

APPENDIX C: SAN FRANCISCO BAY AREA TRANSPORTATION PRIORITIES

Rank and Color	Urban Area / County	Facility/Route/Corridor/System	From-To/Route Intersected	Importance of Facility to Local, Regional Mobility and why Improvements are Needed	Improvement Needed	How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding
1	Region Wide	Maintenance and improvements to pavements on locally maintained roads, streets and highways	Region Wide	Locally maintained roadways serve high volumes of all traffic types including commuters, commercial traffic and goods movement; they connect residents to economic opportunities, recreational outings, schools and employment centers. Improvements to pavement condition are needed to provide a smoother ride for motorists, enhance safety and decrease vehicle operating costs to motorists. It is much more cost effective to maintain and improve pavement conditions before they deteriorate to a level where more costly repairs or replacement are needed.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	
2	Bay Area Regionwide	Transit Operating and Capital Improvement Program	Various transit operators including BART, SF MTA, VTA, AC Transit)	Improve transit system and maintain/improve transit operations in the region.	This project includes various transit capital and transit operating projected expenditures in the RTP period.	Provide transit service in the Bay Area as an alternative to driving.	Project has partial funding committed in the RTP. Total cost is \$143.9 billion over the RTP period (2040).
3	San Francisco / Marin Counties	Golden Gate Bridge	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	Seismic retrofitting of the Golden Gate Bridge is required for it to withstand a major earthquake centered near the Bridge. A seismically induced structural failure could result in loss of life as well as closure of the Bridge for many months and possibly years causing loss of jobs, traffic congestion on other arteries, increased commute periods and an overall worsening of the environmental setting.	This project would retrofit the Golden Gate Bridge to withstand a maximum credible earthquake (magnitude Richter of 8.3) occurring on the nearby San Andreas or Hayward Faults.	Improve safety and ensure continued availability of the Golden Gate Bridge after a seismic event.	Project is not fully funded but has funding committed in the RTP. Total cost is \$0.7 billion. About \$300 million worth of improvements is proceeding and is partly under construction.
4	Bay Area Regionwide	MTC Regional Express Lane Network	Region-wide: Convert existing HOV lanes to express lanes and widen to add new express lanes on freeway segments that constitute the Regional Express Lane Network	Increase efficiency of the freeway system; provide reliable travel times for carpools and buses and drivers willing to pay; provide congestion relief.	Implement roadway pricing. Convert existing HOV lanes to Express Lanes.	Improve traffic congestion by opening up carpool lanes for a fee; improve travel times.	Project is not fully funded but has funding committed in the RTP. Total cost is \$6.06 billion. Project will be completed in phases, with some early phases being implemented by 2020.
5	Santa Clara County	BART Extension to San Jose (Phase 2)	Extend BART from Berryessa Station to San Jose and Santa Clara.	Implementing this project will address a variety of related needs such as reducing traffic congestion, accommodating future travel demand, conserving energy, improving regional air quality, and meeting local land use goals.	The Berryessa Station to San Jose Extension Project would physically extend BART from the future BART Berryessa Station in San Jose to Downtown San Jose and then into Santa Clara.	Provide efficient and high capacity rail service connecting Southern Alameda County and Santa Clara County with the rest of the BART service area, including San Francisco.	Project has funding committed in the RTP. Total cost is \$3.96 billion. Project is proceeding with environmental.
6	Alameda County	Port of Oakland Army Base Development	At the Port of Oakland.	To allow the Port of Oakland to continue serving as a viable container port and local generator of economic activity; and facilitate more efficient movement of freight.	Infrastructure improvements at the former Army Base including: Outer Harbor Intermodal Terminal (OHIT), a proposed intermodal rail facility and surrounding trade and logistics park, is planned to be located on the former Oakland Army Base, new tracks across 7th and Maritime Streets between the Port's Joint Intermodal Terminal and the Oakland Army Base, and 7th Street Grade Separation & Roadway Improvement Project (grade separate those new railroad tracks from roadway traffic).	Improve freight movement and improve traffic circulation / air quality.	Funding in the RTP: \$873 million. Partially funded (about \$500 million) - OHIT project phase 1 is under construction.

