



**San Francisco  
County Transportation  
Authority**

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July 20, 2021

Matt Maloney, Director, Regional Planning Program  
Metropolitan Transportation Commission and Association of Bay Area Governments  
[info@planbayarea.org](mailto:info@planbayarea.org)

**SUBJECT: San Francisco County Transportation Authority Comments on Draft Plan Bay Area 2050, Implementation Plan and Supplemental Reports**

Dear Mr. Maloney:

We are writing to thank MTC-ABAG staff for their partnership with our agency, the other County Transportation Agencies (CTAs), the region's transit agencies and other stakeholders throughout the Plan Bay Area (PBA) 2050 process and to offer the below comments on the Draft Plan Bay Area 2050, Draft Implementation Plan and Supplemental Reports.

The San Francisco County Transportation Authority (SFCTA) strongly supports PBA 2050's vision for a connected, affordable, diverse, healthy and vibrant Bay Area. This plan is ambitious and wide-reaching, and can only be successfully delivered through strong partnerships among funding and implementing agencies and inclusive involvement of a variety of stakeholder groups. We are eager to work with the region, other CTAs, transit operators, and others, to achieve this vision.

The SFCTA is already working on a number of initiatives that support PBA 2050's 35 strategies, in coordination with MTC and other regional and local agencies. These transportation initiatives are particularly crucial as our city is planning for the significant housing and employment growth PBA 2050 envisions for San Francisco. We have provided additional details in the attachments, but want to highlight:

- **Downtown Rail Extension (DTX) and Pennsylvania Alignment (PAX):** Thank you for MTC's participation in the 6-agency Executive Steering Committee which has been essential to helping prepare the project to enter the federal Capital Investment Grants program this fall. This project will greatly enhance the seamless integration of the region's existing transit systems (regional and local buses, BART, and Caltrain) and the future blended Caltrain/high-speed rail service, improving rider experience and supporting the planned housing and employment growth along the Peninsula corridor. We appreciate the region's support for DTX as a long-standing New Start priority and look forward to coordinating on federal and state advocacy and continued corridor planning to advance DTX, PAX and other CalMOD and Link21 investments to benefit the Bay Area and mega-region.
- **Treasure Island and Yerba Buena Island - Mobility Management (Tolling) Program, West Side Bridges and Yerba Buena Island Multimodal Path:** Treasure Island is the site of one of the biggest development projects in San Francisco (8000 units), including a significant investment in affordable housing (27% Below Market Rate units). As units start to be sold this fall, we appreciate MTC's collaboration on the transportation investments that will



support this new housing, including the West Side Bridges retrofit, a safety and resilience priority to meet current seismic safety standards that is at 100% design and is ready for construction. We also appreciate partnering with BATA and MTC on the Yerba Buena Island Multimodal Path which will connect the Bay Bridge east span bike path to proposed new clean WETA ferry service between Treasure Island and downtown San Francisco, providing a near-term, zero-emission way to close the transbay regional bikeway gap. Another implementation priority is congestion tolling on the islands which will manage vehicle demand and support a 3-operator transit pass and affordability program. Thank you for your support of our federal RAISE grant and we look forward to continued joint advocacy to seek grant funds such as state SB1 and anticipated new Federal infrastructure bill and reauthorization grant opportunities.

