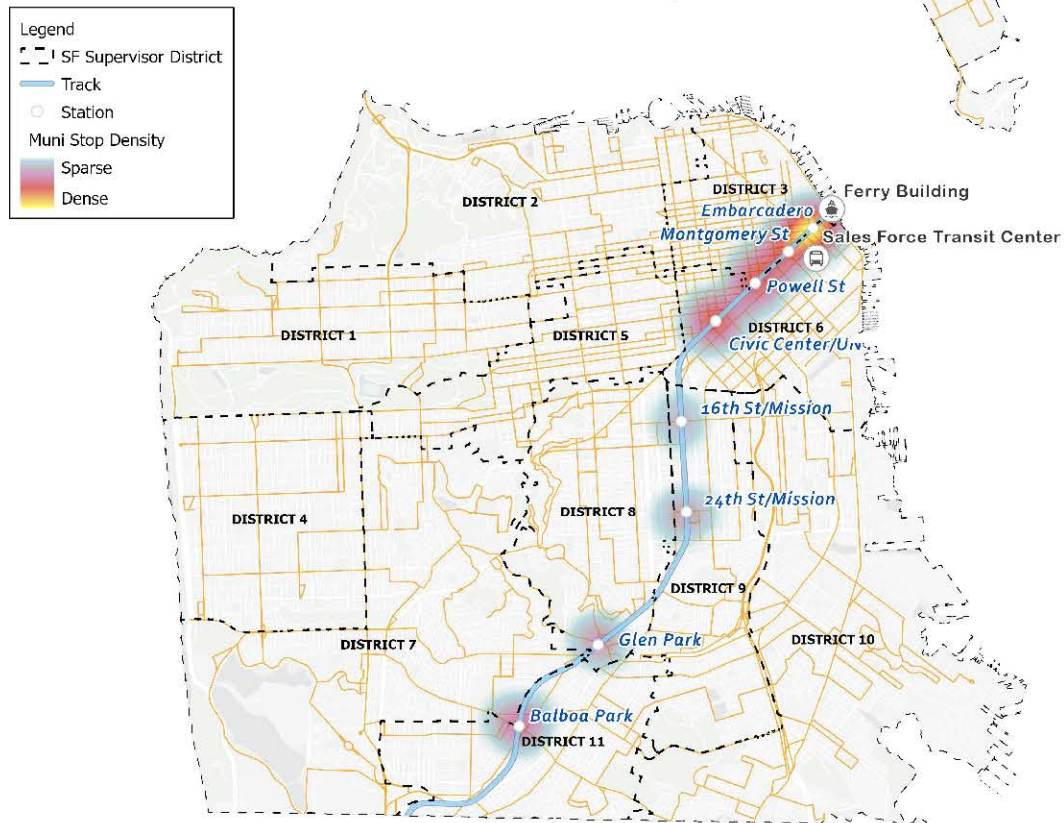


BART is Backbone of Bay Area

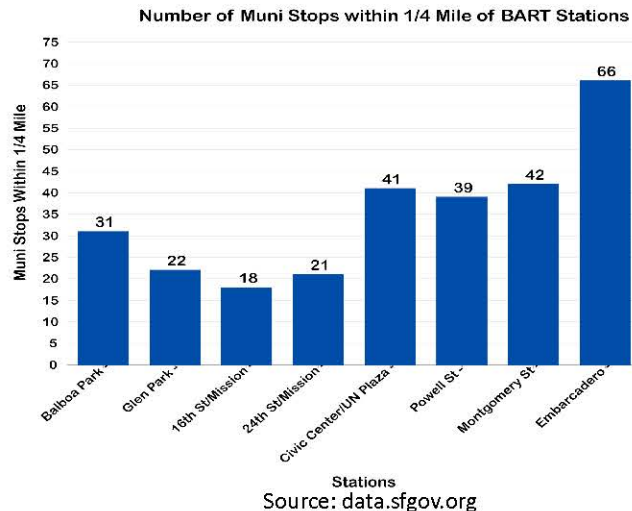
- BART stations serve as **transit hubs**, **connecting to 18 transit operators**, including Caltrain, SFMTA, AC Transit and VTA
- San Francisco needs **robust BART service to revitalize downtown**, facilitate small business rejuvenation and support workers
- Partnering with San Francisco Office of Economic and Workforce Development on Economic Development Agency Proposal – **Driving Regional Economic Equity through San Francisco's Downtown Recovery**
 - Spur job creation by providing space to a more **diverse set of early-stage businesses**
 - Develop employment pipelines to connect the regional labor force to downtown jobs and industries, driving a **more equitable economic recovery**



