San Francisco Transportation Plan

Overview and Findings to Date

November 13, 2012
Purpose of the SFTP

- San Francisco’s long-range transportation system blueprint
  - Prioritize transportation investments within expected revenues through 2040
  - Recommend policy and institutional changes to support investments in our system
  - Set a vision for new investment beyond available revenue

- Provide input and guidance for related Plans
  - The next Regional Transportation Plan (RTP)
  - SFMTA Capital Plan
  - General Plan Transportation Element
  - BART Strategic Plan
How do other plans relate to the SFTP?

- Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)
  - Climate Action Plan
  - SF Transportation Plan
  - General Plan Transportation Element
  - SFMTA Capital Plan
  - CCSF Capital Plan
  - Major Projects & Plans: Caltrain Electrification/DTX, Geary BRT
  - Modal Plans: Transit Effectiveness Project, BART Metro, Pedestrian Action Strategy
  - Neighborhood Plans & Projects: Masonic Avenue, Balboa Park Station Area

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Our growth and transportation challenge

Projected San Francisco growth through 2040:

- 101,000 new households
- 191,000 new workers
- 412,000 more daily car trips (≈ current combined daily volume of Bay Bridge and Golden Gate Bridge crossings)
Vehicle Miles Traveled: SoMa & Southern SF emerge as hotspots

Vehicle Miles Traveled Between O-D Pairs

2010

2035

Source: CHAMP 4.1, draft p2011
Slow speeds: today’s slowest segments expect increased demand

Vehicle speeds, 2011 PM peak

16th St.
Speed 2011: 8.4
Increase in traffic volumes 2012-2040: 51%

O’Farrell St.
Speed 2011: 7.2
Increase in traffic volumes 2012-2040: 5%

Montgomery St.
Speed 2011: 7.2
Increase in traffic volumes 2012-2040: 0%

King St.
Speed 2011: 8.3
Increase in traffic volumes 2012-2040: 8%

Junipero Serra Blvd.
Speed 2011: 10.5
Increase in traffic volumes 2012-2040: 7%

Geneva Ave.
Speed 2011: 8.1
Increase in traffic volumes 2012-2040: 5%

Source: 2011 LOS Monitoring
Slow speeds: larger increases in traffic volumes expected on key transit streets

Transit speeds, 2011 PM peak

- **Columbus Ave.**
  - Speed 2011: 5.1
  - Increase in traffic volume 2012-2040: 5%

- **Main St.**
  - Speed 2011: 3.6
  - Increase in traffic volume 2012-2040: 11%

- **4th St. / Stockton St.**
  - Speed 2011: 4.0
  - Increase in traffic volume 2012-2040: 8%

- **Mission St.**
  - Speed 2011: 4.3
  - Increase in traffic volume 2012-2040: 11%

- **Hayes St.**
  - Speed 2011: 4.3
  - Increase in traffic volume 2012-2040: 9%

Source: 2011 LOS Monitoring
Auto trip growth generated by “core” growth

- +35,000 new pm peak auto trips to, from, or within SOMA/Mission Bay alone
- Twice as many crowded transit lines
- 20% more auto congestion
- Slower travel speeds

Source: SF CHAMP 4.3, Focused Growth
Forecast “core” auto trips create gridlock

Our “planned future” results in over-saturated (gridlock) conditions in the core network.

Added auto trips mean:

• More conflicts with pedestrians and bicycles
• Delays to transit, taxis, and commercial deliveries
A 20% reduction in auto traffic needed to reach a “saturated” network
... And even then, speeds remain slow

Avoiding gridlock will be a challenge itself

Auto Speeds, East-West Streets
How can we reduce auto traffic by 20%?
Apply known cost-effective strategies

