Purpose of the San Francisco Transportation Plan

What is it?
- San Francisco’s transportation investment program for all modes, operators to year 2040
- Supporting policies and strategic initiatives
- Funding and implementation strategy

How will it be used?
- Informs local plans and investments (Transportation Element Update, SFMTA and CCSF capital plans)
- Guides SF’s input to regional planning efforts (BART Strategic Plan, 2017 RTP)
  - Advocating together for San Francisco’s fair share
- Positions SF for future funding opportunities and policy discussions at state, national level
Accomplishments of 2004 Transportation Plan

New Capital Projects – Constructed or Underway
- Third Street LRT, Central Freeway/Octavia Blvd
- Doyle Drive (Presidio Parkway)
- Central Subway, Transbay Terminal Phase 1

Development of a Network of Rapid Buses
- $45M FTA funds committed to Van Ness BRT
- EIRs for Geary BRT and SFMTA’s Transit Effectiveness Project underway

Bicycle, Pedestrian, Traffic Calming, Streetscape Improvements
- Better Market Street plan and pilots
- Leland, Valencia and Masonic re-designs

Parking management and road pricing
- $20M USDOT grant for SFpark
- Mobility Access & Pricing Study, Treasure Island Program

Neighborhood Transportation Plans
- Outer Mission, Mission/Valencia
- Tenderloin/Little Saigon
- Columbus
- Bayview, W. SOMA
- Balboa, Cesar Chavez East
New transportation goals and city development objectives

2013 Regional Transportation Plan/Sustainable Communities Strategy

- Blended High Speed Rail/Caltrain Electrification/Transbay/DTX
- BART Metro, Transit Effectiveness Project, SF Pricing Program

SB375, SF Climate Action Strategy

- SF goal: reduce GHGs to 80% below 1990 levels by 2050
- Transportation Sustainability Project

Bicycle and Pedestrian Safety Directives

- BoS: 20% Bicycle Mode Share by 2020
- Mayor’s Directive: 50% reduction in pedestrian injuries by 2020

Demand Management to Support Approved Plans

- Bayview Waterfront, Treasure Island, Park Merced Plans
- SFMTA Parking and Shuttle Management policies
Developing the SFTP

Goals, Needs, & Available Funding $64.3B

State of Good Repair Needs (O&M)

DRAFT Financially Constrained Plan Spring 2013

Projects

Public Feedback

Programs

Draft Vision Scenario Revenue Strategy

FINAL ADOPTED PLAN Summer 2013

Sector Policies

Final Vision Scenario
Ongoing public involvement

- Community and Technical Advisory Committee - 13 meetings to date
- 4 Rounds of Outreach at various stages (multi-lingual)
- Website, Newsletters
- Social Media sites (facebook, twitter)
- Dozens of presentations to Boards, Commissions, neighborhood groups
- Tabling at community events and presentations
“What would it take” to achieve our goals?

- No change in commute travel time to SF
- Non-auto mode share >50%
- State of good repair
- ~50% below 1990 GHG emissions
- Create a more state-of-the-art infrastructure & service
- Strengthen the city’s regional competitiveness

San Francisco County Transportation Authority
Our growth and transportation challenge

Projected San Francisco growth through 2040:

- 101,000 new households
- 191,000 new workers
- 603,000 more daily car trips (> current combined AM volume of Bay Bridge and Golden Gate Bridge crossings)
### SFTP needs assessment framework

#### Transportation System Performance
- Total trip-making
- Mode share
- Avg Occupancy (PMT/VMT)
- Transit: Auto Travel Time Ratio

#### Economic Competitiveness
- Congested Streets, Commute times
- Peak: Off-peak Drive Travel Time
- Goods movement needs and visitor access

#### Healthy Environment
- Vehicle miles traveled
- Greenhouse gas emissions
- Active Transportation (walking & biking) Trips

#### Livability
- Travel safety
- Transfers/Transit trip
- Non-auto trip shares
- School trip needs

#### State of Good Repair
- Crowded Transit Lines
- Pavement Condition Index
- Transit Reliability
- Structural Sufficiency