- **Downtown Congestion Pricing and Coordination:** This has been a top performing project in multiple regional transportation plans, and we appreciate MTC's financial and technical support for this important planning phase. Equity is a key goal for this project, and we have expanded our outreach efforts this year to ensure that we are able to incorporate feedback from communities across the city and region. We have deployed innovative outreach strategies like co-creation workshops to have meaningful conversations with community members and wish to continue coordinating closely with MTC/BATA on this front, as well as on future integrated payment and customer support systems. We anticipate collaborating on state and federal advocacy should San Francisco elect to move forward with next steps following the completion of our study this winter. We look forward to collaborating on these and other aspects of MTC's upcoming All-Lane Freeway Tolling Study as well.
- **Muni Core Capacity Program:** As the region's largest operator and largest carrier of low-income riders in particular, and a major center of growth for Plan Bay Area, we wish to emphasize the need to invest in SFMTA Muni's core system capacity, including Muni Forward, train control and facilities (electrification and rehabilitation). Thank you for working with SFMTA and other operators to meet the needs of essential travelers and support transit's continued recovery efforts. This includes funding state of good repair and Lifeline programs, as well as affordability and rider-supportive programs like Clipper Start, wayfinding and fare integration. We are hopeful that federal and state budget proposals will come to fruition and boost transit capacity in all of these areas, including bringing new operating funds to expand service.
- **101-280 Managed Lane/Express Bus Study and Northbound Shoulder Lanes:** As described in the MTC Express Lane Strategic Plan, we are working in partnership with regional and state agencies to develop carpool or express lanes in the 101/280 North extension corridor. These will benefit Muni and SamTrans routes and potentially new express bus services for both operators as they connect Peninsula and South Bay travelers to and from downtown San Francisco. Like San Mateo, and as is being piloted elsewhere in the region, our program will emphasize combining HOV and transit priority with equitable access and affordability. We are conducting environmental reviews and hope to maintain the region's support for SB1 Congested Corridor and other state, regional and federal funds to implement the northbound shoulder lanes, when these funds become available.

Our detailed comments are attached and organized by Plan element:



- Attachment A: Draft Implementation Plan Partnership Phase comments
- Attachment B: Draft Plan Bay Area 2050 Transportation Project List and Supplemental Reports comments

Thank you for the opportunity to comment on the Draft Plan Bay Area 2050, Implementation Plan and Supplemental Reports. Please feel free to reach out with any questions, and we look forward to continued collaboration on PBA 2050 and its implementation.

Sincerely,

Maria Lombardo

SFCTA Chief Deputy Director



## Attachment A: Draft Implementation Plan Partnership Phase comments

In response to MTC's guidance, we have organized our comments around PBA 2050 strategies, implementation plan actions, and the initiatives we are leading at the San Francisco County Transportation Authority (Transportation Authority).

### 1. Where do you see your respective organization as having a role in implementing the strategies identified in the long-range regional plan? Which strategies would you like to help implement and what kind of role would you expect to play in implementation?

In our role as San Francisco's congestion management agency, and as one of nine county transportation authorities in the region, we are key implementation partners for many strategies in the Draft Plan. We have identified below the role we expect to play for the selection of strategies we would like to help implement. These strategies are broad, and our role would vary depending on the specific implementation action. We have elaborated on this response in our comments on the implementation actions.

**T1.** Restore, operate, and maintain the existing system. The Transportation Authority expects to play a **partner** role.

**T2.** Support community-led transportation enhancements in Equity Priority Communities. **Lead/Partner** role.

**T3.** Enable a seamless mobility experience. **Partner** role.

**T4.** Reform regional transit fare policy. **Support** role. This includes the Regional Means-Based Fare Program which we strongly support.

**T5.** Implement per-mile tolling on congested freeways with transit alternatives. **Partner** role.

**T6.** Improve interchanges and address highway bottlenecks. **Partner/Support** role.

**T7.** Advance other regional programs and local priorities. **Lead/Partner** role.

**T8.** Build a Complete Streets network. **Partner** role.

**T9.** Advance regional Vision Zero policy through street design and reduced speeds. **Partner** role.

**T10.** Enhance local transit frequency, capacity, and reliability. **Partner** role.

**T11.** Expand and modernize the regional rail network. **Lead/Partner** role.

**T12.** Build an integrated regional express lanes and express bus network. **Lead/Partner** role.

**EN1.** Adapt to Sea Level Rise. **Support** role.

**EN5.** Protect and Manage High-Value Conservation Lands. **Support** role.



**EN7.** Expand Commute Trip Reduction Programs at Major Employers. **Partner** role.

**EN8.** Expand Clean Vehicle Initiatives. **Partner** role.

**EN9.** Expand Transportation Demand Management Initiatives. **Lead/Partner** role.

**2. Which implementation actions identified in the Draft Plan Bay Area 2050 Implementation Plan do you support and wish to partner with MTC/ABAG on?**

