

San Francisco Transportation Plan

Overview and Findings to Date

November 13, 2012



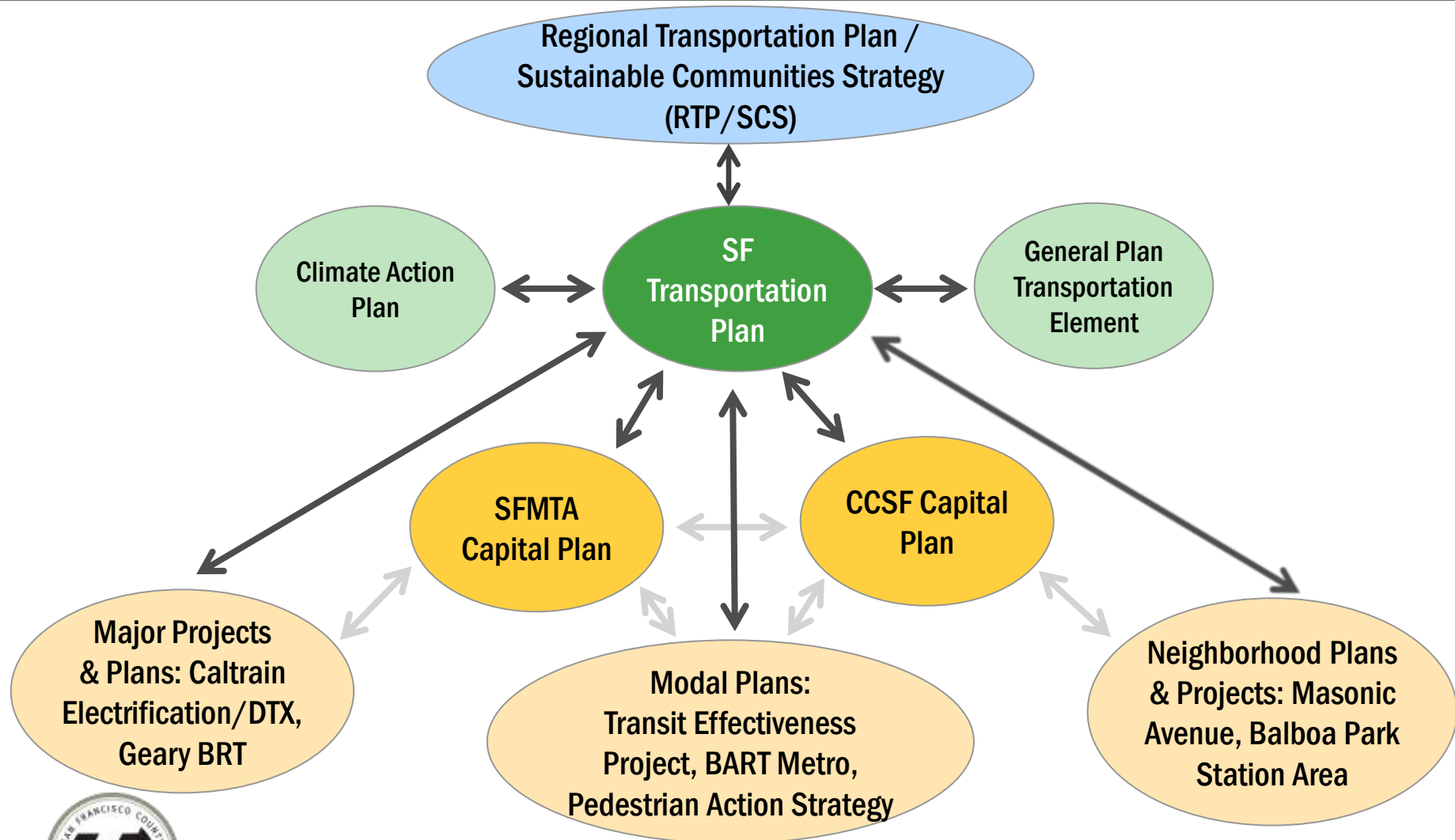
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Purpose of the SFTP

- **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?



Our growth and transportation challenge

JOB ADDITION
BY PLAN
Through 2035



HOUSING ADDITION
BY PLAN
Through 2035



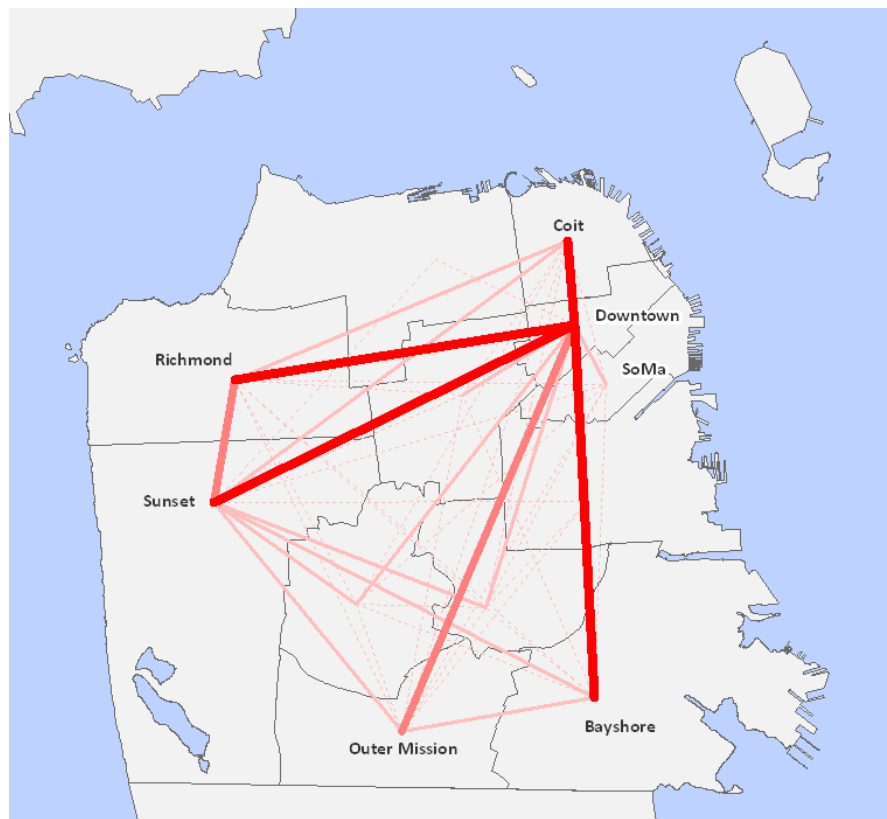
Projected San Francisco growth through 2040:

- ▶ 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)

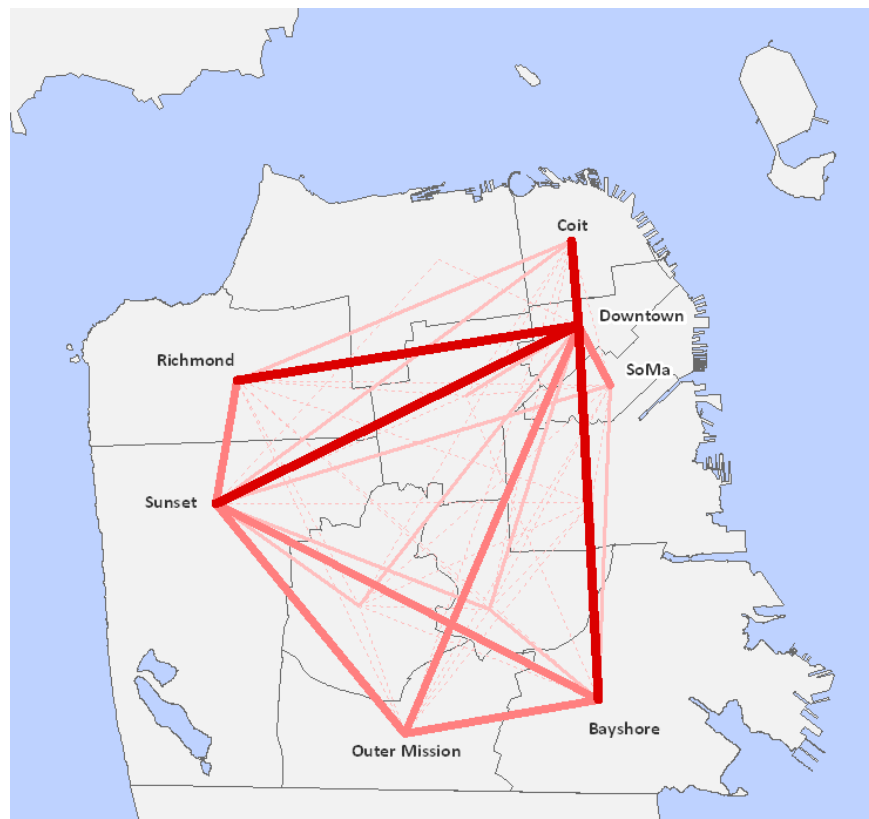
Vehicle Miles Traveled: SoMa & Southern SF emerge as hotspots