<table>
<thead>
<tr>
<th>Reallocate Rights of Way</th>
<th>Manage Demand</th>
<th>Rationalize Regional Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Prioritize transit lanes</td>
<td>• Cordon and Parking Pricing</td>
<td>• Re-organize freeway access</td>
</tr>
<tr>
<td>• Cycle tracks (grade separated bike lanes)</td>
<td>• Employer and resident TDM</td>
<td>• Dedicate transit space on freeway access routes</td>
</tr>
<tr>
<td>• Better walking streets</td>
<td>• SOV alternatives to/from SOMA and Downtown, Mission, Bayview, South Bay</td>
<td>• HOV on 101 and 280</td>
</tr>
<tr>
<td>• Match supply of transit fleet to demand</td>
<td>• Parking supply restrictions</td>
<td>• HOV approaches to freeways</td>
</tr>
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Transit First Policy & 1985 Downtown Plan

- Supports BART construction under Market Street
- Low parking ratios, TMA requirement for 50 largest buildings
- Transit Impact Development Fee (est. 1984) > Transportation Sustainability Fee proposes to further expand

We did it before, *can we do it again?*
Will it be enough to achieve our goals?

- No change in commute travel time to SF
- State of good repair
- Non-auto mode share >50%
- ~50% below 1990 GHG emissions
Example: Healthy Environment Scenario can only approach goal w/ aggressive policy change.

San Francisco GHG Emissions Trend vs. Goal
(on-road mobile, weekday)

- Previous Trend
- Expected Trend
- Goal
- More aggressive!!
- Bundle
- Pavley Law

- $10B infrastructure
- Local road user pricing
- Up to 16% EV penetration

- $10B+ infrastructure
- Regional pricing at 2x today’s operating costs
- Up to 25% EV penetration

Source: SF CHAMP 4.1 Draft SCS, SFCTA, 2011
Uses of expected transportation funds - 64.3 billion in revenue expected to 2040

- Transit Operations: $35.50B
- Transit Maintenance: $11.10B
- Street Maintenance: $5.10B
- Projects already underway: $9.43B
- Uncommitted revenue: $3.14B
$51.7 billion total funding expected: 80% of all revenue

- Amount is not sufficient to maintain today’s levels of service and repair: $4 billion gap
- Up to $3 billion beyond this to alleviate transit crowding, accommodate growth
Baseline Projects - $9.43 Billion

Projects that are:
- Under construction
- Identified as a regional transit expansion priority by region
- Fully Funded
- Committed under the high-speed rail early investment strategy

Not pictured: Other Developer Funded Projects
Uncommitted Revenue - $3.14 billion to address all other needs

How much to dedicate to:
- Higher level of investment for operations and maintenance?
- Annual funding for programs (e.g. bikes, traffic calming, station/stop enhancements)
- Expansion projects (e.g. bus or rail extensions, HOV lanes?)
How should we prioritize $3.14 Billion?

Candidate Investment: Operations and Maintenance

- $51.7 B must be spent on Operations and Maintenance
- $4 B more needed just to maintain today’s levels
- $3 billion to increase transit frequency to address crowding
How should we prioritize $3.14 Billion?

Candidate Investment: Programs

- $764 mil to continue funding at today’s levels
- Several billion for more ambitious goals: citywide cycletrack network, pedestrian safety strategy
How should we prioritize $3.14 Billion?
Candidate Investment: Projects

- Over 40 projects were evaluated for cost effective contribution to plan goals
- Total cost of $14 billion, top tier cost of $1.3 billion
300 submittals from both agencies and the public

- Support for projects to improve transit reliability and provide dedicated right-of-way
- Demand for roadway capacity reductions to provide space for transit, pedestrian, and bicycle improvements
- Demand for improvements to pedestrian safety, traffic calming
SF priorities are top RTP performers

<table>
<thead>
<tr>
<th>Project</th>
<th>Quantitative B/C ratio</th>
<th>Qualitative (out of 10)</th>
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</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>
Top tier projects
together cost $1.3 Billion
Middle-high tier projects together cost $1.3 Billion
Developing a preferred SFTP alternative