| Draft PBA 2050 Implementation Actions  | SFCTA desired role | SFCTA comments  |
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| <b>Transportation Actions</b>  |                    |   |
| 1a) Seek new transportation revenues, including for community-led enhancements, fare reform, and a regional means-based fare program, and explore existing transportation funding sources to support operations and maintenance needs  | <b>Partner</b>     | We would like to <b>partner</b> with MTC on revenue measure and expenditure plan development. We will be leading local efforts to develop new transportation funding sources.   |
| 1b) Coordinate the Bay Area’s transportation pandemic recovery with a focus on fiscal stabilization and system rebuilding  | <b>Partner</b>     | We would like to <b>partner</b> with MTC on this effort, as we work on funding at the local level to support fiscal stabilization and system rebuilding. We also support the transit operators as a co-lead with MTC.   |
| 1c) Reassess Plan Bay Area 2050’s transportation element financial assumptions in 2023 to better reflect the region’s post-COVID-19 financial conditions   | <b>Support</b>     | We <b>support</b> MTC updating the financial assumptions and will provide input on our local revenues and projects for the update.  |
| 1d) Implement the recommendations of the Blue Ribbon Transit Recovery Task Force, including those related to fare policy, connected network planning, data collection and coordination, branding/mapping/wayfinding, technology and mobile standards, service coordination, and transit network management reforms, among others | <b>Partner</b>     | Depending on the recommendations of the Task Force, we would like to <b>partner</b> with MTC particularly for fare policy, connected network planning, data collection and coordination, technology and mobile standards, and transit network management reforms, potentially among others. |
| 1e) Implement the customer-centric fare payment and integration recommendations of the Fare Integration Task Force   | <b>Support</b>     | We <b>support</b> MTC co-leading with transit operators, or the network manager, to implement the recommendations from the Task Force.  |



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| <p>1g) Continue and seek greater strategic alignment of existing programs, including Community-Based Transportation Planning Program, Clipper® START, FasTrak® START, Express Lanes, 511, "Forward" Commute Initiatives, and Connected Bay Area, among others, to support the maintenance, optimization, and restoration of the existing transportation system</p> | <p><b>Co-Lead / Partner</b></p> | <p>We would like to <b>co-lead</b> on specific efforts or pilots, including San Francisco's Express Lanes, the Treasure Island Transportation Program, potentially Downtown Congestion Pricing etc. We would like to <b>partner</b> with MTC to integrate FasTrak and Clipper systems into a single payment program, to facilitate MaaS programs/mobility wallets, and particularly for multi-modal means-based discounts and incentives such as the "Forward" Commute Initiatives.</p> |
| <p>1h) Identify strategies to equitably advance roadway pricing through deep engagement with key partners, stakeholders, and the public</p>  | <p><b>Lead / Partner</b></p>    | <p>We are <b>leading</b> the Downtown Congestion Pricing and Treasure Island Transportation Program which are both equitable roadway pricing initiatives. We would like to <b>partner closely</b> with MTC on any other roadway pricing initiatives including the All-Lane Tolling study recently funded by Caltrans. We look forward to supporting MTC on this study, especially in the areas of alternatives design and analysis and stakeholder engagement.</p>                      |
| <p>1i) Update guidelines for the upcoming cycle of the Community-Based Transportation Planning Program</p>   | <p><b>Support</b></p>           | <p>We <b>support</b> MTC leading this update and anticipate providing input to the process.</p>   |
| <p>2a) Seek new revenues for transportation, including Complete Streets and Vision Zero priorities</p>   | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC on revenue measure and expenditure plan development.</p>  |
| <p>2b) Advocate for elimination of the "85th percentile rule" for setting speed limits and for authorization of automated speed enforcement</p>  | <p><b>Support</b></p>           | <p>We <b>support</b> this work, and have supported state legislation authorizing these efforts.</p>   |
| <p>2c) Complete and implement the recommendations of the Regional Active Transportation Plan</p>   | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco.</p>  |
| <p>2d) Continue and seek greater strategic alignment of existing programs, such as the Active Transportation Program, Quick-Build Technical Assistance and the Vision Zero shared data initiative, to support complete streets and regional safety efforts</p>   | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco.</p>  |
| <p>3a) Advocate for changes to state law and federal regulations that will facilitate piloting the conversion of general-purpose lanes and part-time travel lanes to priced facilities</p>   | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC to advocate for changes to state law and federal regulations.</p>   |