#### Equity

#### Public Input
Change in local auto trips: 2012-40

Source: SF-CHAMP 4.3
Change in regional auto trips: 2012-40

Source: SF-CHAMP 4.3
Congestion impacts transit speeds

- Transit trip takes 2-3 times longer than automobile trip in same market
- Muni average transit speed – 8 mph;
- Some Downtown streets between 5 and 10 mph
Muni crowding
Morning peak hour, 2012 and 2040
Crowding on regional transit systems | Morning peak hour, 2012 and 2040

Source: SF-CHAMP 4.3
Expected transportation revenue for San Francisco through 2040

$64.3 Billion Total

- Discretionary: $3.14 - 5%
- Baseline: $9.43 - 15%
- Transit O&M – Operations: $35.50 - 55%
- Street SOGR – Capital: $11.10 - 17%
- Transit SOGR – Capital: $5.13 - 8%

= Expected revenue for state of good repair and operations of the existing system
= Expected revenue for baseline projects
= Expected discretionary (flexible) revenue
SF priorities are top RTP performers

<table>
<thead>
<tr>
<th>Project</th>
<th>Quantitative B/C ratio</th>
<th>Qualitative (out of 10)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 BART Metro Program</td>
<td>&gt;60</td>
<td>8.5</td>
</tr>
<tr>
<td>2 Treasure Island Congestion Pricing</td>
<td>59</td>
<td>4.0</td>
</tr>
<tr>
<td>3 Congestion Pricing Cordon Pilot</td>
<td>45</td>
<td>6.0</td>
</tr>
<tr>
<td>4 AC Transit Grant-MacArthur BRT</td>
<td>18</td>
<td>5.5</td>
</tr>
<tr>
<td>5 Freeway Performance Initiative</td>
<td>16</td>
<td>4.0</td>
</tr>
<tr>
<td>6 ITS Improvements in San Mateo County</td>
<td>16</td>
<td>4.0</td>
</tr>
<tr>
<td>7 ITS Improvements in San Clara County</td>
<td>16</td>
<td>4.0</td>
</tr>
<tr>
<td>8 Irvington BART Station</td>
<td>12</td>
<td>5.5</td>
</tr>
<tr>
<td>9 SFMTA Transit Effectiveness Project</td>
<td>11</td>
<td>7.5</td>
</tr>
<tr>
<td>10 Caltrain Electrification + 6 train/hour service</td>
<td>5</td>
<td>7.5</td>
</tr>
<tr>
<td>11 BART to San Jose, Phase 2</td>
<td>5</td>
<td>7.0</td>
</tr>
<tr>
<td>12 Van Ness Avenue BRT</td>
<td>6</td>
<td>6.5</td>
</tr>
<tr>
<td>13 Better Market Street</td>
<td>6</td>
<td>6.0</td>
</tr>
</tbody>
</table>
SFTP Baseline Projects

- Presidio Parkway
- Treasure Island Roads
- Treasure Island Transit Station
- Transbay Transit Center
- Central Subway
- Caltrain Downtown Extension
- Parkmerced Roads
- M-Line Extension
- High-Speed Rail MOU Projects: Caltrain Electrification, EMU Vehicles, Advance Signal System
Prioritizing discretionary revenue

How should we prioritize $3.14 Billion in uncommitted funds?

State of Good Repair / Operations & Maintenance (O&M)
- Improve transit reliability
- Pavement quality, state and local structures

Transportation enhancements and programs
- Pedestrian safety, traffic calming
- Bicycle facilities, Rapid Transit network

Expansion projects
- Relieve crowding; long range strategic rail investments
- Develop freeway management strategies (US101, HWY280)
Response to calls for projects: public input

300 submittals from both agencies and the public

- Support for “Fix It First”
- Support for projects to improve transit reliability and provide dedicated right-of-way
- Demand for traffic calming, pedestrian safety and enhancement, and bicycle improvements
- Demand for more frequent transit service (to alleviate crowding)

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
### Submittal Types from Calls for Projects