- Total Available Funding $64.3B
- Programs
- Projects
- DRAFT Financially Constrained Plan Fall 2012
- Public Feedback
- FINAL ADOPTED PLAN Spring 2013

- Grouped into Tiers based on performance
- Results under development
- Grouped into Tiers based on performance
- Results included in tonight’s presentation

Total Available Funding $64.3B → State of Good Repair Needs → Programs → Projects → DRAFT Financially Constrained Plan Fall 2012 → Public Feedback → FINAL ADOPTED PLAN Spring 2013

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Demand for transportation funding exceeds revenue

- SOGR Need - $56B to maintain existing conditions (vs. $51.7 expected)
- Programs - $2.6B for agencies' top priority Capital Improvement Program investments
- Projects - $1.3B in “highest” performing capital or expansion projects
- Expanded service – $2.5B to address crowding and accommodate growth

Need for Discretionary Transportation Funds (Billions)

(1) Based on Agency top priority CIP needs
(2) Based on Highest Tier, Benefit Cost Proxy Index
(3) Service expansion to accommodate growth, meet latent demand
(4) Total top priority estimated need for discretionary funding
Potential new revenue options

- Expected discretionary revenues - $3.14B
- Congestion pricing - $2.5B for both Treasure Island and Downtown Cordon
- Half cent sales tax increase or vehicle license fee (VLF) - ~$4B
- Total potential discretionary revenue - ~$11.5B

Potential revenue sources include, but are not limited to:

- Half-cent sales tax increase
- Transportation user fees (parking pricing, high-occupancy toll (HOT) lanes on freeways, increased bridge tolls
- Increase Vehicle License Fee (VLF)
- Parcel tax
- Community benefits district property assessment (Mello-Roos)
- Local motor fuel (gas) tax
Cost Saving Strategies

Use available resources more efficiently
- Innovative project and service delivery approaches
- Employer / private sector participation
- Infrastructure bank financing
Public outreach activities underway

How should we prioritize $3.14Billion in discretionary funds?

- Create-your-own transportation investment plan online: www.sfcta.org/mybudget
- Neighborhood meetings and festival tables in each District: visit www.movesmartsf.com
- Call 415.593.1670 for more information

How would you invest San Francisco’s transportation dollars?
Thank you!

www.movesmartsf.com
## SFTP Baseline Project Costs

*(as shown in RTP/SCS)*

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost (YOE$)</th>
<th>Meets Criterion:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Presidio Parkway</td>
<td>$2,052.6</td>
<td>Under construction</td>
</tr>
<tr>
<td>2  Transbay Transit Center, Phase 1</td>
<td>$1,589.0</td>
<td>Under construction</td>
</tr>
<tr>
<td>3  Transbay Transit Center, Phase 2/Downtown Extension of High Speed</td>
<td>$2,596.0</td>
<td>Regional transit expansion priority</td>
</tr>
<tr>
<td>Rail/Caltrain Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4  Central Subway</td>
<td>$1,578.3</td>
<td>Under construction</td>
</tr>
<tr>
<td>5  High Speed Rail MOU projects – Caltrain Electrification/EMU vehicles</td>
<td>$485.0</td>
<td>Included in HSR MOU</td>
</tr>
<tr>
<td>and Advance Signal System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6  Van Ness Avenue BRT</td>
<td>$126.00</td>
<td>Regional transit expansion priority</td>
</tr>
<tr>
<td>7  Fully-funded developer projects</td>
<td>$902.0</td>
<td>Fully-funded</td>
</tr>
<tr>
<td>(Parkmerced local streets, Parkmerced LRT extension, Treasure Island</td>
<td></td>
<td></td>
</tr>
<tr>
<td>local streets and bus facility)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8  Yerba Buena Island Ramp Improvements</td>
<td>$103.0</td>
<td>Fully-funded</td>
</tr>
</tbody>
</table>

**Total** $9,431.9
Low-middle tier projects together cost $9.4 Billion
Low tier projects together cost $.37Billion