

# San Francisco Transportation Plan

## Investing in San Francisco's transportation future

The San Francisco Transportation Plan (SFTP) identifies the long-range goals, needs, and investment priorities for our city's transportation system. Developed by the San Francisco County Transportation Authority, the plan is a blueprint for guiding investment in the next generation of transportation projects and enhancements to improve the way people travel in and around San Francisco. It's about improving transportation options in your neighborhood, for your business, and on your street—for a healthier, livelier San Francisco.

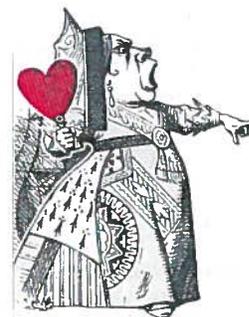
We are at an exciting stage of the process—creating the Investment Strategy. The SFTP will recommend a strategy for investing in San Francisco's transportation system through 2040. The Investment Strategy will recommend funding levels for:

- Maintenance and operations of our existing transit system and street network—paying for things like repaving streets, replacing old buses, and buying fuel to run Muni buses and trains.
- Programs and enhancements, such as better transit stops, more pedestrian safety treatments, and better bike lanes.
- Major construction projects such as the Transit Effectiveness Project, the Better Market Street project, a new Caltrain station at Oakdale Avenue, or carpool lanes on the Central Freeway.

Over the next several months, the Authority will develop different investment strategy scenarios and gather public input on a preferred scenario to be adopted next spring. Read on to learn more about the work we have completed to inform this challenging task, and the path from here until adoption of the SFTP.



### WE WANT TO HEAR FROM YOU!



### Be the City's Budget Czar for a Day!

How would you invest  
San Francisco's  
transportation dollars?

- **Create and submit your own investment plan** by playing our interactive web tool at [www.sfbudgetczar.com](http://www.sfbudgetczar.com). Enter for a chance to win one of three \$50 Clipper Cards!
- **Attend an upcoming outreach event.** Visit [www.movesmartsf.com](http://www.movesmartsf.com) to see the schedule.
- **Request a presentation** for your neighborhood or business group. Send an email to us at [movesmartsf@sfcta.org](mailto:movesmartsf@sfcta.org) or call 415.593.1670.

### CONTACT US!

EMAIL: [movesmartsf@sfcta.org](mailto:movesmartsf@sfcta.org)  
 WEB SITE: [www.movesmartsf.com](http://www.movesmartsf.com)  
 PHONE: 415.593.1670  
 FACEBOOK: [www.facebook.com/MoveSmartSF](http://www.facebook.com/MoveSmartSF)  
 TWITTER: [www.twitter.com/SanFranciscoTA](http://www.twitter.com/SanFranciscoTA)

## Putting new investments on the map

How should we prioritize \$3.14 billion among projects, programs, and maintenance and operations?

Between now and 2040, \$64 billion will be available to support San Francisco transportation. (This includes all sources of revenue: federal, state, regional, local, and private). Most of that—\$51.7 billion—is dedicated to run buses and trains, repave streets, and generally maintain our transportation system. Another \$9 billion is already committed to specific projects now underway. That leaves \$3.14 billion—an average of about \$112 million per year over the life of the SFTP—to spend on programs, projects, and additional maintenance and operations.

### INVESTMENT IN MAINTENANCE AND OPERATIONS

While \$51.7 billion is the revenue expected for maintenance and operations, the cost to continue to maintain and operate our existing transportation system *at the same levels of service as today* alone is \$56.0 billion. That means even if we devote every dollar of the \$3.14 billion in available revenue to maintenance and operations, we still won't be able to maintain our system at today's level of repair. Increasing transit frequency to address crowding and accommodate future demand could cost another \$3 billion through 2040.