Vehicle Miles Traveled Between O-D Pairs

2010



2035



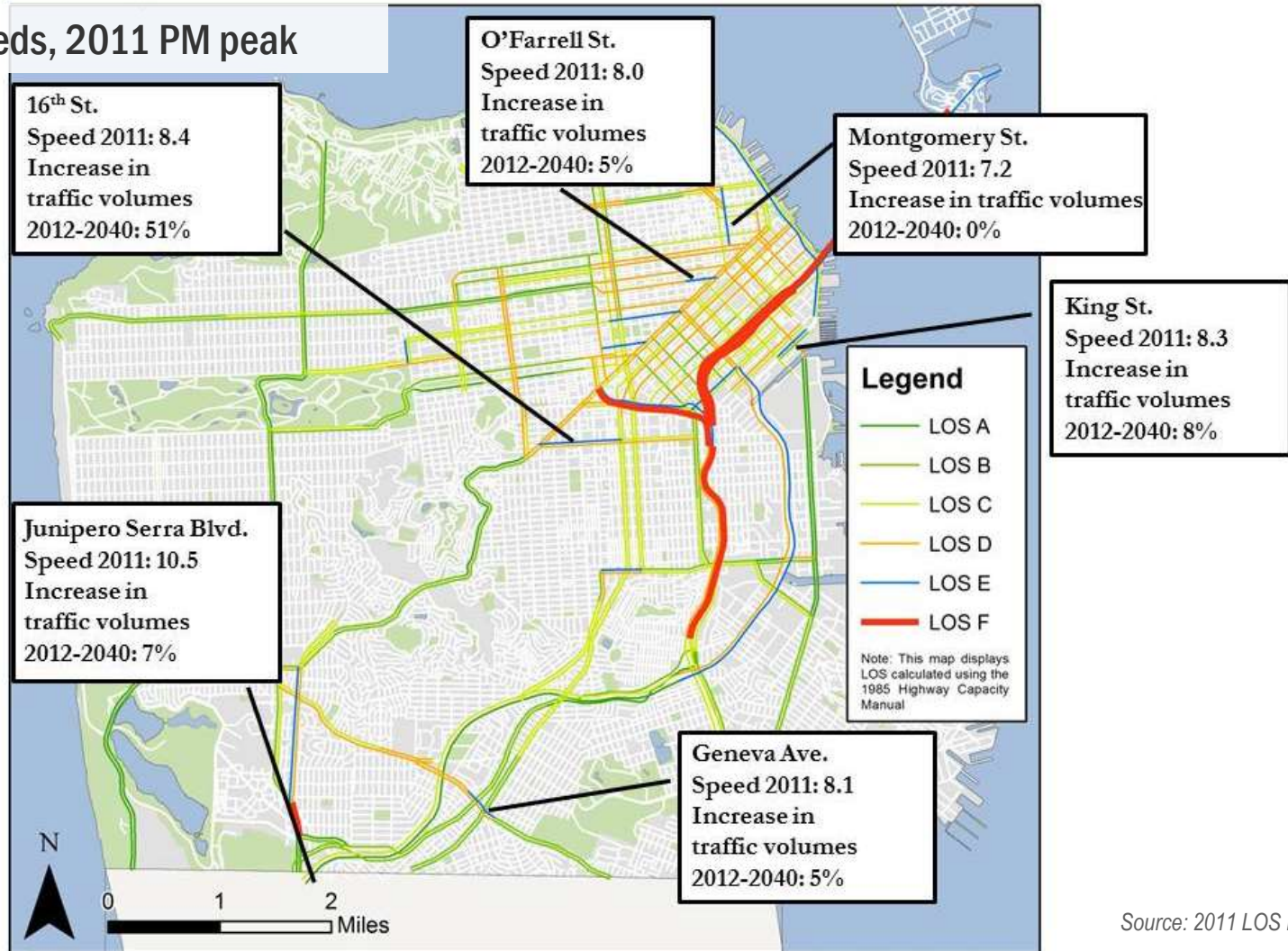
--- 5,000 – 15,000 VMT — 25,000 – 35,000 VMT
— 15,000 – 25,000 VMT — 35,000+ VMT

