

File No. 150437

Committee Item No. \_\_\_\_\_

Board Item No. 20

**COMMITTEE/BOARD OF SUPERVISORS**  
AGENDA PACKET CONTENTS LIST

Committee \_\_\_\_\_

Date \_\_\_\_\_

Board of Supervisors Meeting

Date May 5, 2015

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- Motion
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**OTHER** (Use back side if additional space is needed)

- SFMTA Letter - April 21, 2015
- SFMTA Information Sheet
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Completed by: Joy Lamug

Date April 30, 2015

Completed by: \_\_\_\_\_

Date \_\_\_\_\_

1 [Supporting Implementation of the 22 Fillmore Transit Priority Project and Urging Approval of  
2 the 2015 TIGER VII Grant Application]

3 **Resolution supporting the implementation of the 22 Fillmore Transit Priority Project;**  
4 **and urging the United States Department of Transportation to approve the 2015 TIGER**  
5 **VII Grant Application submitted by the San Francisco Municipal Transportation**  
6 **Agency.**

7  
8 WHEREAS, The SFMTA's \$20,000 TIGER VII grant application request will support the  
9 22 Fillmore Transit Priority Project which will lead the transformation of 16<sup>th</sup> Street between  
10 Church Street and Third Street through implementation of transit network enhancements that  
11 will connect and transform the communities along the corridor by improving transit reliability,  
12 travel time, safety, and accessibility for all users of the corridor regardless of mode of travel;  
13 and

14 WHEREAS, San Francisco's 16<sup>th</sup> Street is the major east-west transportation corridor  
15 connecting the City's Eastern Neighborhoods to the rest of the city; and

16 WHEREAS, On an average weekday in the 22 Fillmore Transit Priority Project area,  
17 the 22 Fillmore transit route serves over 8,000 customers; and

18 WHEREAS, Over 43,000 people (51% minority, 25% low-income) currently live within a  
19 quarter-mile of the project area, with more housing built every day; and

20 WHEREAS, Approximately 2,800 businesses employing over 23,000 individuals also  
21 call the area home; and

22 WHEREAS, Vehicle congestion and transit delay is anticipated to grow substantially in  
23 conjunction with new development along the corridor, especially at its eastern end in Mission  
24 Bay; and

1           WHEREAS, The 22 Fillmore Transit Priority Project will create better connections  
2 between regional transit hubs and adjacent residential areas on the west to burgeoning  
3 biotech jobs, a new sports arena, and retail markets as well as entertainment destinations in  
4 San Francisco's Mission Bay to the east; and

5           WHEREAS, By linking four neighborhoods via multimodal TIGER investments, the San  
6 Francisco Municipal Transportation Agency (SFMTA) will offer vastly improved ladders of  
7 opportunity by enabling workers to make faster multimodal connections to jobs, schools, and  
8 healthcare services in an area undergoing tremendous growth and redevelopment; and

9           WHEREAS, In an effort to serve the current and projected needs for this growing  
10 economic landscape, the Transit Effectiveness Project (TEP) identified "Rapid Corridor"  
11 treatments along 16<sup>th</sup> Street to make it safer to walk and bike, increase the reliability of  
12 service, and enhance the customer experience on and off the bus; and

13           WHEREAS, The western portion of the project area has been identified as a high-injury  
14 corridor; and

15           WHEREAS, SFMTA is coordinating with the City Planning Department to develop  
16 streetscape design enhancements along the 22 Fillmore Transit Priority corridor that will  
17 improve pedestrian safety and enhance the identity and livability of the neighborhoods served  
18 including widening sidewalks and opening crosswalks to increase the visibility of people  
19 walking in this corridor; and

20           WHEREAS, Key features include implementing transit-only lanes; installing new traffic,  
21 pedestrian and transit signal infrastructure; upgrading and extending the trolley coach  
22 overhead wire system, including crossing the Caltrain/California High-Speed Rail alignment;  
23 widening sidewalks through the construction of transit and pedestrian bulbs; and upgrading  
24 bicycle infrastructure; and

25

1           WHEREAS, New overhead wire infrastructure not only provides a shorter, more direct  
2 transit route, it would also allow for zero-emission trolley coaches to serve a larger area  
3 supporting the goal of California State Assembly Bill 32 that requires the state to reduce  
4 greenhouse gas emissions to 1990 levels by 2020; and