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| 3b) Seek new revenues for transportation, including local and regional transit expansion  | <b>Partner</b> | We would like to <b>partner</b> with MTC on revenue measure and expenditure plan development.   |
| 3c) Advocate for major capital projects and position them for success, including sequencing projects to align with funding availability as well as assessing their existing funding, project readiness, and characteristics that support Plan Bay Area 2050 goals | <b>Partner</b> | We would like to <b>partner</b> with MTC to support several regional priority projects including the Downtown Rail Extension and Pennsylvania Alignment.  |
| 3d) Advocate for the next phase of California High-Speed Rail construction to connect the Central Valley to the Bay Area, while partnering with state agencies to seek more federal and state monies for the project  | <b>Partner</b> | We would like to <b>partner</b> with MTC in advancing efforts to bring HSR to the region, including the voter-approved terminus at the Salesforce Transit Center in San Francisco via the Downtown Rail Extension and Pennsylvania Alignment. We urge MTC to take a leadership role in developing a regional HSR approach, including updating the funding partner memorandum of understanding and developing a strategy for the development and delivery of the blended Caltrain-HSR corridor, to fully implement the previously agreed-upon regional strategy.   |
| 3e) Complete and implement the TOD Policy Update to ensure land use supports transit investments and access to transit  | <b>Partner</b> | We would like to <b>partner</b> with MTC/ABAG on this crucial policy update for the region, including an update to Resolution 3434.   |
| 3f) Collaborate with local, regional, and megaregional partners on major transportation projects to evaluate regional project delivery paradigms and support improved schedule adherence and reduced costs  | <b>Partner</b> | We would like to <b>partner</b> with MTC/ABAG on this effort. In 2018-19, the Transportation Authority convened an expert Peer Review Panel for the Downtown Rail Extension project, which assessed the project's governance, oversight, funding, and delivery strategy. In 2020, the Transportation Authority led development of a six-agency memorandum of understanding to implement most of the recommendations of the Panel and support the Transbay Joint Powers Authority in advancing the Project to ready-for-procurement status. We are also working on a Capital Project Delivery Best Practices White Paper. We believe our experience on these projects can bring a lot of lessons learned to the region as it grapples with project delivery for other major transportation projects. |



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| <p>3g) Continue and seek greater strategic alignment of existing programs, including the “Forward” Commute Initiatives person-throughput investments, transit signal priority investments, and Express Lanes Network expansion to support next-generation transit needs</p> | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC to support these types of investments as we continue to lead the work on 101/280 Managed Lanes and Express Bus project in San Francisco. We also support the region’s efforts to improve person-throughput in the SFOBB corridor, including near-term projects like bus priority, and long-term efforts like Link21. We look forward to playing key roles in all these initiatives.</p>  |
| <p>3h) Implement the recommendations of the Blue Ribbon Transit Recovery Task Force, including those related to transit priority, connected network planning, and transit network management reforms, among others</p>  | <p><b>Support / Partner</b></p> | <p>We <b>support</b> MTC's co-leadership with transit operators, and would like to <b>partner</b> with MTC on connected network planning and transit network management reforms, among others.</p>   |
| <p>3i) Identify additional high-performing Express Bus corridors in partnership with CTAs and transit operators</p>   | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC to support these types of investments as we continue to lead the work on 101/280 Managed Lanes and Express Bus project in San Francisco.</p>   |
| <p>3j) Study commute patterns of essential and transit-dependent workers and make recommendations for network modifications to better suit their mobility needs</p>   | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC on this effort, and can bring our experience and expertise in data analytics to the table. One way MTC could better enable near-term analysis and monitoring, MTC could continue to provide speed and cell phone data, as well as add other “big data” sources and regular household travel surveys to benefit all counties’ planning and evaluation efforts.</p> <p>Particularly during the pandemic recovery, we strongly support prioritizing transit funding for routes that serve higher numbers of low-income riders and essential workers, and that are seeing higher ridership numbers now, and even crowded conditions, during the stay-at-home orders.</p> |
| <p><b>Housing</b></p>   |                                 |  |