Source: CHAMP 4.1, draft p2011



Slow speeds: today's slowest segments expect increased demand

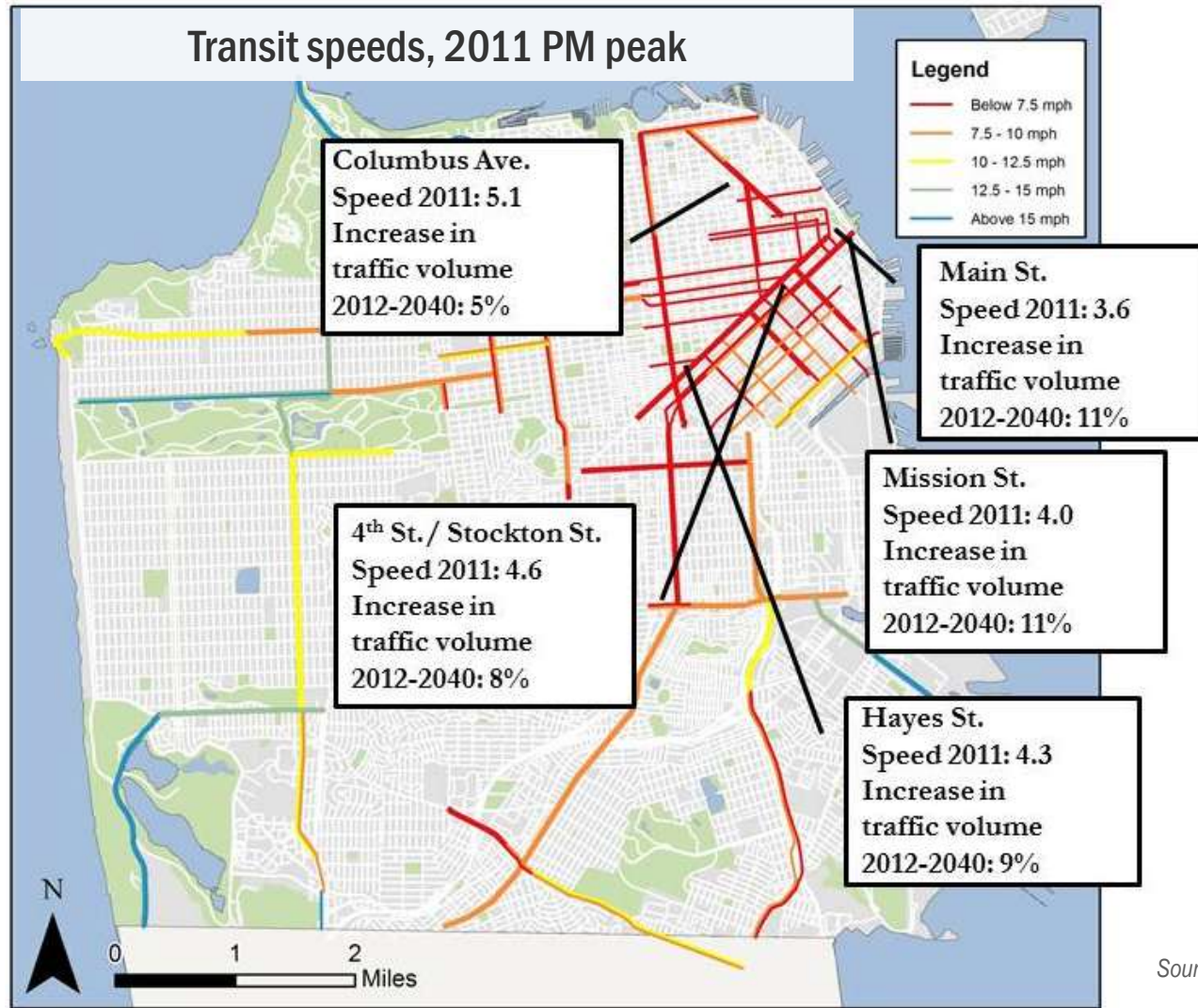
Vehicle speeds, 2011 PM peak



Source: 2011 LOS Monitoring



Slow speeds: larger increases in traffic volumes expected on key transit streets

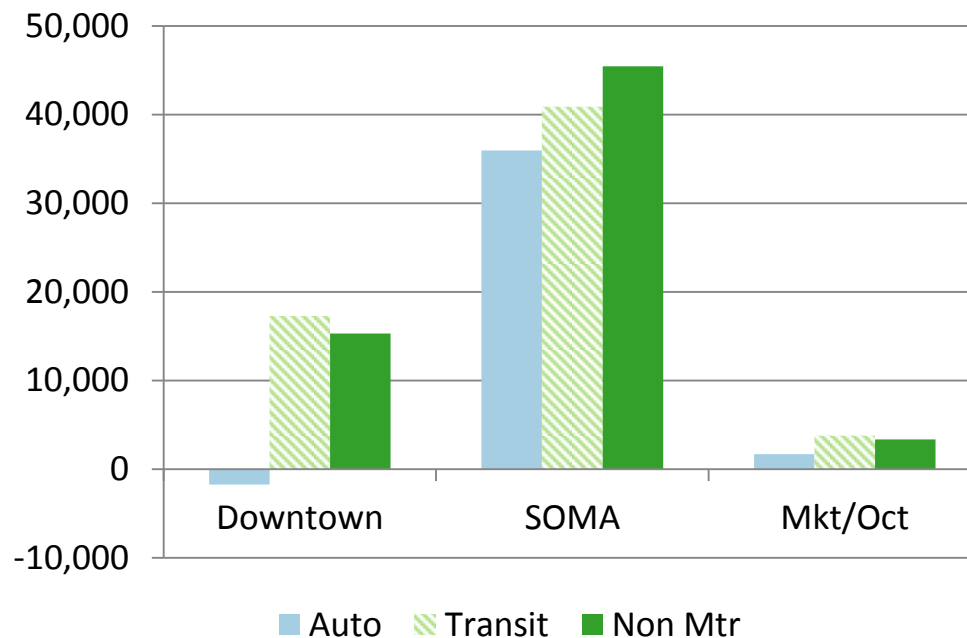


Source: 2011 LOS Monitoring



Auto trip growth generated by “core” growth

**New Trips by Mode in San Francisco’s
“core”
2011 vs. 2035 Future Baseline, pm peak**

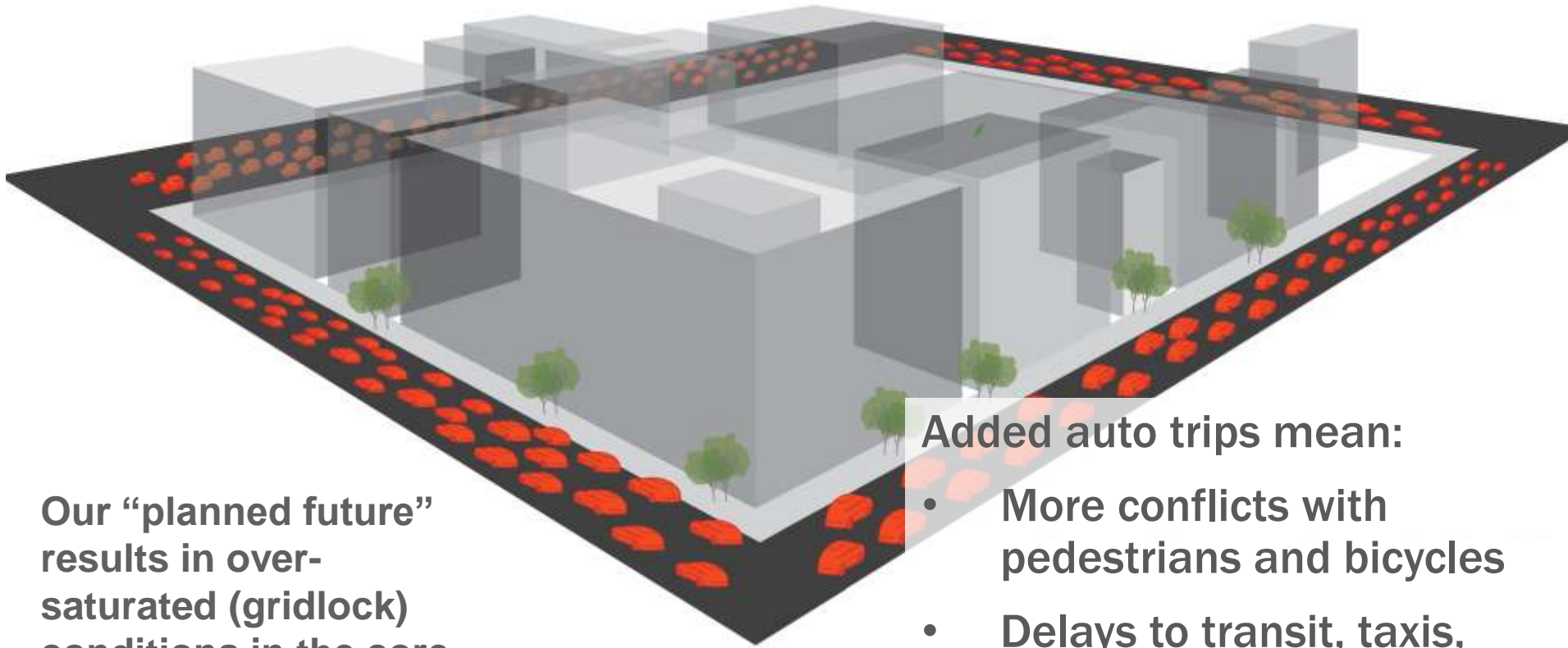


- +35,000 new pm peak auto trips to, from, or within SOMA/Mission Bay alone
- Twice as many crowded transit lines
- 20% more auto congestion
- Slower travel speeds



Source: SF CHAMP 4.3, Focused Growth

Forecast “core” auto trips create gridlock



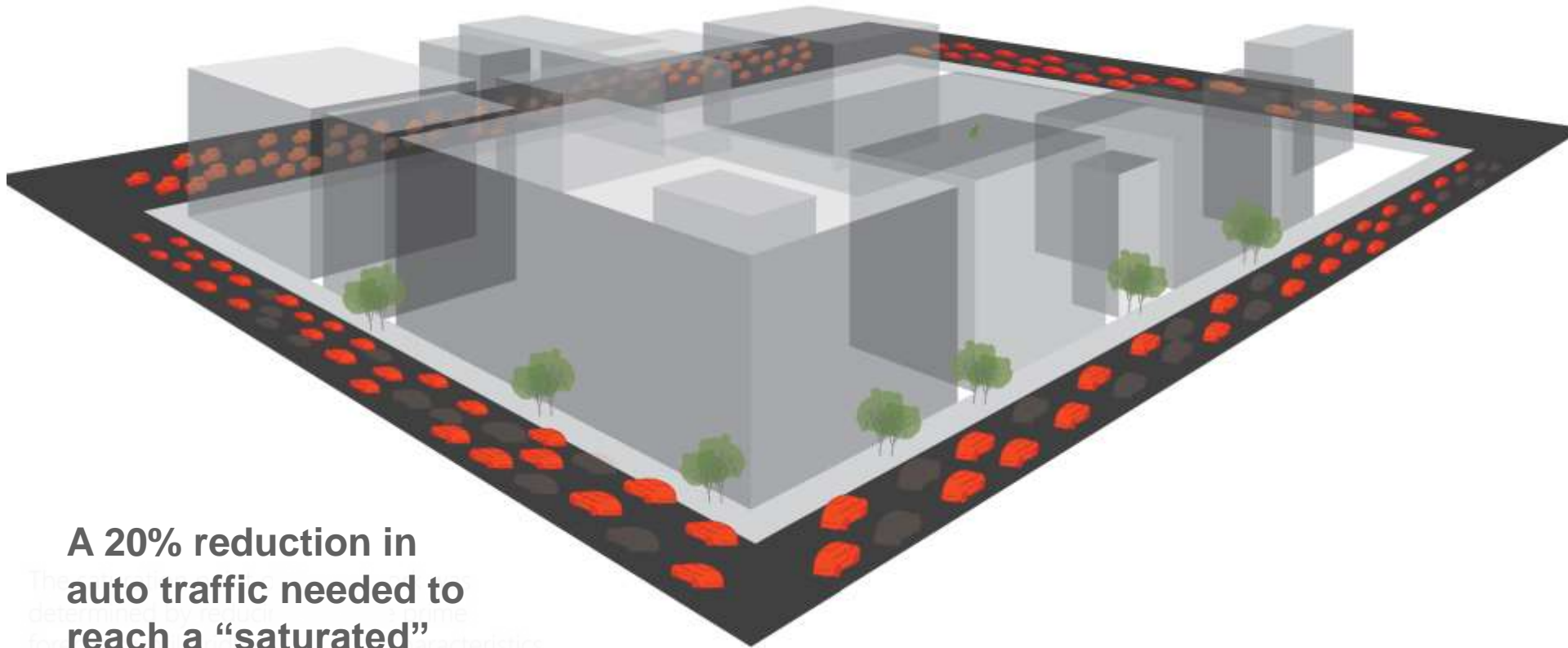
Our “planned future” results in over-saturated (gridlock) conditions in the core network.