5           WHEREAS, The 22 Fillmore Transit Priority Project combines local and regional  
6 planning efforts, including the Plan Bay Area Priority Development Areas, the Mission Bay  
7 Participation Agreement, SF Planning's Eastern Neighborhoods Transportation  
8 Implementation Planning Study (ENTRIPS), the Muni Forward program, the SFMTA Bicycle  
9 Strategy, and the citywide Vision Zero initiative; and

10           WHEREAS, The proposed project is the outcome of collaboration between the SFMTA,  
11 the San Francisco Planning Department, Caltrain, regional employers and the local  
12 community that recognizes the synergy between the SFMTA's TEP and SF Planning's  
13 ENTRIPS; and

14           WHEREAS, If left with the current connection choices, the ability of the 16<sup>th</sup> Street  
15 transit corridor to effectively support the disconnected and growing employment and  
16 residential populations of San Francisco in this part of the city is compromised; and

17           WHEREAS, The implementation of the 22 Fillmore Transit Priority Project elements  
18 outlined in the SFMTA's \$20,000 TIGER VII grant application will improve the safety,  
19 economic competitiveness, state of good repair, livability, and environmental sustainability of  
20 the corridor; now, therefore, be it

21           RESOLVED, That the Mayor and the San Francisco Board of Supervisors supports the  
22 implementation of the 22 Fillmore Transit Priority Project; and, be it

23           FURTHER RESOLVED, That the Mayor and the Board urge the United States  
24 Department of Transportation to approve the 2015 TIGER VII grant application submitted by  
25 the SFMTA requesting \$20,000,000 to support an estimated total project cost of \$67,000,000.



**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,

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



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**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

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

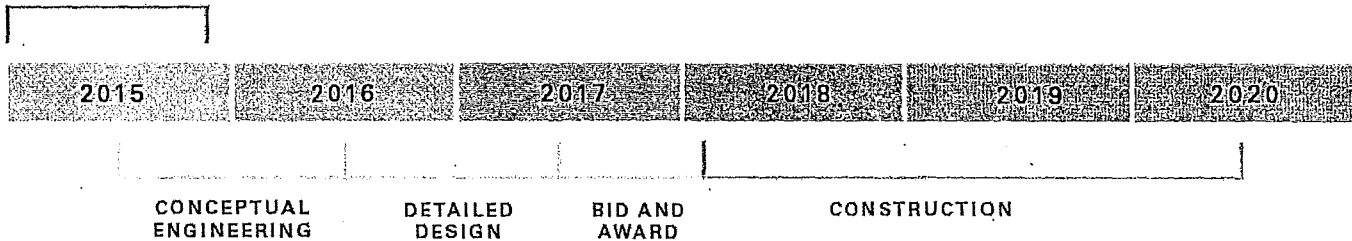


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## SCHEDULE

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



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*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



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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



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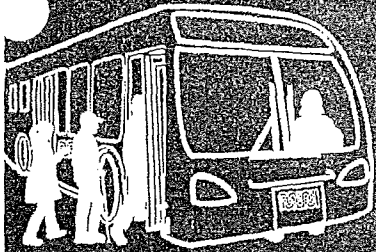
initiation of an interim bus line in January 2015. In the short time that this route has been in operation, average weekend ridership is approaching 1,400 trips.

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.



# 22 Fillmore Transit Priority Project

**Providing faster and more reliable zero-emission transit service to:**

- Hospitals, schools, and senior centers
- A new job center
- A growing population
- Recreation space and event venues
- Regional transit connections

**And addressing:**

- A critical safety need for people walking and bicycling
- An average transit speed of 7 mph along the corridor
- Aging infrastructure



The proposed project will engage the communities along the three distinct segments of the corridor to improve transit reliability, travel time, safety, and accessibility for all users of the corridor regardless of mode of travel.