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| <p>5c) Continue and seek greater strategic alignment of existing programs, including financial resources and REAP-funded technical assistance through the Regional Housing Technical Assistance Program, as well as the PDA Planning and Technical Assistance Grant programs, with goals of providing capacity-enhancing support for local jurisdictions, supporting jurisdictions with plans and policies to increase the supply of affordable housing, enabling local governments to develop context-specific inclusionary zoning and affordable housing incentives, and promoting planning and redevelopment of malls and office parks in PDAs and other Growth Geographies</p> | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on specific projects and programs in San Francisco. In particular we would strongly support increasing funding to the PDA planning and technical assistance program.</p>                                     |
| <p><b>Environment</b></p>  |                                 |   |
| <p>9a) Seek new revenues for the full range of resilience needs</p>  | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC on revenue measure and expenditure plan development. We would also like to see other San Francisco partners included in any regional resilience funding planning, in particular, the Office of Resilience and Capital Planning.</p> |
| <p>9b) Advocate for legislative reforms to better address climate adaptation and resilience goals and establish clear roles and responsibilities for sea level rise adaptation planning, funding, and implementation</p>   | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco.</p>  |
| <p>9c) Support multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties, and other key partners, with a goal of supporting up to five adaptation planning processes by 2025</p>  | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco such as the Embarcadero Seawall or Ocean Beach Master Planning effort.</p>  |
| <p>9e) Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure, and ecology, prioritizing green infrastructure wherever possible</p>   | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco.</p>  |



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| 9f) Study and identify Plan Growth Geographies for resilience risk and opportunities and reform Growth Geography planning guidance accordingly  | <b>Support</b>           | We <b>support</b> this effort, and anticipate providing input to the process.   |
| 10a) Seek new revenues for conservation, parks, recreation, and open space, with a special emphasis on improving access and enhancing amenities for Equity Priority Communities   | <b>Support</b>           | We <b>support</b> this effort, and anticipate providing input to the process.   |
| 10c) Revamp the Priority Conservation Area (PCA) program using a data-driven approach to better prioritize the most critical areas for conservation, while addressing a broader range of policy concerns  | <b>Partner</b>           | We would like to <b>partner</b> with MTC on this effort. We believe that the original intent of the program and the different categories within the program should be maintained, including the Urban Greening category.  |
| 10d) Continue and seek greater strategic alignment of existing programs, including implementation of the Regional Advance Mitigation Program (RAMP), the San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Quick-Build Technical Assistance to support Plan Bay Area 2050's open space and parks goals | <b>Support / Partner</b> | We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco.   |
| 11a) Evaluate and seek legislative authority to expand existing Bay Area Commuter Benefits Program in partnership with the Air District   | <b>Partner</b>           | We would like to <b>partner</b> with MTC and BAAQMD on evaluating the potential to expand the existing Commuter Benefits Program, particularly given the role that the CTAs play in TDM across the region and the many different agencies working in this space in San Francisco. |
| 11b) Seek new revenues for climate, travel demand management and electrification needs  | <b>Partner</b>           | We would like to <b>partner</b> with MTC on revenue source and expenditure plan development. We support MTC seeking new funding for this work and not redirecting existing fund sources (e.g., OBAG 3).   |
| 11c) Convene local governments, TDM partners and employers to expand relationships, target outreach, support education, discuss metrics and share data  | <b>Partner</b>           | We would like to <b>partner</b> with MTC on this convening effort, to contribute our experiences in San Francisco and as well as data and analytics.  |



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| <p>11d) Restructure MTC Climate Initiatives Program and operational TDM programs to ensure they can effectively scale over the next five years, while advancing existing initiatives including local parking policies, Mobility Hubs, Vanpooling, Car Sharing, MTC SHIFT, bikeshare and e-bike incentive programs, electric vehicle incentives and electric vehicle charger programs</p> | <p><b>Support / Partner</b></p> | <p>We <b>support</b> this effort, and would like to <b>partner</b> on select projects and programs in San Francisco.</p>   |
| <p>11e) Evaluate and optimize the design of the Bay Area Commuter Benefits Program to maximize the viability of a regional sustainable commute target and support reductions in single-occupancy-vehicle (SOV) commute trips</p>   | <p><b>Partner</b></p>           | <p>We would like to <b>partner</b> with MTC and BAAQMD on evaluating the existing Commuter Benefits Program, which is one of multiple TDM efforts across the region.</p> |
| <p>11f) Identify the resources and capacities necessary to implement an expanded Bay Area Commuter Benefits Program at both the Air District and MTC</p>   | <p><b>Partner</b></p>           | <p>We may want to <b>partner</b> with MTC and BAAQMD on this depending on the recommendations for an expanded program.</p>   |

**3. What are some key initiatives your organization is leading that support implementation of the plan’s strategies as well as the plan’s overall vision and goals?**

The Transportation Authority is leading a number of initiatives that support the implementation of PBA 2050’s strategies and the overall vision and goals.