Added auto trips mean:

- More conflicts with pedestrians and bicycles
- Delays to transit, taxis, and commercial deliveries



20% reduction in auto traffic needed to allow flow



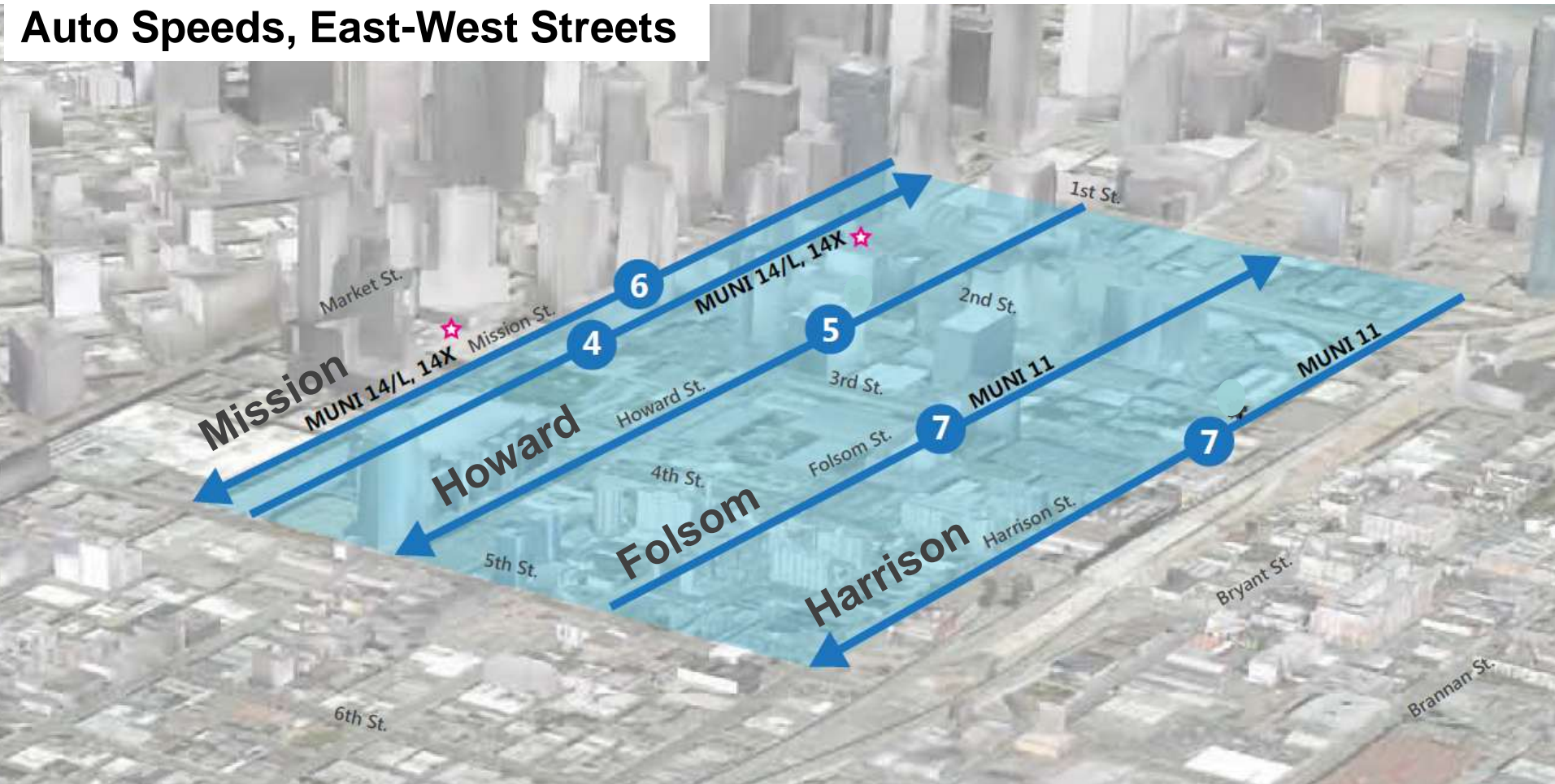
A 20% reduction in
auto traffic needed to
reach a “saturated”
network



... 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

Reallocate Rights of Way

- Prioritize transit lanes
- Cycle tracks (grade separated bike lanes)
- Better walking streets
- Match supply of transit fleet to demand

Manage Demand

- Cordon and Parking Pricing
- Employer and resident TDM
- SOV alternatives to/from SOMA and Downtown, Mission, Bayview, South Bay
- Parking supply restrictions

Rationalize Regional Access

- Re-organize freeway access
- Dedicate transit space on freeway access routes
- HOV on 101 and 280
- HOV approaches to freeways



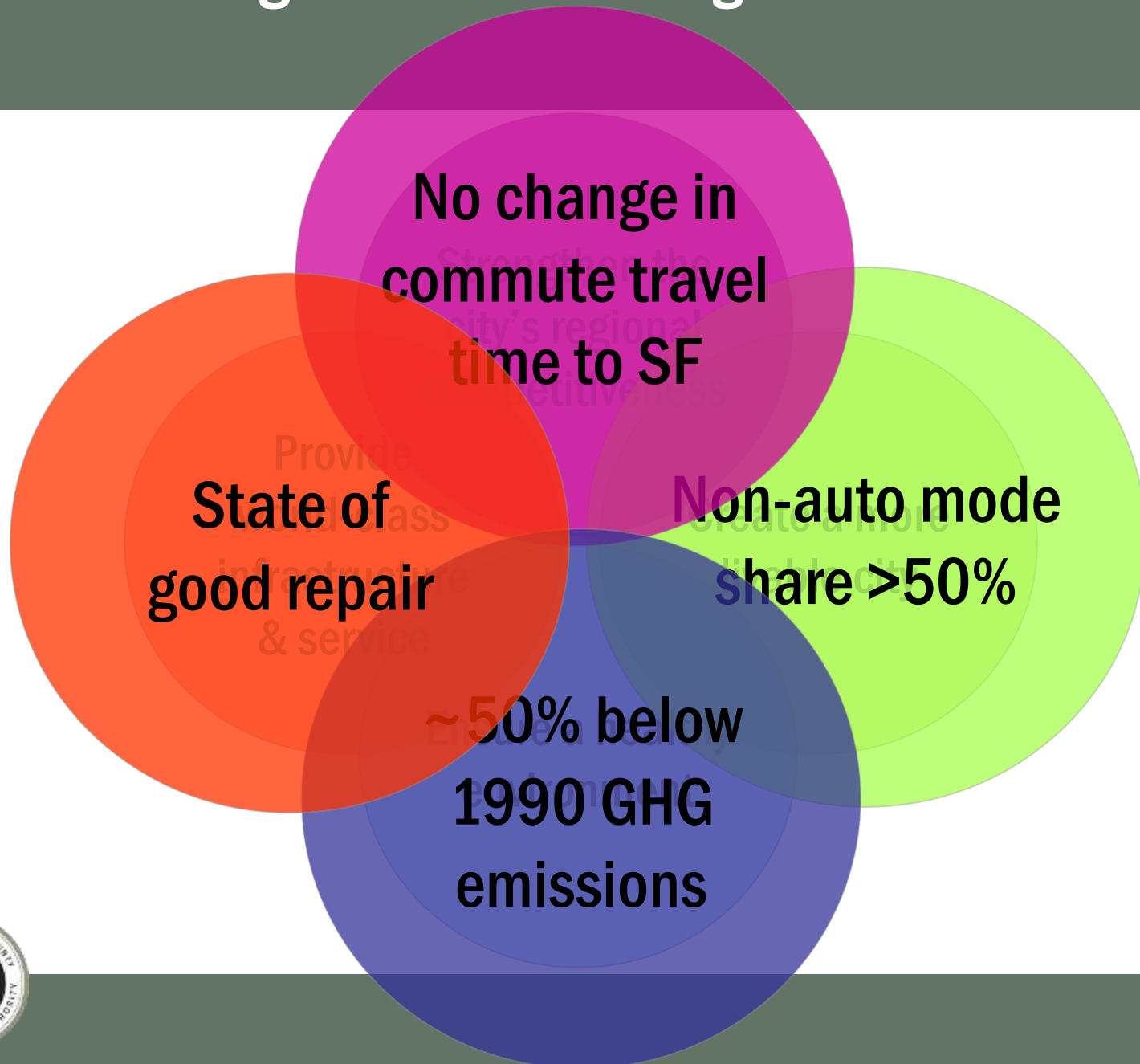
Transit First Policy & 1985 Downtown Plan