<table>
<thead>
<tr>
<th>Submittal Types from Calls for Projects</th>
<th>Number of unique submittals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline projects (e.g., Caltrain electrification)</td>
<td>16</td>
</tr>
<tr>
<td>Previously evaluated and screened (e.g., Balboa Park freeway deck, Van Ness Avenue subway)</td>
<td>4</td>
</tr>
<tr>
<td>Policy changes</td>
<td>7</td>
</tr>
<tr>
<td>Programmatic improvements (e.g., pedestrian safety, maintenance)</td>
<td>90</td>
</tr>
<tr>
<td>Major capital / expansion projects</td>
<td>44</td>
</tr>
<tr>
<td><strong>Total unique submittals</strong></td>
<td><strong>161</strong></td>
</tr>
</tbody>
</table>

Small scale improvements within Programs will be prioritized through 5YPP process.

Handful of modelable programs defined from these.
Needs far exceed expected revenue

- **Shortfall: maintain existing system**
  - Transit Capital SOGR, maintain Score 16 assets
  - Transit Operations, maintain today’s service levels
  - LS&R, maintain PCI 64

- **Shortfall: incremental increase in O&M levels**
  - Transit Operations, decrease
  - LS&R, PCI 70

- **Need: Programs**
  - Expand program investment
  - Historic investment levels

- **Need: Expansion projects**
  - Middle-High Tier projects
  - High Tier projects

**Expected discretionary revenue**
Pressing maintenance and operational needs

<table>
<thead>
<tr>
<th></th>
<th>Cost to Maintain Current SOGR/O&amp;M Level</th>
<th>Expected Revenue</th>
<th>Shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Streets and Roads - System Preservation</td>
<td>$3.263 billion</td>
<td>$2.299 billion</td>
<td>$0.96 billion</td>
</tr>
<tr>
<td>Local Streets and Roads - Operations/Routine Maintenance</td>
<td>$2.84 billion</td>
<td>$2.84 billion</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit - Operations</td>
<td>$35.6 billion</td>
<td>$35.5 billion</td>
<td>$0.10 billion</td>
</tr>
<tr>
<td>Transit – Capital</td>
<td>$16.16 billion*</td>
<td>$11.1 billion</td>
<td>$5.06 billion</td>
</tr>
<tr>
<td>Total</td>
<td>$57.86 billion</td>
<td>$51.74 billion</td>
<td>$6.12 billion</td>
</tr>
</tbody>
</table>

*Need to meet target of 0% of assets past useful life for SFMTA and Caltrain. BART and GGBHTD need for San Francisco is an estimate based on San Francisco’s share of each operator’s transit capital revenues.
Programs: support for greater investment

SFTP Budget Game
Fall, 2012
~ 800 responses

Investment in Programs

Street and Signal Upgrades

- Support: 20%
- Reduce: 46%
- Maintain: 24%
- Increase Aggressively: 10%

Transportation Demand and Parking Management

- Support: 20%
- Reduce: 29%
- Maintain: 23%
- Increase Aggressively: 29%

Bicycling

- Support: 17%
- Reduce: 18%
- Maintain: 21%
- Increase Aggressively: 45%

Regional Transit Enhancement

- Support: 13%
- Reduce: 36%
- Maintain: 28%
- Increase Aggressively: 22%

Walking and Traffic Calming

- Support: 14%
- Reduce: 22%
- Maintain: 25%
- Increase Aggressively: 40%

Muni Enhancement

- Support: 10%
- Reduce: 21%
- Maintain: 35%
- Increase Aggressively: 35%
Nearly 50 projects and programs were evaluated for cost effective contribution to plan goals.
### Benefit-cost proxy index – Top tier