- At the western end of the corridor is the Mission District, a dense, multicultural residential neighborhood that serves as the site of the city's original Franciscan mission. This segment is home to a regional transportation node—the 16th Street Mission BART station—that serves 12,000 passengers on an average weekday and carries residents to jobs throughout the Bay Area.
- The corridor's middle segment passes through the northern end of the Potrero neighborhood, with a mix of residential and light industrial uses. Many of these warehouses used to serve nearby docks now support a vibrant local manufacturing trade and provide important ladders of opportunity for residents. Also in this central segment, recent changes in zoning have allowed for a significant increase in density and height for the many market-rate and below-market-rate residential and mixed-use buildings under construction.
- The eastern end of the corridor is the site of Mission Bay, a large redevelopment project already underway. This emerging neighborhood includes a new campus of the University of California, San Francisco (UCSF) and a complex of three new hospitals serving children, women and cancer patients. This development is expected to create more than 6,000 housing units and 32,000 jobs. Additionally, the Golden State Warriors are planning an 18,000-seat arena in Mission Bay that will host basketball games and other events throughout the year.

In sum, over 43,000 people (51% minority, 25% low-income) currently live within a quarter-mile of the project area, with more housing built everyday. Approximately 2,800 businesses employing over 23,000 individuals also call the area home. The proposed project will connect these communities to improve transit reliability, travel time, safety, and accessibility for all users.

**MUNIFORWARD.COM**

# PROJECT ELEMENTS

The corridor-wide transit network enhancements like transit-only lanes, transit bulbs, new traffic and pedestrian signals will deliver the safety, speed, and reliability Muni customers need along the corridor. Upgrading and extending the overhead wire system on 16th Street from Potrero Avenue to Third Street will improve the state good repair of the network and enable zero-emission transit service into Mission Bay.

Space for traffic, transit, and people walking and on bicycles is limited on 16th Street and the opportunity for dangerous conflicts can arise.

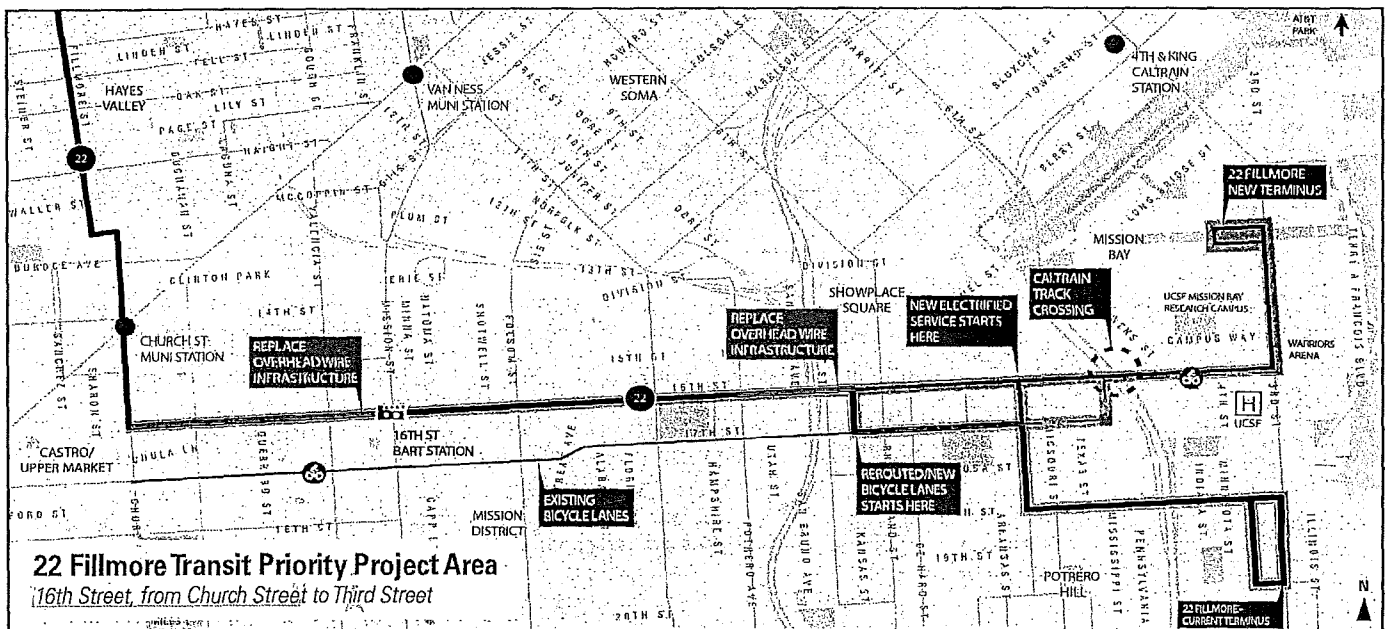
For this reason, the 22 Fillmore Transit Priority Project will widen the sidewalks on 16th Street and upgrade the bicycle infrastructure on 17th Street to make a parallel, contiguous, safe, comfortable and attractive bicycle route for traveling in the east-west direction.

