



**SFMTA**  
Municipal  
Transportation  
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Gwyneth Borden, *Director*

Jerry Lee, *Director*

Cristina Rubke, *Director*

Cheryl Brinkman, *Vice-Chairman*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

April 21, 2015

Anne Richman  
Director, Programming and Allocations  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

Attention: Kenneth Folan

***Re: Letter of Intent to Submit TIGER VII Application for 22 Fillmore Transit Priority Project***

Dear Ms. Richman:

On behalf of the San Francisco Municipal Transportation Agency (SFMTA), I am pleased to submit this Letter of Intent in anticipation of the SFMTA's submitting a 2015 TIGER VII grant application for the proposed 22 Fillmore Transit Priority Project.

The SFMTA will be requesting \$20 million in TIGER VII funds to support an estimated total project cost of \$67 million. The project will lead the transformation of 16<sup>th</sup> Street between Church Street and Third Street by implementing transit network enhancements on the heavily-used 22 Fillmore route. Key features include implementing transit-only lanes; installing new traffic, pedestrian and transit signal infrastructure; upgrading and extending the trolley coach overhead wire system, including crossing the Caltrain/California High-Speed Rail alignment; widening sidewalks through the construction of transit and pedestrian bulbs; and upgrading bicycle infrastructure. Much more information about the project is contained in the attachment to this letter.

The SFMTA thanks the Metropolitan Transportation Commission for its willingness to consider the 22 Fillmore Transit Priority Project in its regional endorsement list. Please let me know if you have any questions. I can be reached at 415.701.4499.

Sincerely,

A handwritten signature in black ink, appearing to read "Joel C. Goldberg", is written over a large, faint watermark of the SFMTA logo.

Joel C. Goldberg  
Manager, Capital Procurement and Management

Attachment

cc: Ed Reiskin, Sonali Bose, Kate Breen (SFMTA)  
Gillian Gillet, Office of the Mayor of San Francisco

# 22 Fillmore Transit Priority Project

## I. Project Goal, Description, Map, Elements, Schedule, Cost and Funding, and Consistency with Plan Bay Area

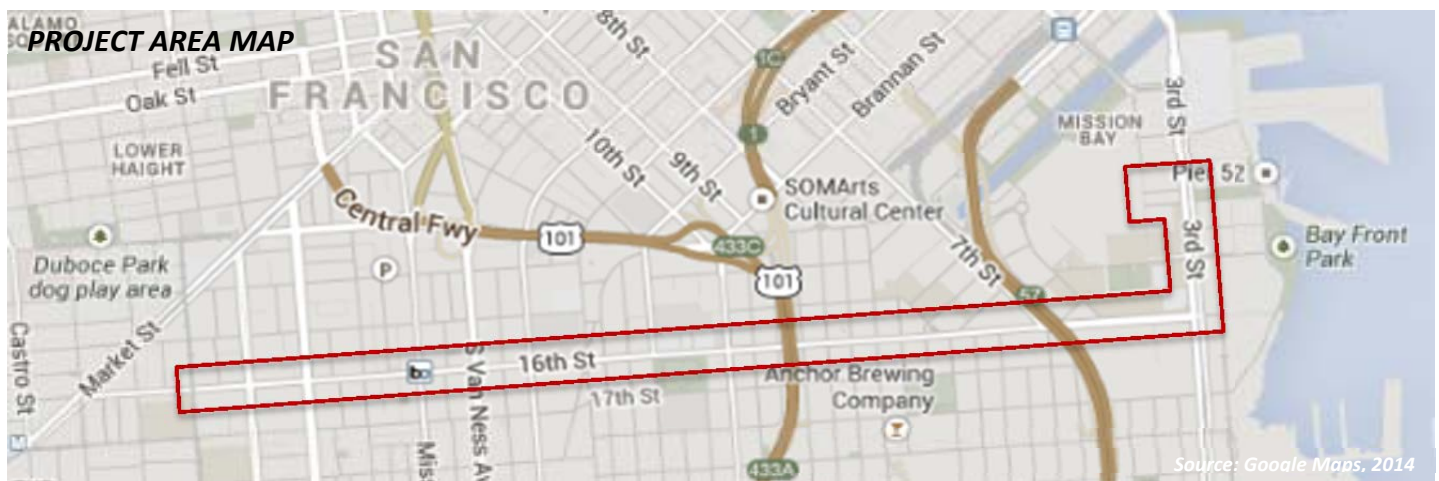


**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

**GOAL:** The 22 Fillmore Transit Priority Project will create better connections between regional transit hubs and adjacent residential areas on the west to burgeoning biotech jobs, a new sports arena, and retail markets as well as entertainment destinations in San Francisco's Mission Bay to the east. The proposed project will transform the communities along the corridor by improving transit reliability, travel time, safety, and accessibility for all users of the corridor regardless of mode of travel. By linking four neighborhoods via multimodal TIGER investments, the SFMTA will offer vastly improved ladders of opportunity by allowing workers to make faster connections to jobs in a nationally recognized area undergoing tremendous growth and redevelopment.