<table>
<thead>
<tr>
<th>Projects with Highest Benefit-Cost Proxy Scores (Listed alphabetically)</th>
<th>Total Cost (cap + op, $YOE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better Market Street</td>
<td>$258</td>
</tr>
<tr>
<td>Bicycle Program</td>
<td>$252</td>
</tr>
<tr>
<td>Congestion Pricing – Cordon and Treasure Island</td>
<td>$119</td>
</tr>
<tr>
<td>Historic Streetcar Expansion – E Turnaround</td>
<td>$149</td>
</tr>
<tr>
<td>HOV Lane on Central Freeway</td>
<td>$15</td>
</tr>
<tr>
<td>New Caltrain Station at Oakdale Avenue</td>
<td>$62</td>
</tr>
<tr>
<td>Potrero / Bayshore BRT</td>
<td>$128</td>
</tr>
<tr>
<td>Transit Effectiveness Project</td>
<td>$178</td>
</tr>
<tr>
<td>Transit Performance Initiative</td>
<td>$400+</td>
</tr>
<tr>
<td>Travel Demand Management Program</td>
<td>$73M</td>
</tr>
<tr>
<td><strong>Total Cost of Top Tier of Projects</strong></td>
<td><strong>$1,561</strong></td>
</tr>
</tbody>
</table>
Top tier projects

Notes
- Cycletrack network is representative, for modeling purposes only
### Benefit-cost proxy index – Middle-high tier

<table>
<thead>
<tr>
<th>Projects with Middle-High Benefit-Cost Proxy Scores (Listed alphabetically)</th>
<th>Total Cost (cap + op, $YOE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART Metro Turnback</td>
<td>$500</td>
</tr>
<tr>
<td>BART 30th Street Infill Station</td>
<td>$813</td>
</tr>
<tr>
<td>Carpool / bus lanes on I-280 (to 6th) and 101 (to Cesar Chavez)</td>
<td>$148</td>
</tr>
<tr>
<td>Evans Avenue transit priority</td>
<td>$71</td>
</tr>
<tr>
<td>Express bus service, Hunters Point and Candlestick Point</td>
<td>$147</td>
</tr>
<tr>
<td>Geary Boulevard BRT</td>
<td>$229</td>
</tr>
<tr>
<td>Geneva Avenue Extension</td>
<td>$148</td>
</tr>
<tr>
<td>Geneva TPS / BRT</td>
<td>$92</td>
</tr>
<tr>
<td>M-line 19th Avenue west side alignment</td>
<td>$271</td>
</tr>
<tr>
<td>Pedestrian and Traffic Calming Programs</td>
<td>$357</td>
</tr>
<tr>
<td>Stockton St. Transit Priority and Partial BRT</td>
<td>$35</td>
</tr>
<tr>
<td>T-line extension to Southern Intermodal Terminal</td>
<td>$152</td>
</tr>
<tr>
<td><strong>Total Cost of Middle-High Tier Projects</strong></td>
<td><strong>$2,963</strong></td>
</tr>
</tbody>
</table>
Middle-high tier projects

Notes
- Pedestrian improvements depicted are representative only, based on SFMTA Pedestrian Strategy (2012)
- Traffic calming improvements depicted are representative only, based on SFMTA Traffic Calming program pipeline of projects
Investment Scenario Options

- Complementary choices among investment types (e.g. replacement vehicles, rapid transit network development can increase effective level of transit service)

But also:

- Tradeoffs between and within investment types (e.g. Operations, Maintenance, Programs, Expansion), modes, geographic areas and

Plan development should consider multiple factors: Need, Performance, Cost-Effectiveness, Public Input, Policy/Plan status, Equity
Strategic policy initiatives

1. **Complete Streets**: Clarify policies, create a cost-effective complete streets approach

2. **Next-generation TDM**: Broaden, deepen TDM efforts including new ways to leverage Employer/Community-initiated efforts

3. **Local-to-regional connection**: Re-imagine freeway, transit interfaces with region

4. **Project delivery / performance effectiveness**: Improve project and program delivery, leverage private investment
Developing the SFTP

Goals, Needs, & Available Funding $64.3B

State of Good Repair Needs (O&M)