The implementation of these project elements will improve the safety, economic competitiveness, state of good repair, livability, and environmental sustainability of the corridor.

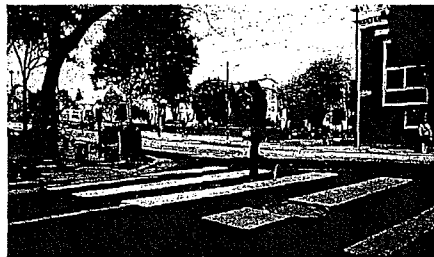
**Legend**

- Caltrain Station (regional connection)
- Muni Metro Station
- bc BART Station (regional connection)
- ▨ 16th Street Corridor Project Area
- Current 22 Fillmore trolley coach line
- Replace overhead wire infrastructure
- Extension of overhead wire infrastructure
- ⊕ New Bicycle Network Enhancements
- ⋯ Current Muni Route Network
- Previous route of 22 Fillmore

00 .1 0.20 .3 0.4 Miles



Transit-only lanes dedicate space for the buses to navigate through the traffic congestion.



Pedestrian & transit bulb-outs extend the sidewalk into the roadway to provide safer street.



Extension of overhead wire system enables zero-emission transit service to Mission Bay.



New traffic & pedestrian countdown signals improve visibility of the signals, traffic flow, and safety of the roadway.



Wider sidewalks create a safer, more inviting place for people to walk.



Separated bikeways can improve safety and make the roads easy to navigate for all users.

## SUMMARY OF BENEFITS

### PROVIDING LADDERS OF OPPORTUNITY

By linking four neighborhoods (Castro, Mission, Potrero, and Mission Bay) with a 51% minority population and 25% low-income population, this project will enable workers to make faster multimodal connections to jobs, schools, and healthcare services in an area undergoing tremendous growth and redevelopment.

### FACILITATING REGIONAL CONNECTIONS

A primary goal of the project is to create better connections between the regional transit hubs and adjacent residential areas in the west to the burgeoning biotech job, retail, and entertainment destinations in San Francisco's Mission Bay to the east.

### CREATING A SAFER WALKING & BICYCLING ENVIRONMENT

After extensive study done by the City and County of San Francisco, the western portion of the project area has been identified as a "high-injury corridor." Streetscape improvements including widening sidewalks and opening crosswalks will increase the visibility of people walking in this corridor. Additionally, 17th Street will be upgraded to become a parallel, contiguous, safe, comfortable and attractive bicycle route for traveling in the east-west direction.

### MAKING TRANSIT OPTIONS FASTER & MORE RELIABLE

The proposed project will modernize and extend the trolley bus system to improve transit reliability, travel time, safety, and accessibility for all users on the 22 Fillmore Muni route, one of the heaviest-used transit lines in the city. This project will facilitate zero-emission transit service to connect the Mission Bay neighborhood to the Inner Mission and other neighborhoods north of Market Street.

### LEVERAGING ONGOING INVESTMENT IN THE AREA

The burgeoning Mission Bay development is a \$4.2 billion investment in the new construction of housing and commercial development, new educational institutions, medical research and technology centers, and two major new hospitals. Additionally, the 22 Fillmore Transit Priority Project will be implemented in coordination with other improvements to Muni's Rapid Network and the Bay Area Bicycle Sharing program, multiplying the benefits of each individual project and delivering more value for San Francisco and the region.

## PROJECT FUNDING

### PRELIMINARY COST

**ESTIMATE\*:** \$67 M

\*Cost estimate in FY 2014 dollars and still under evaluation pending coordination with sewer and stormwater replacement.