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7	Contra Costa County	I-680 / SR-4 Interchange Improvements	At the I-680/SR-4 Interchange	The existing interchange is no longer configured appropriately to handle existing and forecast traffic demands and results in excessive congestion and delay to motorists on both I-680 and SR 4. High accident concentrations at the interchange are due to congested conditions and the short weaving distances associated with this interchange type. The project reconstructs the interchange to reduce congestion and delay.	Reconstruction of the I-680 / SR 4 Interchange. Includes: a two lane direct connector from NB 680 to WB SR 4 with a slip ramp to Pacheco Blvd., a direct connector from EB SR4 to SB I-680, and additional modifications.	Reduce traffic congestion and improve safety in the 680/4 Interchange area	Total RTP cost is \$205 million. Partially funded; Phase 3 expected to be completed by 2020. Other phases not fully funded but committed in the RTP.
8	San Francisco / Alameda Counties	BART Transbay Tube Seismic Retrofit (Phase 1)	Seismically retrofit the BART Tube/Tunnel which connects Oakland to San Francisco.	The TransBay Tube Seismic Retrofit Project will design and implement retrofits to allow the TransBay Tube to return to operation shortly after a large Bay Area earthquake	The Tranbay Tube Seismic Retrofit will implement retrofits to allow the TransBay Tube to return to operation shortly after a large Bay Area earthquake.	Improve safety and ensure continued availability of the BART system after a seismic event.	Project is not fully funded but has funding committed in the RTP. Total cost is \$0.59 billion. About \$276 million worth of improvements is proceeding and is partly under construction.
9	San Francisco	Transbay Transit Center	Phase 1: Express Bus Terminal. San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	Provide a multi-modal transit facility that meets future transit needs.	Phase 1 includes all above-grade TTC facilities associated with the bus terminal, ground level lobbies, retail space, public amenities, below-grade train box construction, and pedestrian and bike improvements.	TTC Phase 1 will improve transit passenger connectivity to employment centers in downtown San Francisco, linking it with other communities in the region.	Fully funded; project is under construction. Total cost is \$1.889 billion.
10	Bay Area Regionwide	Maintenance of State Highways, Bridges, and Local Streets	Regionwide - road system maintenance	Maintain the roadway system to ensure a healthy transportation network.	Maintenance and operations of the roadway system, including state highway/bridges/local road pavement rehabilitation/ traffic signals/ roadway markings/ signage, etc.	Ensure a well maintained roadway system.	Project is fully committed in the RTP. Total cost is \$47 billion over the RTP period (2040)
11	Solano County	I-80/ 680/ 12 Interchange Improvements (Phase 1)	In Solano County: I-80 / I-680 / SR-12 Interchange area including surrounding local roads.	To increase the capacity of the interchange to accommodate current and future traffic volumes; to reduce cut-through traffic on local roads; and to improve safety.	This project would improve widen I-80 and I-680 as well as improve the connections from westbound I-80 to I-680 and SR12 (West); directly connect northbound I-680 and SR12 (West); directly connect northbound I 680 to westbound SR12 (West) and westbound I-80; directly connect eastbound I-80 to southbound I-680; connect the I-80/Red Top Road interchange with Business Center Drive; and construct or improve interchanges at SR12 (West)/Red Top Road, I-80/Red Top Road, I-80/Green Valley Road, and I-680//Red Top Road. A third eastbound lane would be added to SR12 (East) from the Chadbourne Road on ramp to the Webster Street off ramp.	Reduce congestion in the interchange area by upgrading freeway connectors to modern standards and improving local access alternatives.	Project is not fully funded but has funding committed in the RTP. Total cost is \$0.58 billion. First segment will be under construction in Summer 2014. Subsequent segments are in design but have not received funding allocation for construction.