Problems

Projects

Draft Vision Scenario

Revenue Strategy

DRAFT Financially Constrained Plan Spring 2013

Public Feedback

FINAL ADOPTED PLAN Summer 2013

Final Vision Scenario

Sector Policies

Public Feedback
<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Key Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall 2012</td>
<td>Revenue Estimate, Investment Needs/Shortfall Analysis, Public Outreach, Budget Game</td>
</tr>
<tr>
<td>Winter 2012/13</td>
<td>Project Performance Assessment, Core Network Circulation Study, Strategic Initiatives Development</td>
</tr>
<tr>
<td>Spring 2013</td>
<td>Draft SFTP Preferred and Vision Scenarios, Revenue Strategy, Continued Public Outreach</td>
</tr>
<tr>
<td>Summer 2013</td>
<td>Revised SFTP Preferred and Vision Scenarios, Final SFTP + Plan Adoption</td>
</tr>
</tbody>
</table>
Thank you!
For meeting schedule, April through July, see:
www.movesmartsf.org
## Benefit-Cost Index
### Low-Middle Tier (Listed alphabetically)

<table>
<thead>
<tr>
<th>Projects with Low-Middle Benefit-Cost Proxy Scores</th>
<th>Agency/Public</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge over Yosemite Slough</td>
<td>A</td>
<td>$69</td>
</tr>
<tr>
<td>Central Freeway Removal / Octavia Boulevard Extension</td>
<td>P</td>
<td>$226</td>
</tr>
<tr>
<td>Central Subway Extension to North Beach / Fisherman’s Wharf</td>
<td>A</td>
<td>$1,686</td>
</tr>
<tr>
<td>Contraflow carpool lane on Bay Bridge</td>
<td>A</td>
<td>$335</td>
</tr>
<tr>
<td>Extend M-line to Daly City</td>
<td>A</td>
<td>$377</td>
</tr>
<tr>
<td>Geary subway-to-surface rail</td>
<td>P</td>
<td>$1,430</td>
</tr>
<tr>
<td>Geneva Avenue light rail line</td>
<td>P</td>
<td>$440</td>
</tr>
<tr>
<td>Harney Way rebuild and BRT</td>
<td>A</td>
<td>$445</td>
</tr>
<tr>
<td>Historic Streetcar Expansion – Fort Mason Extension</td>
<td>A/P</td>
<td>$93</td>
</tr>
<tr>
<td>Increased SF BART service</td>
<td>A</td>
<td>$702</td>
</tr>
<tr>
<td>J-Church Limited Bus</td>
<td>P</td>
<td>$45</td>
</tr>
<tr>
<td>Mission Bay ferry terminal</td>
<td>A</td>
<td>$75</td>
</tr>
<tr>
<td>Muni service expansion to address crowding and growth</td>
<td>A/P</td>
<td>$2,000</td>
</tr>
<tr>
<td>N-Judah rail service to Mission Bay (along 16th Street)</td>
<td>P</td>
<td>$619</td>
</tr>
<tr>
<td>Southeast Waterfront transit priority and increased service</td>
<td>A</td>
<td>$876</td>
</tr>
<tr>
<td><strong>Total Cost of Low-Middle Tier Projects</strong></td>
<td></td>
<td><strong>$9,418</strong></td>
</tr>
</tbody>
</table>
Low-Middle Tier Projects
## Benefit-Cost Index

### Low Tier (Listed alphabetically)

<table>
<thead>
<tr>
<th>Projects with Benefit-Cost Proxy Score = 0</th>
<th>Agency/Public</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-Mission trolleybus extension to Daly City</td>
<td>P</td>
<td>$39</td>
</tr>
<tr>
<td>Cable car extension to Japantown</td>
<td>P</td>
<td>$123</td>
</tr>
<tr>
<td>Candlestick Park ferry</td>
<td>A</td>
<td>$83</td>
</tr>
<tr>
<td>Replace Muni Metro L-Taraval with BRT</td>
<td>P</td>
<td>$124</td>
</tr>
<tr>
<td><strong>Total Cost of Low Tier projects</strong></td>
<td></td>
<td><strong>$369</strong></td>
</tr>
</tbody>
</table>
Lowest Tier Projects

Project Types
- New Ferry Terminal
- Bus Rapid Transit
- New Transit Route

- L-Taraval BRT
- 14-Mission Extension to Daly City
- Cable Car Extension to Japantown
- Candlestick Park Ferry