- San Francisco Transportation Plan 2050 - The San Francisco Transportation Plan (SFTP) is San Francisco’s Long Range Transportation Plan that will include a constrained investment plan and a vision plan to advance the ConnectSF Vision and Goals. The SFTP will include projects to advance the strategies from the Transit Corridors Study and Streets and Freeways study, two planning efforts that define a multimodal transportation vision for San Francisco. The transit strategies include:
  - Make the system work better with aggressive maintenance and restoration
  - Deliver a five-minute network for reliable transit service City-wide
  - Increase speed, reliability, and capacity for a modern rail system
  - Build rail where bus service is not sufficient to meet demand
 The streets and freeways strategies include:
  - Maintain and reinvest in the current transportation system
  - Prioritize transit and carpooling on our streets and freeways
  - Build a complete network for walking and biking
  - Prioritize safety in all investments and through targeted programs
  - Repair harms and reconnect communities

The constrained investment plan will be consistent with the Plan Bay Area 2050 transportation investment strategy, while the vision will incorporate some additional



potential revenue sources to fully fund the next generation of priority projects to help in our advocacy for future updates of the regional plan.

- Downtown Congestion Pricing - The Transportation Authority is currently leading a study exploring how a fee to drive in downtown San Francisco during busy hours could get traffic moving and achieve goals around street safety, clean air, and equity. Congestion pricing could help us achieve four key goals:
  - Get traffic moving so people and goods get where they need to go
  - Increase safety for people walking, biking, and driving
  - Clean the air to support public health and fight climate change
  - Advance equity by improving health and transportation for disadvantaged communities

In addition to supporting the plan's strategies, this study is consistent with MTC's Equity Platform. The best practice is to combine the congestion fee with discounts, subsidies, and incentives to make the system fair and encourage the use of sustainable transportation modes like transit, walking, and biking.

- Treasure Island Transportation Program - By 2036, the Treasure Island neighborhood will grow by up to 8,000 homes—many offered at below-market rates—housing more than 20,000 new residents. Along with more housing, this new development includes extensive open space, hotels, restaurants, shops, and entertainment venues. This new activity will result in tens of thousands of additional trips to and from the island each day. The Transportation Authority is developing a transportation program for the island to ensure at least 50 percent of trips are made by walking, biking, and taking transit. In addition to supporting the plan's strategies, this study is consistent with MTC's Equity Platform. The Treasure Island Transportation Program will include a significant affordability program for low-income current residents.
- Yerba Buena Island Multi-Use Path - The Yerba Buena Island (YBI) Multi-use Pathway Project will build a new bike/ped network on YBI that will make all island destinations available to people on foot or bicycle. YBI currently lacks a bicycle/pedestrian network and the streets along the proposed path do not have sidewalks or bicycle facilities. Our Project goals include building a multi-use ADA compliant bike/ped pathway connection from the existing Bay Bridge East Span bike/ped landing on YBI to the future Ferry Terminal on Treasure Island via Hillcrest Road and Treasure Island Road. This project will also connect to the future Bay Bridge West Span Skyway Project. The benefits of this Multi-use Pathway Project include promoting healthy lifestyles, supporting transit service, and helping to relieve traffic on the Bay Bridge by encouraging commuters to cross the Bay via bicycling, walking, and ferry transit.
- 101/280 Managed Lanes and Express Lanes - The U.S. 101/I-280 corridor connecting Silicon Valley with San Francisco is ranked one of the most congested corridors in California, carrying more than 260,000 travelers on an average weekday. Estimates of future growth indicate 100,000 additional daily trips between San Francisco and the South Bay by 2040. The corridor is an important bus and shuttle link in the regional transportation network, with Muni, SamTrans and private shuttles carrying 17,000 transit trips daily. Increased vehicle trips projected for 2040 are equal to one additional full bus per minute during peak commute hours, or 60 full buses per hour. This project supports local and regional transit strategies in the plan, as well as the regional managed lanes strategy.