**DESCRIPTION:** The proposed project is the outcome of collaboration between the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department, Caltrain, regional employers and the local community that recognizes the synergy between the SFMTA's Transit Effectiveness Project and SF Planning's Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS). The SFMTA will serve as the project lead and fiscal agent in pursuing TIGER 2015 funds for the proposed 22 Fillmore Transit Priority project. We will combine efforts with stakeholders to effectively link the regional employment and transit centers within four distinct neighborhoods and design multimodal transportation and streetscape enhancements for the 2.2-mile 16<sup>th</sup> Street corridor traversed by the 22 Fillmore line.



**PROPOSED PROJECT ELEMENTS:** The proposed 22 Fillmore Transit Priority Project combines local and regional planning efforts, including the Plan Bay Area Priority Development Areas, the Mission Bay Participation Agreement, ENTRIPS, the Muni Forward program, the SFMTA Bicycle Strategy, and the citywide Vision Zero initiative.

### (1) 22 Fillmore Travel Time Reduction Proposal (TTRP):

- Transit-only lanes
- Stop changes
- New traffic lights
- Left turn restrictions
- New transit boarding bulbs and islands

### (2) 16th Street rail crossing of electrified Caltrain and High Speed Rail alignment:

- Construction of new overhead infrastructure
- Engineering of wire crossing at the Caltrain rail

### (3) Multimodal transportation and streetscape enhancements:

- Improved transit accessibility
- Pedestrian bulb-outs
- Landscaping, lighting and street furniture
- Contiguous bicycle route on 17th St.
- Commercial delivery access and parking opportunities
- Bicycle sharing

# 22 Fillmore Transit Priority Project

## I. Project Goal, Description, Map, Elements, Schedule, Cost and Funding, and Consistency with Plan Bay Area

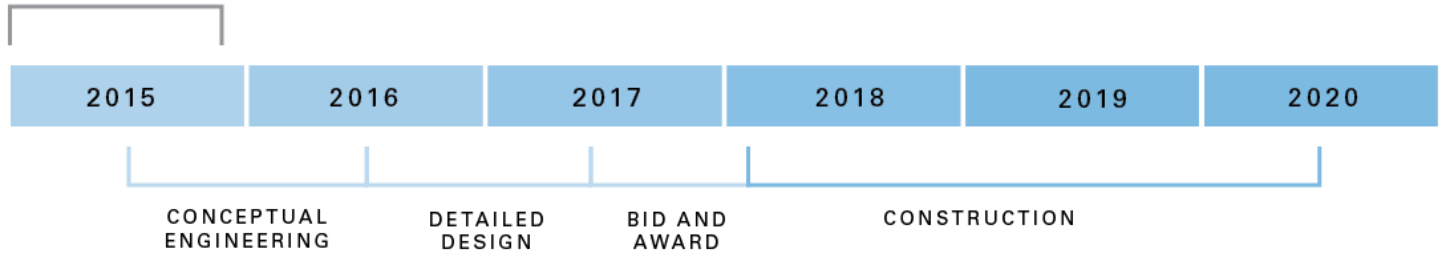


**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

### SCHEDULE

OUTREACH AND  
LEGISLATION



### PRELIMINARY COST ESTIMATE

|   |                 |
|---|-----------------|
| 22 Fillmore TTRP                                  | \$20.0 M        |
| 22 Fillmore OCS Extension & the 16th St. crossing | \$13.0 M        |
| Streetscape enhancements                          | \$4.5 M         |
| Utilities   | \$22.5 M        |
| <i>Drinking water system</i>                      | \$5.0 M         |
| <i>Sewer</i>                                      | \$8.5 M         |
| <i>Fire hydrants</i>                              | \$5.0 M         |
| <i>Street lights</i>                              | \$4.0 M         |
| Others  | \$0.5 M         |
| Design & Engineering                              | \$7.0 M         |
| <b>Total Project</b>                              | <b>~ \$67 M</b> |