12	Bay Area Regionwide	13	Regionwide	BART Metro program envisions a gradual shift towards increased investment in areas identified in the SCS, in order to more sustainably serve the region. The purpose is for BART to more effectively and efficiently serve regional travel markets, while providing a reliable and attractive passenger experience.	Advance BART Metro program (service, capacity and coverage) to align future investments in support of the region's emerging Sustainable Communities Strategy (SCS). Types of projects eventually could include trackway enhancements on the core system (pocket tracks, cross-overs, other investments to relieve mainline bottlenecks), route service changes, capacity improvements to stations and supporting facilities, infill stations and an improved track control system.	Improve transit service on BART for the inner core of the Bay Area.	Project is not fully funded and is only partially committed in the RTP. RTP only commits \$10 million.

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13	Bay Area Regionwide	Freeway Performance Initiative+C20	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	The Freeway Performance Initiative (FPI) seeks to maximize the efficiency and improve the management, reliability and safety of the existing freeway, highway and arterial infrastructure, while limiting traditional expansion of the freeway system to only the most essential locations.	Implement the Freeway Performance Initiative (FPI), which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, traveler information/511, and operations and maintenance of ITS infrastructure	Enhance traffic flow on freeways in the region using low-cost efficiency measures.	Project is not fully funded but has funding committed in the RTP. Total cost is \$2.73 billion. Project will be completed in phases, with some early phases being implemented and open to traffic in 2014.
14	Santa Clara County	VTA Express Lane Network	Throughout Santa Clara County. Implement Express Lane Network.	Manage Congestion and to provide commuters with a new option.	Implement roadway pricing. The express lane network project will convert existing continuous carpool or HOV lanes into limited access express lanes that offer solo drivers a choice to pay a fee and use the available capacity to save time.	Improve traffic congestion by opening up carpool lanes for a fee; improve travel times.	Project is not fully funded but has funding committed in the RTP. Total cost is \$0.79 billion.
15	San Francisco	Transbay Transit Center	Phase 2: Caltrain Downtown Extension. San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/King to Transbay Transit Center.	Provide a multi-modal transit facility that meets future transit needs.	Phase 2 of the Transbay Transit Center program is the extension of the Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus beneath the proposed new Transbay Transit Center building.	TTC Phase 2 will reduce travel time for commuter rail passengers accessing employment centers in downtown San Francisco, and will also lay the foundation for California High Speed Rail's terminus in San Francisco.	Project is not fully funded but has funding committed in the RTP. Total cost is \$2.6 billion; \$640 million is secured. Additional revenues may come from state and federal sources related to High Speed Rail.
16	San Francisco	Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	Provide enhanced transit service with improved travel times to the Chinatown area.	Extend the Third Street Light Rail line into a new subway generally in a north-south alignment under Fourth Street to Market, then under Geary to Stockton, and under Stockton to Clay Street. Includes procurement of four LRVs.	Provide enhanced transit service with improved travel times to the Chinatown area. Will link existing Caltrain terminus to the BART/MUNI rail transit systems.	Project is fully funded and is under construction. Total cost \$1.578 billion.
17	Santa Clara County	SR-152 Widening/Realignment	On SR-152 from US-101 to SR-156	Project is needed to enhance SR152 commercial goods route between US101 and the Central Valley. Most of SR152 is a freeway or 4-lane expressway between SR99 and US101, with the exception of a 12-mile section between US101 and SR156, limiting its ability to serve as an effective connection. The area has been the subject of multiple studies, all of which have suggested moving the alignment to a new, flatter route.	SR 152 (US 101 at Monterey St. to Santa Clara County Line on SR152) including: US 101 Widening from Monterey St. to the SR 25/US 101 Interchange; New interchange at SR 25/US 101; and New SR 152 Alignment: US 101 to SR 156; SR152 Improvements include; roadway and access control improvements between SR156 and the [Santa Clara] County Line, new east bound truck climbing lanes over Pacheco Pass, and possible toll facilities.	Improve safety and goods movement between the Bay Area and the Central Valley.	Project is not fully funded but has funding committed in the RTP. Total cost is \$0.92 billion.