- ▶ 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?*

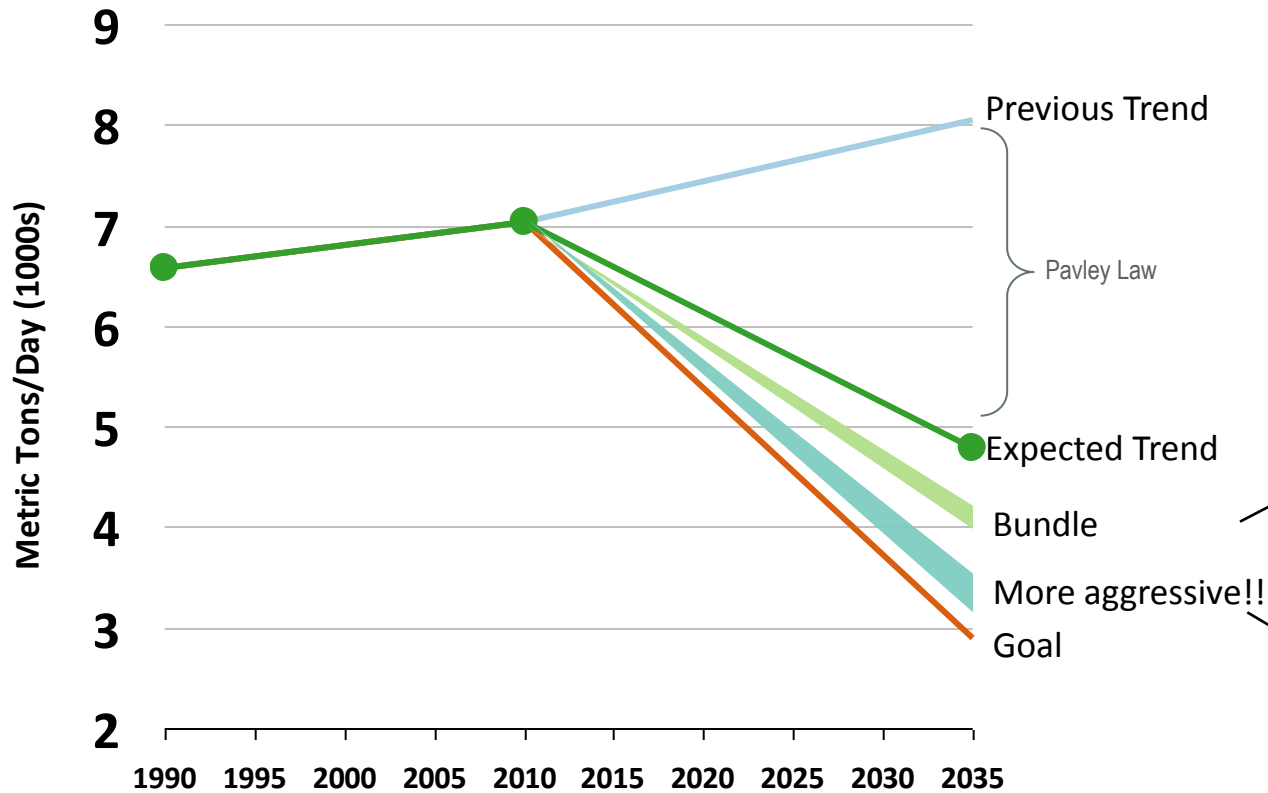


Will it be enough to achieve our goals?



Example: Healthy Environment Scenario can only approach goal w/ aggressive policy change

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



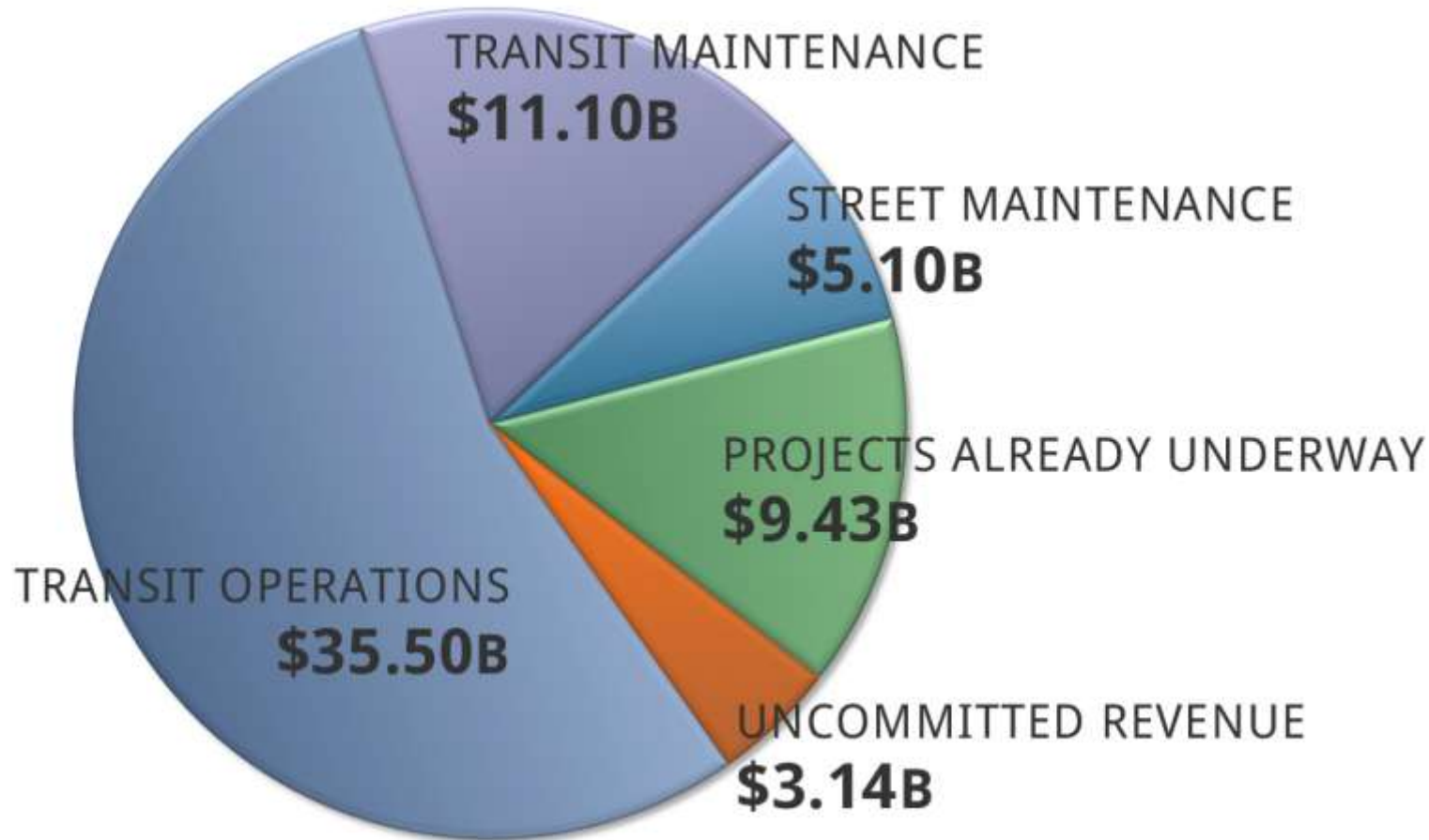
- \$10B infrastructure
- Local road user pricing
- Up to 16% EV penetration

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

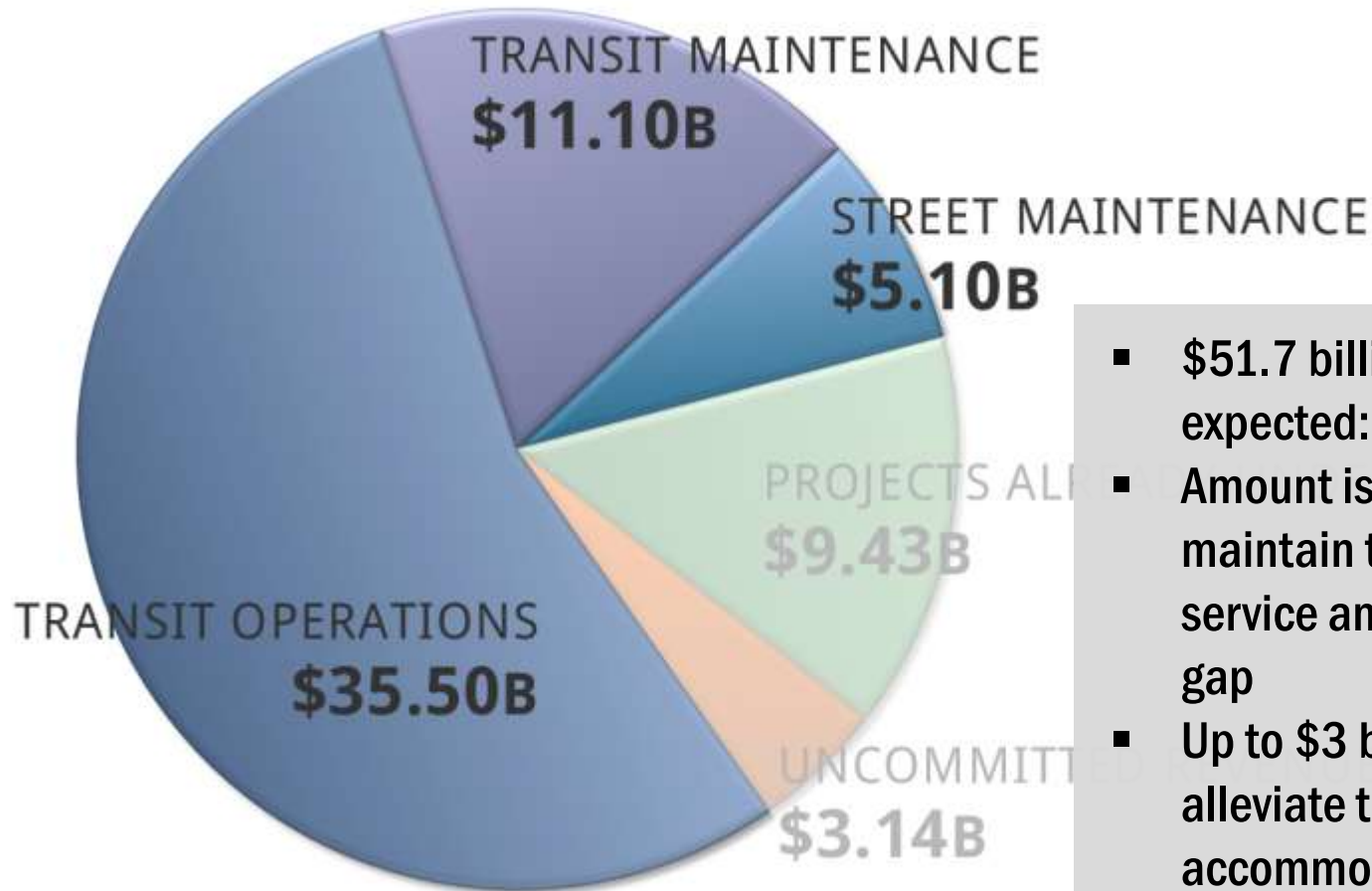


Source: SF CHAMP 4.1 Draft SCS, SFCTA, 2011

Uses of expected transportation funds- 64.3 billion in revenue expected to 2040



Funding for Maintenance and Operations



- \$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

TRANSIT MAINTENANCE



PRESIDIO PARKWAY (DOYLE DRIVE REPLACEMENT)