### PLANNED FUNDING SOURCES

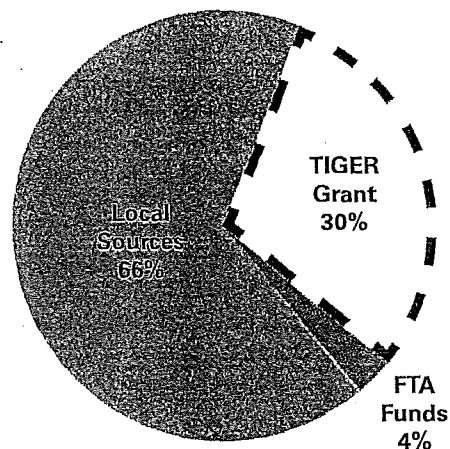
**LOCAL:** \$44 M

Combination of local sales taxes, developer fees, and bond funding:

**FEDERAL:** \$23 M

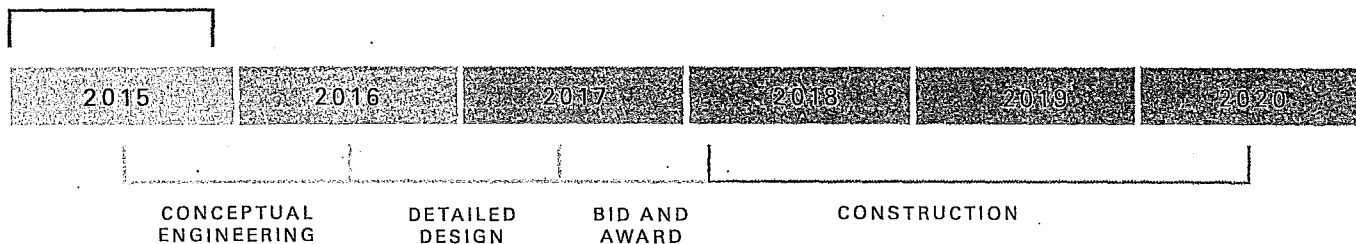
TIGER 2015 Grant: \$20 M

FTA funds (non-TIGER): \$3 M



## PROJECT SCHEDULE

OUTREACH AND LEGISLATION



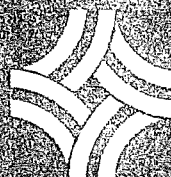
### PROJECT READINESS

- Critical pedestrian and transit safety needs along corridor; identified as a top community and city priority
- Environmental clearance of the transit enhancements and streetscape elements on the corridor
- Cost-effective solution to the long-standing technical challenge of crossing the Caltrain tracks found
- Need to better serve communities along the corridor as well as serve new community as it grows





The project is a collaboration between the San Francisco Municipal Transportation Agency (SFMTA), its City Partner Agencies, regional employers and the local community. San Francisco is committed to providing safer, reliable, and zero-emission east-west transit connection in this area.



**SFMTA**  
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Transportation  
Agency

**For more information, contact:**

Kate Breen, Director of Government Affairs at [Kate.Breen@sfmta.com](mailto:Kate.Breen@sfmta.com) or 415.701.4338  
Cathal Hennessy, Project Manager at [Cathal.Hennessy@sfmta.com](mailto:Cathal.Hennessy@sfmta.com) or 415.701.4548

1 South Van Ness Avenue, 7th Floor  
San Francisco, CA 94103  
[www.sfmta.com](http://www.sfmta.com)

OFFICE OF THE MAYOR  
SAN FRANCISCO



EDWIN M. LEE  
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM: Mayor Edwin M. Lee  
RE: Supporting implementation of the 22 Fillmore Transit Priority Project and urging the USDOT to Approve the SFMTA's 2015 TIGER VII Application  
DATE: April 28, 2015

Attached for introduction to the Board of Supervisors is a resolution supporting the 22 Fillmore Transit Priority Project and urging the United States Department of Transportation (USDOT) to approve a 2015 TIGER VII grant application submitted by the San Francisco Municipal Transportation Agency (SFMTA) requesting \$20,000,000 to support an estimated total project cost of \$67,000,000.

Please note that this item is co-sponsored by Supervisor Kim.

I respectfully request that this item be referred for adoption without committee reference at the May 5<sup>th</sup>, 2015 meeting of the Board of Supervisors.

Should you have any questions, please contact Nicole Elliott (415) 554-7940.

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
MAY 29 2015 11:40 AM  
AK