BART and Muni Connections for Complete Transit Trips



Together, BART and Muni enable residents to access employment, education, health care, retail, and entertainment opportunities and services



BART Station Access, Safety, and Capacity/ Transit Enhancements

- **\$475M** of active BART Station Access, Safety, and Capacity/Transit Enhancement capital investments are **in or benefiting San Francisco**
- BART's FY21 Capital Budget includes **\$51M** for these capital investments (5% of total FY21 BART Capital Budget)
 - In FY21, **Prop K contributed ~\$1M** to these projects (~0.1% of total)
- BART requesting **\$20M SF Sales Tax funds** for this category

Capital Projects with Prop K Contribution in FY21

Project	Total Cost (\$M)	FY21 Capital Expenditures				
		Cost (\$M)	Prop K	Prop 1B	BART	MUNI
Balboa Park Station Area Improvements	5.1	0.49	99%	0%	1%	0%
Powell Station Modernization	20.8	7.60	5%	42%	20%	33%
BART Station Bicycle Parking and Access Improvements	3.3	0.19	32%	0%	68%	0%

Source: BART. Numbers not verified by the SFCTA.

BART Station Access, Safety, and Capacity/ Transit Enhancements



BART Station Access, Safety, and Capacity/ Transit Enhancements

Current Active Projects

- Powell St. Station Modernization *
- Powell St. Station Ceiling and Lighting Improvements
- Market Street Canopies
- Wayfinding and Bicycle Parking Improvements *
- Embarcadero Station Platform Elevator *
- Embarcadero/Civic Center Bike Access Improvements*
- Bicycle Stair Channels Phase I *
- Balboa Park Upper Yard Plaza Improvements *
 - in collaboration with Supervisor Safai and Mayor's Office of Housing and Community Development

* Partially funded by Prop K

Planned Projects

- Hearing Loop Installation at Downtown Stations*
- Public Address System Improvements*
- Wayfinding Improvement Program Phase IV
- Next Generation Faregates
- Bicycle Stair Channels future phases
- Civic Center Station Access Improvements

Summary BART SF Sales Tax Request Across Programs

PROJECT/PROGRAM	DESCRIPTION	2022 SF SALES TAX REQUEST
BART Corridor Core Capacity Program	New communications-based train control system, additional rail cars and other improvements to significantly increase peak rail service and reduce train headways. Prop K leverages \$1.3B federal, \$485M state, \$1B regional and \$640M BART funds.	\$100M
BART Other Core System Capacity Investments	BART Metro investments, Fleet of the Future Maintenance Facility or other capital investments to support the increased service delivered by the Core Capacity Program.	\$80M
Next Generation Fare Gates	Retrofit all San Francisco fare gates to improve reliability, maintenance and revenue collection, and reducing passenger queuing.	\$15M
Elevator Modernization and Expansion Program	Renovate or add elevators at San Francisco stations to increase accessibility for people with mobility limitations, reduce elevator service interruptions and improve elevator maintainability	\$65M
BART Access, Safety and Capacity Enhancement Projects	Project such as new Fleet of the Future Maintenance Facility to maintain/overhaul new rail car fleet; new Operations Control Center; additional rail cars; accessibility improvements; BART station bike/ped access improvements; wayfinding signage; multi-modal connectivity; and lighting improvements.	\$20M
BART Maintenance, Rehabilitation and Replacement Projects	Projects which maintain BART infrastructure in a state of good repair, including rail car renovation, rail replacement and train control, communications and power rehabilitation.	\$120M
Total BART Projects & Programs		\$400M