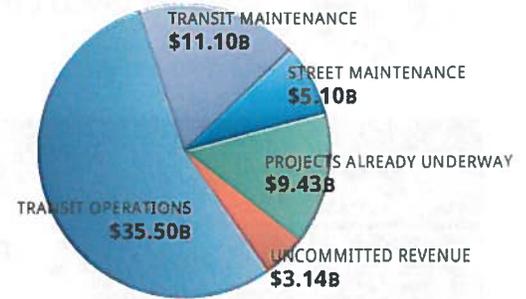
### INVESTMENT IN PROGRAMS

San Francisco makes routine transportation improvements every year. Mostly small-scale projects, these range from enhancements to transit service (like better stops or stations), to new or upgraded sidewalks or safer pedestrian crossing treatments, and new or better bicycle lanes or protected cycletracks. These types of improvements are represented as six programs in the SFTP:

- **MUNI ENHANCEMENTS** (e.g., station/stop improvements like real-time arrival displays).
- **REGIONAL TRANSIT ENHANCEMENTS** (e.g., expanded station capacity, new wayfinding signs, or bike parking for BART, Caltrain, Golden Gate Transit, and ferries).
- **STREET AND SIGNAL UPGRADES** (e.g., traffic signs and signals, red light enforcement cameras, upgrades to existing streets below city standards or new streets in developing areas of the city).
- **PEDESTRIAN SAFETY AND TRAFFIC CALMING** (e.g., sidewalk construction or widening, streetscaping, safer pedestrian crossings).
- **BICYCLE SAFETY AND ACCESS** (e.g. new or improved bike lanes, bike parking, safety programs).
- **TRANSPORTATION DEMAND AND PARKING MANAGEMENT** (e.g. programs that increase the availability of parking, programs to encourage motorists to shift their travel to transit, cycling, or walking).

To keep funding for these programs at existing levels would require \$764 million between now and 2040. A more ambitious investment strategy, which would help the city realize goals like completion of a citywide network of protected bike lanes, and implementing the city's pedestrian strategy, could cost several billion.

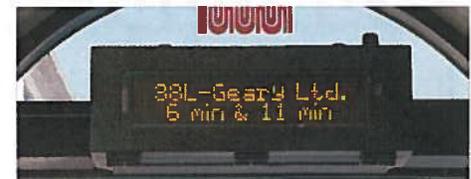
## ANTICIPATED USES OF FUNDS THROUGH 2040 (\$64B TOTAL)



### PROJECTS ALREADY UNDERWAY

- Presidio Parkway
- Transbay Transit Center, Phase 1
- Transbay Transit Center, Phase 2: Downtown Extension of High-Speed Rail/Caltrain
- Some developer-funded projects
- Caltrain Electrification/Signal System
- Central Subway
- Van Ness Avenue Bus Rapid Transit
- Yerba Buena Island Ramp Improvements