### PLANNED FUNDING SOURCES

|   |                 |
|---|-----------------|
| Eastern Neighborhoods Developer Impact Fees | \$14.1 M        |
| Prop K Local Sales Tax                      | \$4.1 M         |
| TIGER 2015 Grant                            | \$20.0 M        |
| FTA funds (non-TIGER)                       | \$3.0 M         |
| Other State and Local funds                 | \$4.3 M         |
| General Obligation Bonds                    | \$21.6 M        |
| <b>Total</b>                                | <b>~ \$67 M</b> |

**CONSISTENCY WITH PLAN BAY AREA:** The proposed project is consistent with the following RTP Projects:

|        |   |
|--------|---|
| 240158 | Implement EN TRIPS Circulation & Streetscape Improvement Projects |
| 240171 | Implement San Francisco's Transit Effectiveness Project (TEP)     |
| 240471 | Implement transit enhancements                                    |
| 240488 | Enhance bicycle and pedestrian facilities                         |
| 240526 | Transit Performance Initiative                                    |

# 22 Fillmore Transit Priority Project

## II. Consistency with TIGER 2015 Project Selection Criteria



**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

*This section demonstrates the proposed project's consistency with TIGER 2015's long-term outcomes of safety, economic competitiveness, state of good repair, livability and environmental sustainability.*

### SAFETY

On March 6, 2014, Mayor Edwin Lee joined City partners including the SFMTA, the City's Planning Department, Department of Public Health, Department of Public Works and the Controller's Office in presenting the recommendations of WalkFirst, a first-of-its-kind initiative in the United States to improve pedestrian safety in San Francisco. WalkFirst provided the City with a roadmap of urgently needed pedestrian safety projects and a toolbox of measures that can be leveraged to reduce serious pedestrian injuries and fatalities. WalkFirst is part of the City's larger Vision Zero program that has the goal of eliminating serious pedestrian injuries and fatalities in the City in the next 10 years. The City is now ready to leverage \$17 million to improve pedestrian safety at 170 high-priority locations identified by WalkFirst over the next five years, including 16<sup>th</sup> Street between Church and Potrero Streets.

The 22 Fillmore Transit Priority project will include these **safety enhancements** to the streetscape along 16<sup>th</sup> Street, including:

- New pedestrian and transit bulb-outs at intersections along the corridor to make pedestrians more visible as well as to shorten crossing distances.
- New or upgraded existing traffic and pedestrian signals with pedestrian countdowns to facilitate safer access to transit.
- Installation of pedestrian-scale lighting.
- Upgraded existing street lighting to improve visibility and personal security.

All these elements will combine to increase the visibility of people walking and navigating intersections.

The current scope of the project would not eliminate the at-grade crossing of 16<sup>th</sup> Street and the Caltrain (and future High Speed Rail) tracks. However, the scope includes a cost-effective solution to the long-standing technical challenge of allowing the wires of Muni's electric trolley coaches and the wires of an electrified Caltrain and future High Speed Rail to safely cross each other's paths. Additionally, the streetscape and bicycle improvements proposed for the corridor include a redesign of the complex intersection at the crossing to provide space for a safe crossing for all modes.

### ECONOMIC COMPETITIVENESS

San Francisco's 16<sup>th</sup> Street is the major east-west transportation corridor connecting the City's Eastern Neighborhoods to the rest of the city. It traverses a part of San Francisco that is characterized by hilly terrain and a street grid crossing under multiple freeways and the Caltrain rail right-of-way at-grade. For it to operate as the major east-west surface transit corridor south of the City's Downtown/South of Market commercial core, the existing 22 Fillmore line must be

# 22 Fillmore Transit Priority Project

## II. Consistency with TIGER 2015 Project Selection Criteria



**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

reconfigured and extended via a direct route to 3<sup>rd</sup> Street. This action will result in a major transit node that will serve the actively expanding residential and commercial neighborhoods along San Francisco's southeast waterfront as well as the proposed Golden State Warriors arena complex.

Substantial development is already underway in Mission Bay at the eastern end of the corridor, and significant infill development projects along the rest of the 22 Fillmore Transit Priority project area have begun. The UCSF Mission Bay campus continues to expand, with UCSF Medical Center at Mission Bay beginning operations in February 2015. In an effort to serve the current and projected needs for this growing economic landscape, the Transit Effectiveness Project identified "Rapid Corridor" treatments along 16<sup>th</sup> Street to make it safer to walk and bike, increase the reliability of service, and enhance the customer experience on and off the bus. In the long term, this project will provide a vital connection to BART's regional rail service as the corridor includes BART's 16<sup>th</sup> Street Mission Station, and it will improve local transit options to better serve San Francisco-based residents, workers and visitors to access this quickly expanding neighborhood center.