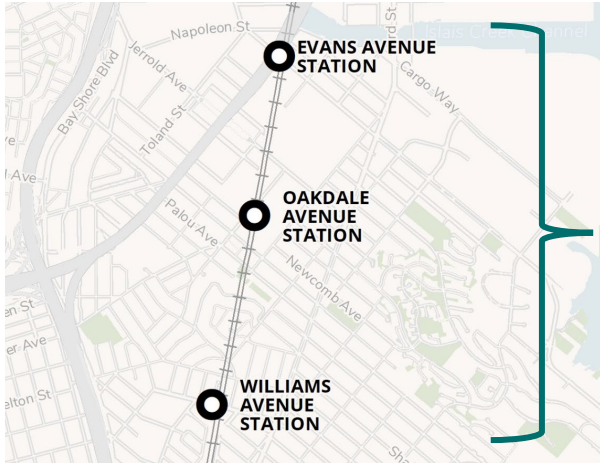
Questions?



Bayview Caltrain Station



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Bayview
Station
Options

The Planning Department is currently leading the **Southeast Rail Station Study**. This study will recommend that a new station Caltrain station be constructed in the Bayview (location TBD).



Quint-
Jerrold
Connector
Road

The **Quint-Jerrold Connector Road** will restore access following the closure of Quint St. in 2013 due to a Caltrain berm.

Bayview Caltrain Station

Program	Project Sponsors	Total Cost (2020 Million\$)	Draft EP Funding (2020 Million\$)
Bayview Caltrain Station	SFCTA; SFMTA; Caltrain; Public Works	\$100.0 (order of magnitude)	\$23
Quint-Jerrold Connector Road	SFCTA; SFMTA; Caltrain; Public Works	\$19.5	\$4.73

The **Bayview Caltrain Station** could be funded through a variety of sources:

- State Transit and Intercity Rail Capital Program
- State Local Partnership Program
- Regional One Bay Area Grant Program

The **Quint-Jerrold Connector Road** funding plan includes:

- Local Prop K Sales Tax Funding (including the legacy funding above)
- Local SF Public Utilities Commission funding
- Federal Earmark funding

Mission Bay Ferry Landing

- Will provide regional ferry service to/from Mission Bay, as well as Dogpatch, Potrero Hill, Pier 70 and Central Waterfront neighborhoods
- Essential to alleviate regional transportation overcrowding and provide transportation resiliency
 - Capacity for 6,000 passengers per day
 - Designed to accommodate expected sea level rise



Mission Bay Ferry Landing rendering

Mission Bay Ferry Landing



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Program	Project Sponsors	Total Cost (2020 Million\$)	Draft EP Funding (2020 Million\$)
Mission Bay Ferry Landing	Port of San Francisco	\$58.8	\$7.0

Source: Port of San Francisco, August 2021.

Secured funding:

- Port of SF Capital Funds: \$4.7 million
- SF General Fund: \$4.7 million
- 2021 GO Bond: \$8.4 million

Planned funding:

- Private contributions: \$4.0 million
- Regional Measure 3 bridge tolls: \$25.0 million

Total funding secured/planned: \$46.8 million

Questions?



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Email: ExpenditurePlan@sfcta.org

Breakout Discussions



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Preliminary Draft New Expenditure Plan



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How can the EPAC help shape the Expenditure Plan?



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Discussion Questions



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1. Do you understand **the need** for the programs, and why they need sales tax funds?
2. Do you have questions about or feedback on the **program descriptions**?
3. **How important** are each of these programs to you?

Report Out



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