CALTRAIN ELECTRIFICATION



TRANSBAY TRANSIT CENTER



VAN NESS AVENUE BUS RAPID TRANSIT



CENTRAL SUBWAY



YERBA BUENA ISLAND RAMP IMPROVEMENTS

Not pictured: Other Developer Funded Projects

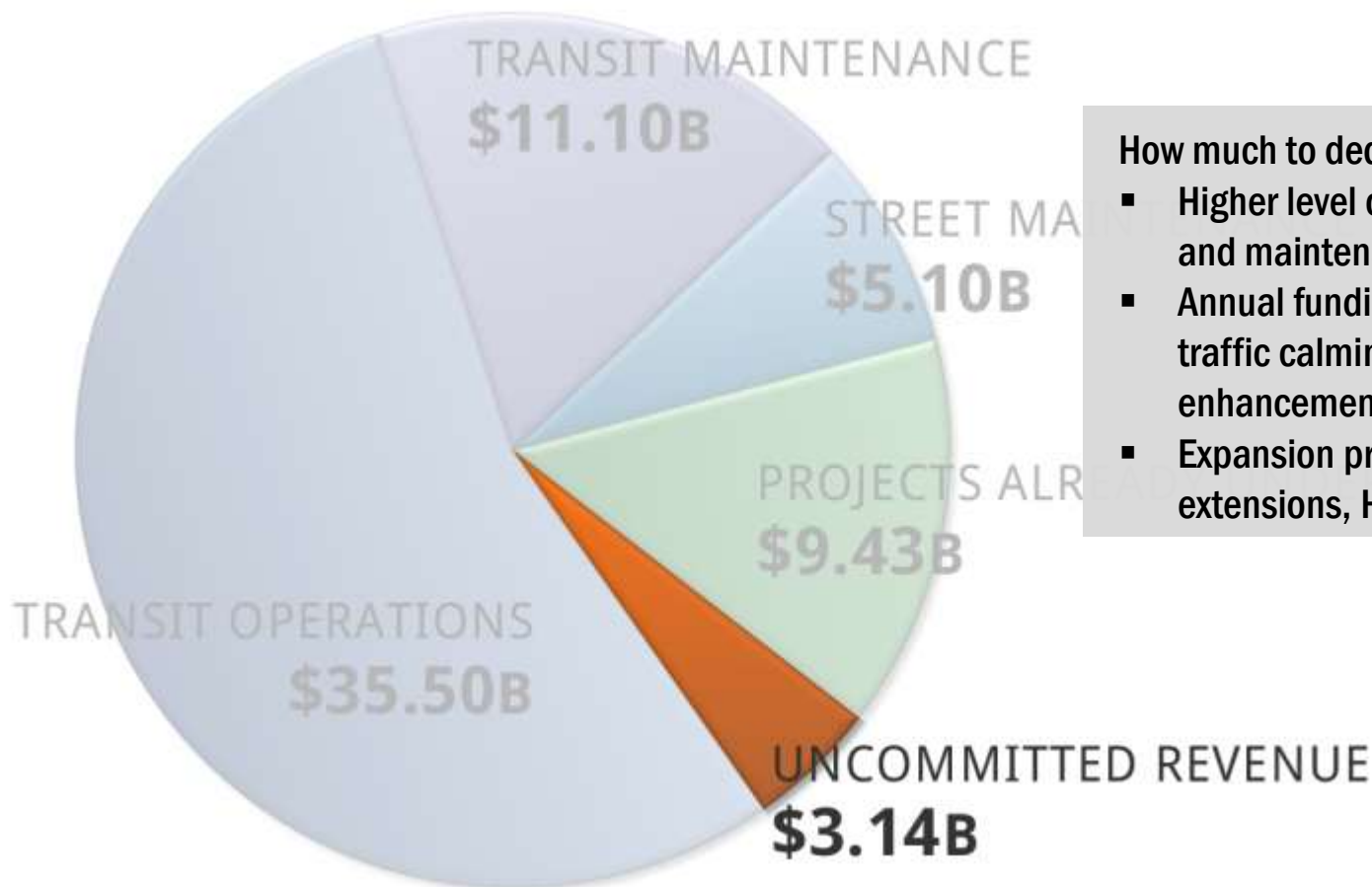
Projects that are:

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

\$3.14B



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



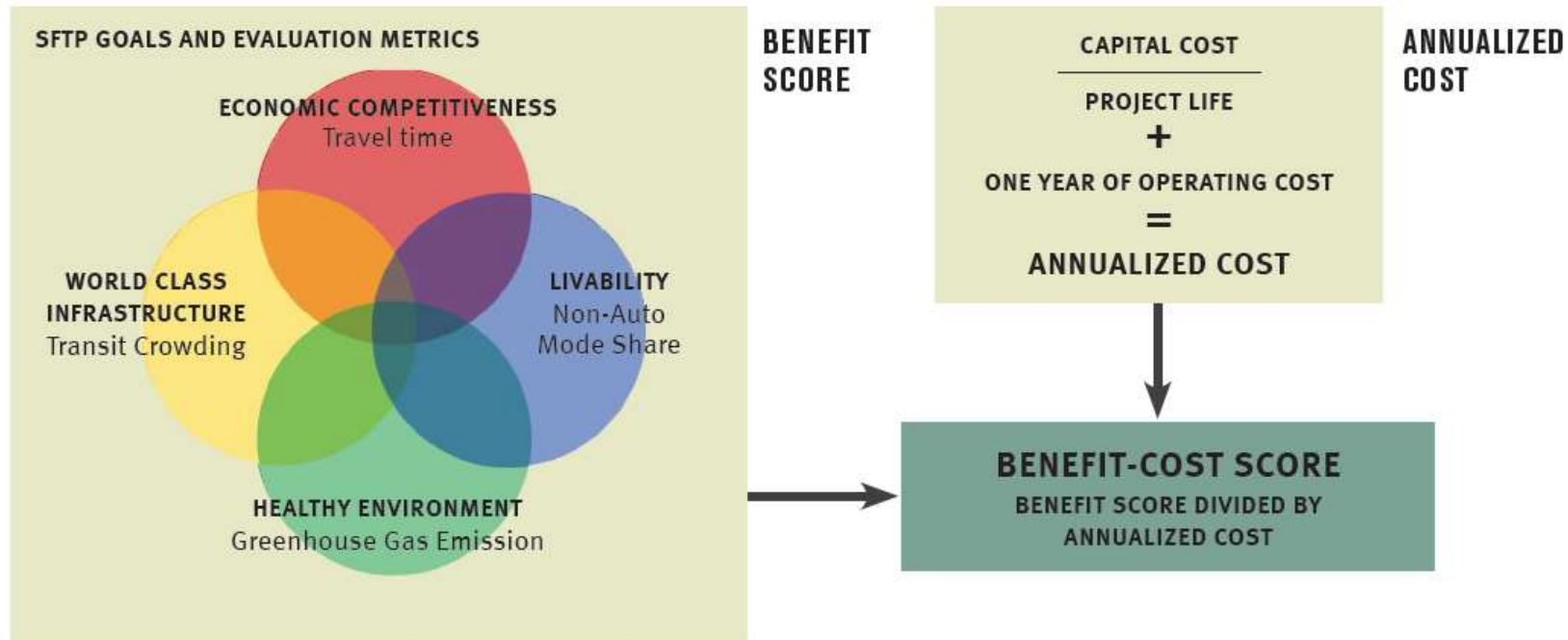
- \$764 mil to continue funding at today's levels
- Several billion for more ambitious goals: citywide cycletrack network, pedestrian safety strategy