### INVESTMENTS IN PROGRAMS



MUNI AND REGIONAL TRANSIT ENHANCEMENTS



PEDESTRIAN SAFETY/TRAFFIC CALMING



BICYCLE SAFETY AND ACCESS

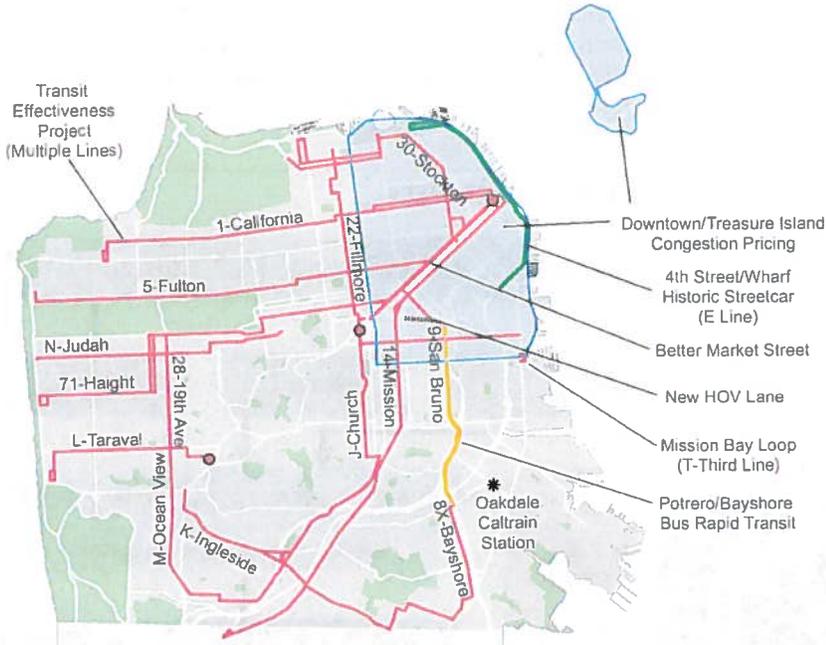


TRANSPORTATION DEMAND/PARKING MANAGEMENT



STREET AND SIGNAL UPGRADES

## INVESTMENT IN PROJECTS



### PROJECT PERFORMANCE EVALUATION: HIGHEST-TIER PROJECTS

- \* New Transit Station
- Bus Rapid Transit
- Transit Speed and Reliability (including Transit Effectiveness Project Travel Time Reduction projects)
- New Transit Route
- ..... New HOV Lane
- Congestion Pricing and Multi-modal Mobility Improvements in Downtown and on Treasure Island

See what projects are in the other performance tiers by visiting [www.sfcta.org/investment](http://www.sfcta.org/investment)

The SFTP will also recommend how much funding should go towards new transportation projects. Over 40 potential project ideas are being considered that in total would cost \$14 billion. Read more about the project performance evaluation process at [www.sfcta.org/investments](http://www.sfcta.org/investments). These ideas were drawn from multiple sources—including ideas we heard from the public during a Call for Projects process last year. Looking for where your project idea went? You can download the whole list of ideas at [www.sfcta.org/wherediditgo](http://www.sfcta.org/wherediditgo).

Projects are grouped into tiers based on cost-effectiveness: highest, middle-high, middle-low, and low. The highest tier of projects would cost \$1.3 billion in total.

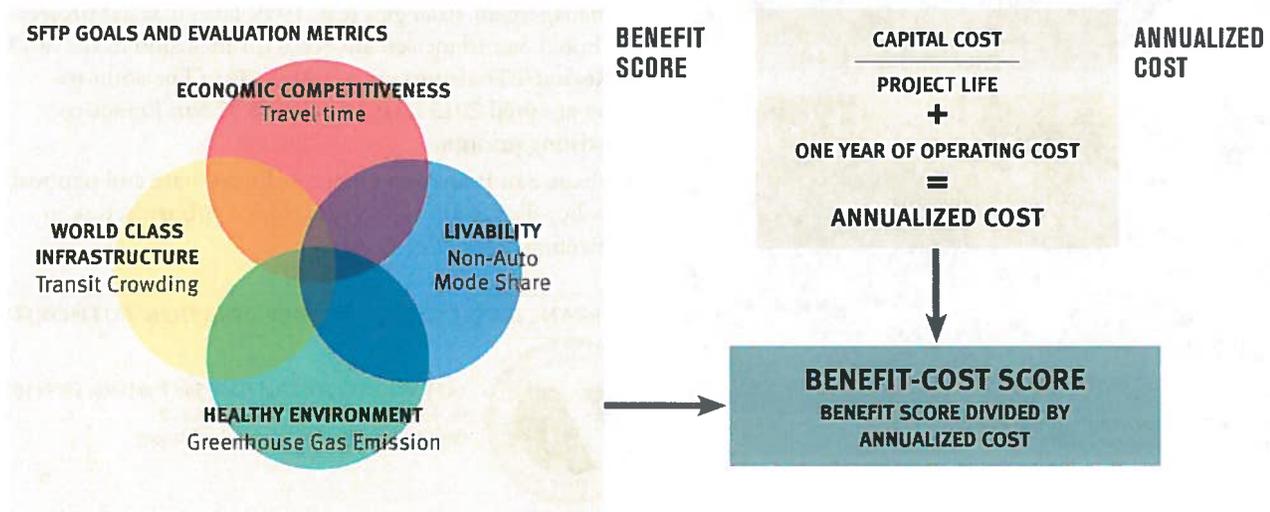
### PUBLIC INPUT USED TO DEVELOP CANDIDATE PROJECT LIST

We asked members of the public what projects should be considered for inclusion in the Plan last year. Some of the key messages we heard were:

- High demand for transit, pedestrian, cycling, and traffic calming projects
- High demand for expansion of transit in designated right-of-way
- Demand for roadway capacity reduction projects

## PROJECT PERFORMANCE EVALUATION

Project rankings by tier were developed using a benefit-cost analysis. The benefit score is based on the ability of a project to address each of the SFTP's four goals. For example, projects that reduce greenhouse gas emissions support the Healthy Environment goal area.



## Towards a more livable city

Strengthening the city's regional competitiveness. Creating a more livable city. Ensuring a healthy environment. Providing and sustaining world-class infrastructure.

These are the ambitious goals of the SFTP. We have projected the direction our city is heading under a "business-as-usual" future, as well as analyzed "what it would take" to achieve these four goals given unlimited resources and ability to implement new policies. You can read more about this at [www.sfcta.org/analysis](http://www.sfcta.org/analysis). By 2035, we expect a significant increase in trip-making in San Francisco—nearly 800,000 additional trips per day. How do we manage or accommodate these trips sustainably? Without changing course, we can expect twice as many crowded transit lines and 20 percent more auto congestion than there is today. In order to address these trends, additional policy and infrastructure changes are needed. The SFTP will recommend investments and strategies to help meet our city's goals.



Streets are also used as open space... should San Francisco do more?



What does the city's next generation of bicycle improvements look like?

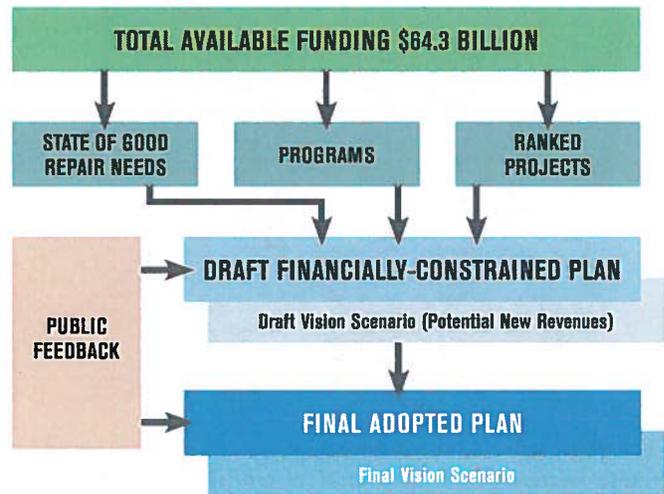


How should the City partner with local and regional employers to advance innovative commute options?

## Where do we go from here?

After hearing input from the public this fall, we will develop a Draft Financially Constrained Plan and a Draft Vision Scenario. The Vision Scenario describes the potential uses for new revenues, should they become available. We will release these components of the plan in winter 2012/2013 for another round of public input, with the goal to finalize the plan by spring 2013.

### INVESTMENT STRATEGY



## How will the SFTP be used?

The SFTP has many important roles. It will:

- Inform updates to City policy and priority setting documents such as the Transportation Element of the General Plan and the capital plans of city agencies like the Municipal Transportation Agency and Department of Public Works.
- Guide San Francisco's priorities for regional planning efforts. For example: What is San Francisco's next "ask" for a new BART investment? Should San Francisco partner with the East Bay or Peninsula on freeway management strategies (e.g., HOV lanes)? What projects should San Francisco advocate for inclusion in the 2017 Regional Transportation Plan (RTP)? (The soon-to-be-adopted 2013 RTP includes all of San Francisco's existing priorities).
- Shape San Francisco's input to future state and national policy discussions about the role of infrastructure in meeting community goals.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



1455 Market Street, 22nd Floor, San Francisco, CA 94103  
 TEL 415.522.4800 FAX 415.522.4829  
 EMAIL [info@sfcta.org](mailto:info@sfcta.org) WEB [www.sfcta.org](http://www.sfcta.org)