18	Marin / Sonoma Counties	US-101 Marin-Sonoma Narrows	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washigton Street, and widen to 6 lanes for HOV lanes.	Reduce congestion by adding HOV lanes and convert expressway to freeway.	In Sonoma: Adds 1 HOV lane in each direction to US 101 from Old Redwood Highway in Petaluma to the Marin/Sonoma County line making the freeway 6 lanes wide. In Marin: Extends the US 101 HOV lane in Marin County from Route 37 to Atherton Ave in the northbound direction and to Rowland Boulevard in southbound direction.	Improve safety and reduce traffic congestion.	Sonoma: \$220 million total cost in RTP. Marin: \$222 million total cost in RTP. Funding committed in RTP but not fully allocated. Portions are already under construction.

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19	Bay Area Regionwide		On the seven State-Owned toll bridges	Maintain the toll bridge system to ensure continued connectivity regionwide	Maintenance and operations of the toll bridge system, including pavement rehabilitation and seismic retrofits.	Ensure a well maintained and safe toll bridge system.	Project is fully committed in the RTP. Total cost is \$16 billion over the RTP period (2040)
20	San Francisco	San Francisco Pricing Program	In San Francisco, citywide. Implement variable pricing program and congestion pricing program. Includes transit-capital and maintenance improvements	Reduce traffic congestion by using variable pricing.			Project is not fully funded but has funding committed in the RTP. Total cost is \$2.5 billion. Project time horizon is mid- to late-2030's.
21	Alameda County	AC Transit East Bay Bus Rapid Transit	Along the Telegraph/Intl Blvd /E. 14th Corridor; System includes preliminary engineering, bus Stop & station improvements, and other street enhancements to implement bus rapid system	Provide a more efficient transit route along this congested and highly used transit corridor.	Complete preliminary engineering, purchase vehicles, infrastructure improvements, and transit station improvements. The first stations to be developed are Estudillo in San Leandro and the Uptown Transit Center in Oakland.	Improve transit service primarily on International Blvd and E. 14th St in Oakland and San Leandro.	Project is fully funded at \$178 million. Completion expected in 2018. Currently in design.
22	Marin / Sonoma Counties	Sonoma Marin Area Rail Transit (SMART)	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line	Congestion relief and provide alternative mode of transportation (both commuter rail and multi-use trail).	Conduct project development tasks, right of way, vehicle procurement, construction of passenger rail service and non-motorized pathway in Sonoma and Marin Counties.	Provide transit alternative to the US-101 corridor in Marin and Sonoma Counties.	Phase 1 of project is fully funded and in construction. Subsequent phases not fully funded.
23	Santa Clara County	Santa Clara-Alum Rock Bus Rapid Transit	In San Jose: Implement BRT improvements in the Santa Clara/Alum Rock route for BRT lines 522 and 523, including: dedicated guideways, signal prioritization, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles.	Improve mobility by providing direct, convenient, time-competitive transit service with connections to existing and programmed elements of VTA's rapid transit network; Increase transit ridership by serving high-density routes; provide premium transit service on high commute routes with a goal of attracting choice riders; Promote livable neighborhoods, redevelopment objectives, community support and general transportation needs and meet the needs of transit dependent residents.	In San Jose: Implement BRT improvements in the Santa Clara/Alum Rock route for BRT lines 522 and 523, including: dedicated guideways, signal prioritization, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles. This project will upgrade the transit infrastructure along the 6.9-mile Santa Clara/Alum Rock route from the San Jose Arena to Eastridge Mall to achieve premium Bus Rapid Transit service.	Improve transit service in Santa Clara County.	Project is funded at \$115 million. Currently under construction.
24	San Francisco County	Transit Effectiveness Project (TEP) - San Francisco	On SFMTA transit lines in San Francisco.	The TEP aims to improve service reliability, reduce transit travel time, improve customer experiences, and improve service effectiveness and efficiency.	The Transit Effectiveness Project (TEP) is a comprehensive effort to improve reliability, reduce transit travel time and update Muni service to better meet current and projected travel patterns throughout San Francisco. Implementation of the TEP will span from FY11 to FY20 and include the following categories of projects--travel time reduction projects, service improvements, transfer point and terminal investments, overhead wire changes and long-term investment studies.	Improve transit service in San Francisco.	Total RTP cost is \$172 million. Target completion is 2020.