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



SFTP and RTP Calls for Projects, Spring / Fall 2011

What We Heard from Members of the Public

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

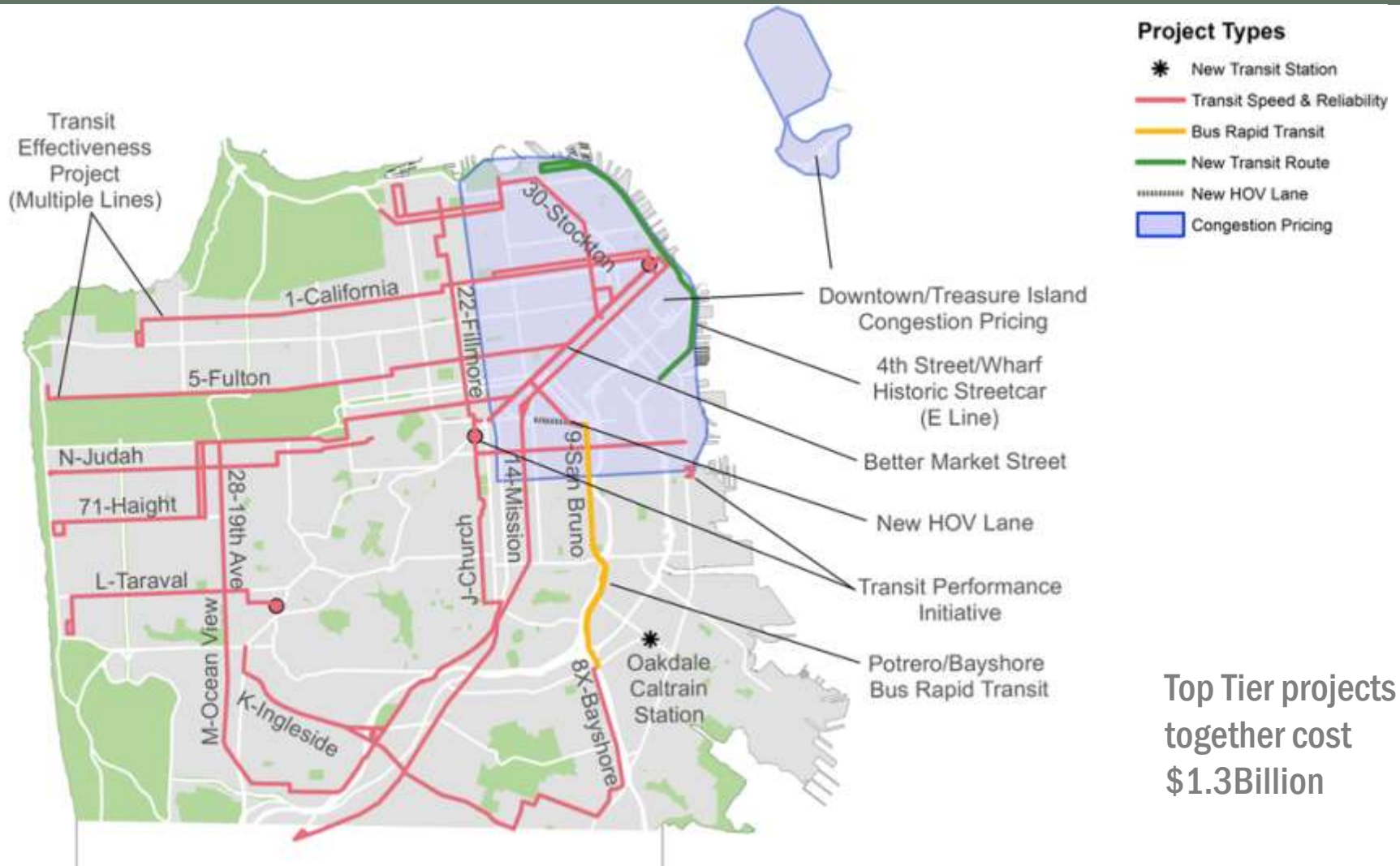


SF priorities are top RTP performers

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



Top tier projects



Top Tier projects
together cost
\$1.3Billion

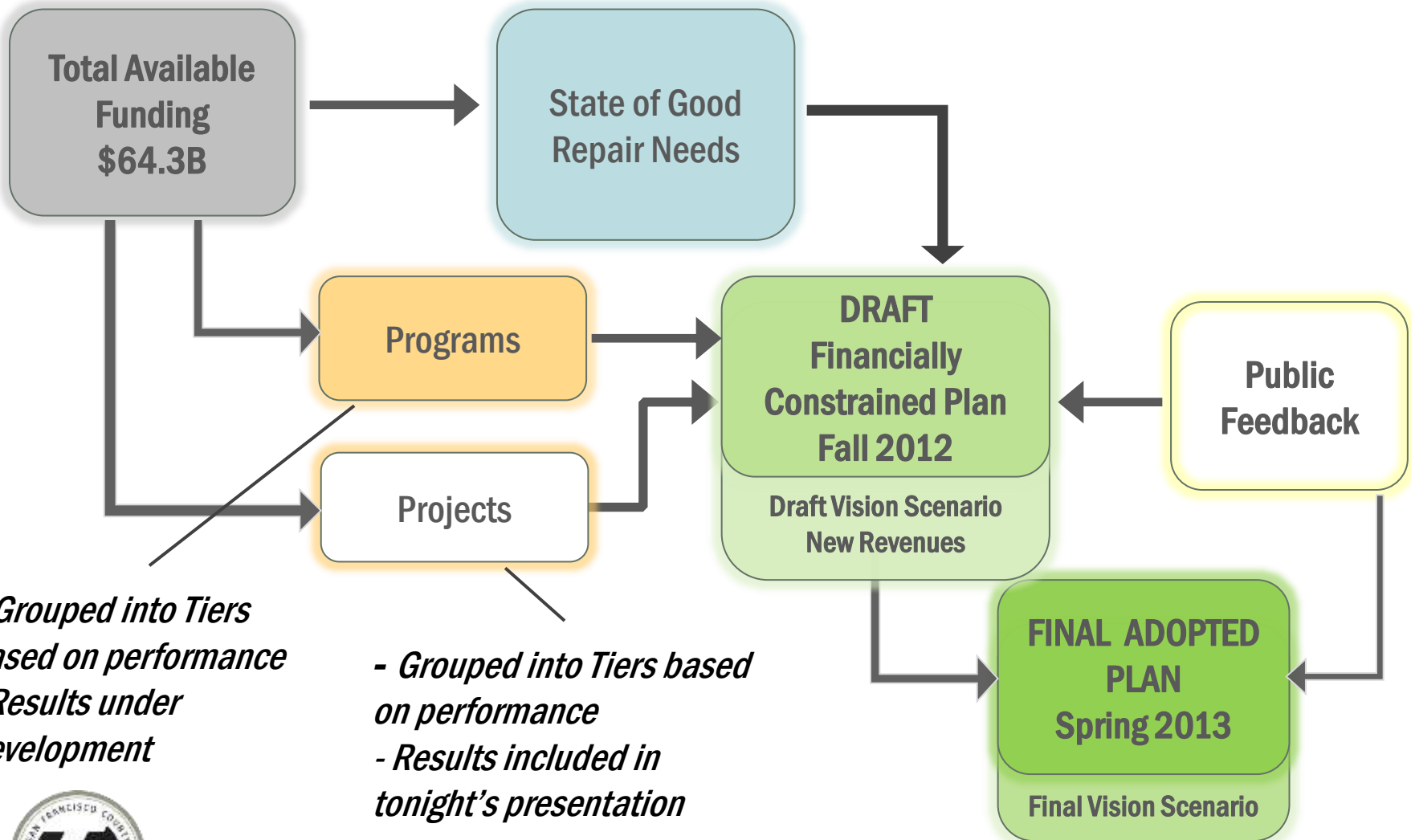


Middle-high tier projects



Middle-High tier projects together cost \$1.3Billion

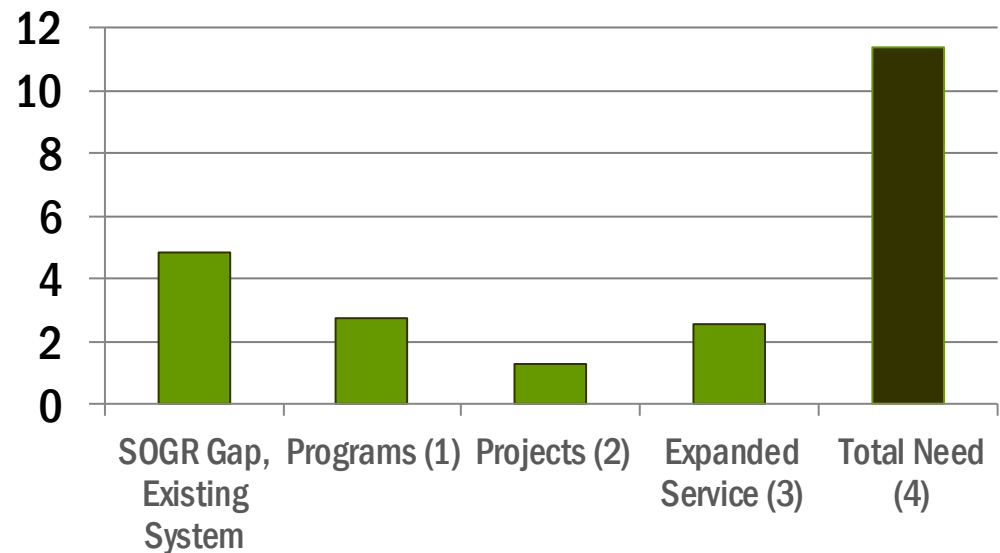
Developing a preferred SFTP alternative



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

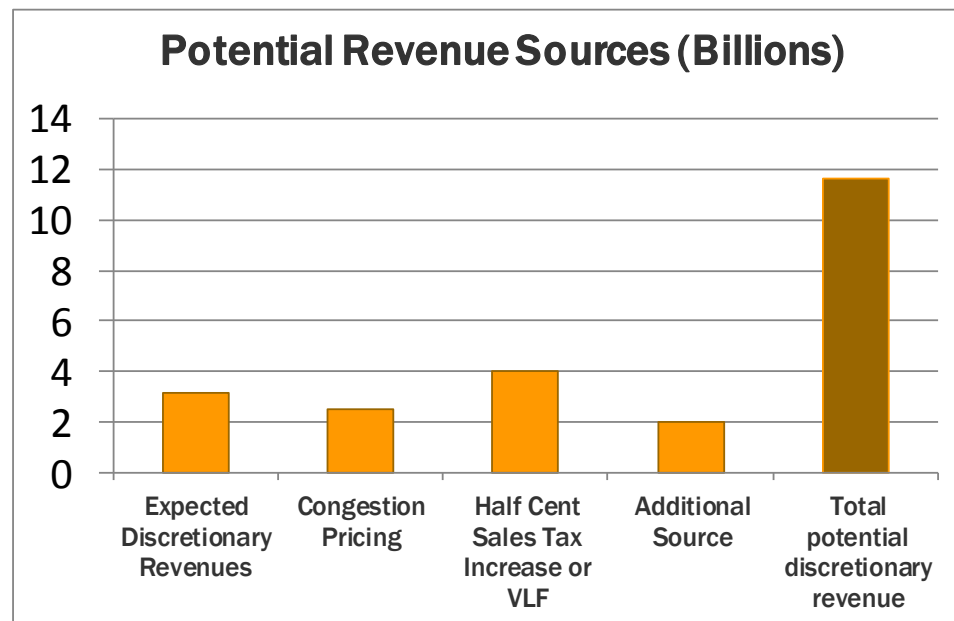
(3) Service expansion to accommodate growth, meet latent demand

(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:

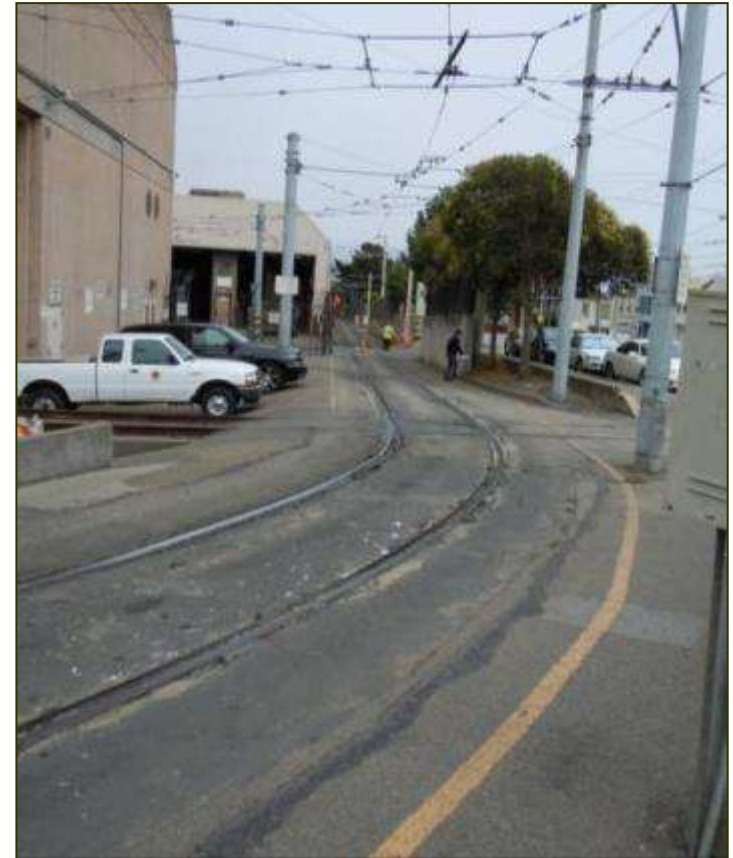
- Half-cent sales tax increase
- Transportation user fees (parking pricing, high-occupancy toll (HOT) lanes on freeways, increased bridge tolls
- Increase Vehicle License Fee (VLF)
- Parcel tax
- Community benefits district property assessment (Mello-Roos)
- Local motor fuel (gas) tax