### STATE OF GOOD REPAIR

The 22 Fillmore Transit Priority project will upgrade and expand the transit infrastructure in the project area by providing the enhancements necessary to improve access, reliability and safety to all modes of transportation along the corridor for all users. The replacement of a portion of the existing 22 Fillmore trolley coach overhead contact system (OCS) has been deferred in recent years in order to fully study the area and determine how to replace and enhance service delivery to the communities along 16<sup>th</sup> Street and the city's transit network overall. The upgraded OCS infrastructure will be built to current standards for earthquake resiliency. Additionally, the new OCS will be realigned to serve transit-only lanes for improved reliability and travel times. The pedestrian realm also will be greatly enhanced to improve safety, accessibility and an improved sense of place. Finally, bicycle infrastructure improvements, proposed one block away on a parallel street, will improve safety and reduce conflicts between transit vehicles, automobiles and people on bicycles.

If left with the current connection choices, the ability of the 16<sup>th</sup> Street transit corridor to effectively support the disconnected and growing employment and residential populations of San Francisco in this part of the city is compromised. The poor condition of the existing OCS will eventually inhibit transit service to the communities along the corridor, and regional access to this growing economic center will be more difficult and less productive.

### LIVABILITY

On an average weekday in the 22 Fillmore Transit Priority Project area, the 22 Fillmore transit route serves over 8,000 customers. Vehicle congestion and transit delay is anticipated to grow substantially in conjunction with new development along the corridor, especially at its eastern end in Mission Bay. General growth anticipated in the city overall will only exacerbate local conditions. With that growth, there will be the relative increase in demand by people needing to use transit on the 22 Fillmore line. Demand for transit service along the proposed route has been demonstrated by the

# 22 Fillmore Transit Priority Project

## II. Consistency with TIGER 2015 Project Selection Criteria



**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

initiation of an interim bus line in January 2015. In the short time that this route has been in operation, average weekend ridership is approaching 1,400 trips.

In conjunction with the proposed transit reliability improvements and addressing the Caltrain rail crossing, the SFMTA is coordinating with the City Planning Department to develop streetscape design enhancements along the 22 Fillmore Transit Priority corridor that will improve pedestrian safety and enhance the identity and livability of the neighborhoods served. Though just over two miles long, the 22 Fillmore Transit Priority corridor runs through four distinct neighborhoods with differing land uses and transportation needs. Throughout much of the proposed project area, there are narrow sidewalks and several complex intersections that are not signalized, resulting in locations that are difficult to navigate for some pedestrians, seniors, and those of limited mobility. A lack of well-designed pedestrian-scale lighting, transit stop signage, furnishings and landscaping results in a less inviting environment that effective streetscape enhancements can improve. Proposed streetscape enhancements are envisioned to improve pedestrian safety and access to the residential, commercial and institutional uses along the corridor such as the new medical center and commercial district in Mission Bay.

16<sup>th</sup> Street is currently a bicycle route identified in the San Francisco Bike Plan and operates as a major east-west bicycle corridor. However, because the right-of-way is limited, and the opportunity for dangerous conflicts exists, the 22 Fillmore Transit Priority project includes using 17<sup>th</sup> Street, as a parallel, contiguous, safe, comfortable and attractive bicycle route. Additionally, the project will address commercial delivery access to businesses and parking opportunities as a major element of the outreach and final design of the streetscape plan. These multimodal transportation and streetscape design elements will coordinate with the transit enhancements to provide a comprehensive plan to improve transit accessibility, pedestrian facilities, landscaping, lighting and street furniture on 16<sup>th</sup> Street from Church Street on the west to 3<sup>rd</sup> Street on the east.

### **ENVIRONMENTAL SUSTAINABILITY**

As part of the proposed transit rerouting, new overhead wire infrastructure allows the 22 Fillmore to continue east along 16<sup>th</sup> Street directly to the Mission Bay neighborhood. This would not only provide a shorter, more direct transit route, it would also allow for zero-emission trolley coaches to serve a larger area. The project supports the goal of California State Assembly Bill 32 that requires the state to reduce greenhouse gas emissions to 1990 levels by 2020. Moreover, by making this holistic combination of investments, more people will bicycle, walk, and take transit, thus removing single occupant vehicles from the corridor, which in turn will let the alternative modes flow more freely.