- Local Revenues - The Transportation Authority is currently working to bring a Sales Tax Reauthorization measure to the ballot in June or November 2022 and is supporting SFMTA's efforts to develop additional local revenue sources to fund local transit operations, state of good repair investments, and transit enhancements. The Sales Tax Reauthorization Expenditure Plan will be consistent with the SFTP 2050, and with Plan Bay Area 2050's investment strategy.
- Downtown Rail Extension and Pennsylvania Alignment - The Downtown Rail Extension project will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard to the newly constructed Salesforce Transit Center. The project will construct a new station at 4th and Townsend streets and bring rail service to the underground train station box that was built as part of the construction of Salesforce Transit Center. The Transbay Joint Powers Authority is responsible for the Downtown Rail Extension project. In 2019, the Transportation Authority Board accepted the final report of an expert Peer Review Panel, which was convened to conduct an assessment of the project's governance, oversight, funding, and delivery strategy. In 2020, the Transportation Authority led development of a six-agency memorandum of understanding to implement most of the recommendations of the Peer Review Panel and to support the Transbay Joint Powers Authority in advancing the Project to ready-for-procurement status. The Downtown Rail Extension project will be designed to connect to a future project to continue a tunneled alignment south from 4th and Townsend along Pennsylvania Avenue. This future project, known as the Pennsylvania Avenue Extension, will avoid conflicts with 16th Street, a major east-west travel corridor serving Mission Bay. This route was also endorsed by Mayor London Breed following completion of the San Francisco Planning Department's Railyard Alignment and Benefits Study. The Transportation Authority is currently leading conceptual design study work for the Pennsylvania Avenue Extension.
- Major capital project delivery best practices - Building on our Downtown Rail Extension peer review panel's work, the Transportation Authority will be completing a white paper on Major Capital Project Delivery this fall at the request of our Board.
- West Side Subway planning - The Transportation Authority will be leading the study of a potential west side subway project beginning this fall. This study will complement the BART/Capitol Corridor led Link21 project, identifying the business case for a westside subway that would either be part of or connected to a new transbay rail crossing, and would include a combined land use-transportation strategy for the west side.



## Attachment B: Draft Plan Bay Area 2050 Transportation Project List and Supplemental Reports comments

We appreciate MTC staff working closely with us on the **Transportation Project List** to ensure that San Francisco's priority projects are consistent with the Plan. Given the significant consolidation of projects in the Draft Plan list, we have a few final comments:

- 21-T10-093 Other Investments to Enhance Local Transit Frequency, Capacity & Reliability: Given the breadth of this program, we would like to request that **Parkmerced Transportation Improvements** be listed as an example in the project description. This project is likely to move forward in the next four years.
- 21-T10-084 Light Rail Service Frequency Boost SFMTA Muni Forward: We are working with the SFMTA on packaging rail improvements into a Core Capacity program, similar to BART's Core Capacity program. When the SFMTA Muni Forward Light Rail project was submitted initially, it was intended to be part of a core capacity program along with additional light rail vehicles and the train control system upgrade, and all three projects labeled as such in the submission. However, these investments are currently split into this project (21-T10-084) and into the Other Investments to Enhance Local Transit Frequency, Capacity & Reliability project (21-T10-093) The SFMTA and the Transportation Authority would like to regroup these three investments into a single project: **Muni Light Rail System Core Capacity**. This should include:
  - 21-T10-084 Muni Forward (Core Capacity), \$117 million
  - Part of 21-T10-093: Train Control Upgrade (Core Capacity), \$248.7 million
  - Part of 21-T10-093: Expand SFMTA Transit Fleet - LRV (Core Capacity), \$204.3 million

### Statutorily Required Plan Maps

- Map 17: Natural Lands, City and County of San Francisco: A number of MTC/ABAG's adopted PCAs in San Francisco are not reflected on this map. We understand that this was an error and that all the approved PCAs will be included in the Final Plan.