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



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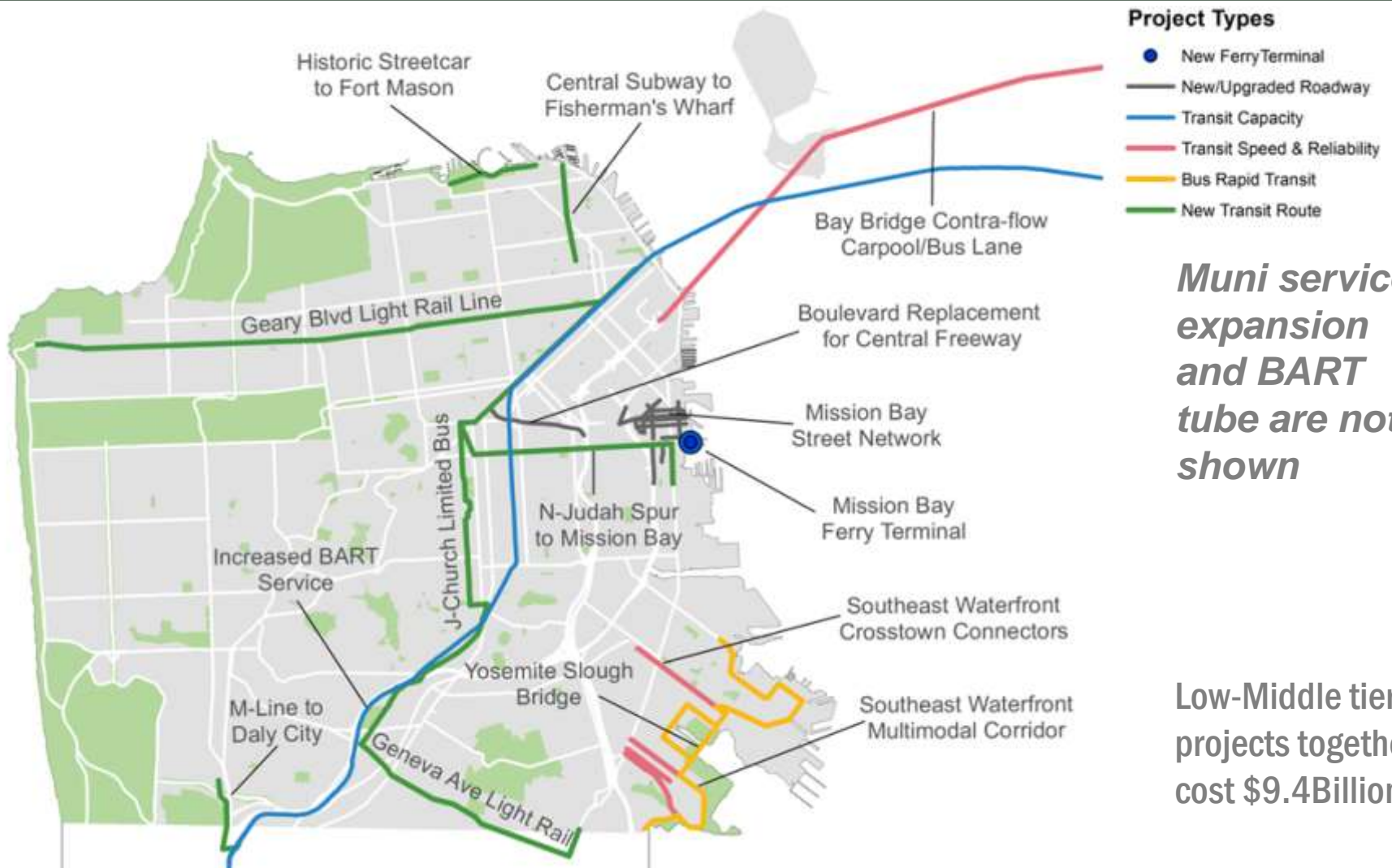
SFTP baseline projects

SFTP Baseline Project Costs (as shown in RTP/SCS)

	Project	Cost (YOE\$)	Meets Criterion:
1	Presidio Parkway	\$2,052.6	Under construction
2	Transbay Transit Center, Phase 1	\$1,589.0	Under construction
3	Transbay Transit Center, Phase 2/Downtown Extension of High Speed Rail/Caltrain Improvements	\$2,596.0	Regional transit expansion priority
4	Central Subway	\$1,578.3	Under construction
5	High Speed Rail MOU projects – Caltrain Electrification/EMU vehicles/Advance Signal System	\$485.0	Included in HSR MOU
6	Van Ness Avenue BRT	\$126.00	Regional transit expansion priority
7	Fully-funded developer projects (Parkmerced local streets, Parkmerced LRT extension, Treasure Island local streets and bus facility)	\$902.0	Fully-funded
8	Yerba Buena Island Ramp Improvements	\$103.0	Fully-funded
Total		\$9,431.9	



Low-middle tier projects



Muni service expansion and BART tube are not shown

Low-Middle tier projects together cost \$9.4Billion



Low tier projects