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25	Santa Clara County	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda.	Improve mobility by providing direct, convenient, time-competitive transit service with connections to existing and programmed elements of VTA's rapid transit network; Increase transit ridership by serving high-density routes; provide premium transit service in high commute routes with a goal of attracting choice riders; promote livable neighborhoods, redevelopment objectives, community support and general transportation needs; meet the needs of transit dependent residents.	Implement BRT improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time information, and branded buses. This project will upgrade the transit infrastructure along El Camino Real/The Alameda from the San Jose Arena to the Palo Alto Transit Center to achieve premium Bus Rapid Transit service.	Improve transit service on El Camino Real in the San Jose/Santa Clara area.	Project is fully funded at \$234 million (sales tax funds). Completion expected in 2018.
26	San Francisco / San Mateo / Santa Clara Counties	Caltrain Service Frequency Improvements, Electrification, and Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	Electrification: From San Francisco to Tamien (San Jose). Other improvements are systemwide.	To provide infrastructure changes and additions to Caltrain's right-of-way to run electric railway service in place of the existing diesel service; and provide passengers with shorter journey times.	1) Frequency improvements (6-train service during peak hours), includes rolling expansion and replacement of stock (EMUs). 2) Electrification: The project includes the installation of 10 traction power substations, an overhead catenary system to supply power to the trains, signal and grade crossing circuitry changes, and related communications improvements. 3) CBOSS: CBOSS/PTC is a system of signalization, utilizing on-track and off-track sensors, which allows for automated computerized collision prevention, improved manual collision prevention, improved accident prevention, and improved headways.	Improve service frequency to accommodate and promote ridership, improve efficiency and air quality through electrification, and improve safety through CBOSS/PTC.	Project is not fully funded but has funding committed in the RTP. Total cost is \$1.843 billion. About \$1.2 billion is funded. Project is expected to be operational in 2020.
27	Alameda / Santa Clara Counties	BART Extension to San Jose (Phase 1)	In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California.	Implementing this project will address a variety of related needs such as reducing traffic congestion, accommodating future travel demand, conserving energy, improving regional air quality, and meeting local land use goals.	This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California. The project entails design, ROW, construction, equipment and rolling stock procurements necessary to extend BART to the future Berryessa Station in San Jose. Improvements will include track, bridges, traction electrification, stations, parking areas, fare vending equipment and other ancillary operating and/or maintenance equipment.	Provide efficient and high capacity rail service connecting Southern Alameda County and Santa Clara County with the rest of the BART service area, including San Francisco.	Project has full funding committed in the RTP. Total cost is \$2.5 billion. Project is in ROW and construction phases; substantial funding from sales tax funds.
28	Napa County	SR-12 / SR-29 New Interchange	Intersection of Route 12/Route 29/Airport Road in Napa.	Congestion relief and improved traffic circulation and safety.	Constructs an interchange at the intersection of Route 12/29/Airport Road, grade separated in Napa County.	Improve safety and reduce traffic congestion.	Project is not fully funded. Only \$6 million is identified for the environmental document.
29	Bay Area Regionwide	Regional Grant Programs	Regionwide	Support regional programs that improve the mobility of Bay Area residents.	The programs include the One Bay Area Grant program, Lifeline, Climate Initiative, and Clipper programs.	Provide incentives for better land-use/transportation coordination, access to transportation for low income residents, reduce green house gases, and support regional fare card payment system for ease of transit use.	Project has full funding committed in the RTP. Total cost is \$12.1 billion over the RTP period (2040). Some project elements are underway.

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30	San Francisco County	Van Ness Bus Rapid Transit	On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project.	To improve bus operations in the Van Ness corridor by reducing travel times, improving reliability, and minimizing the impact of traffic congestion on operations.	Design and implement a BRT project on Van Ness Avenue from Mission to Lombard. Project includes planning, environmental, engineering, and construction. Project would be limited to roadway and signaling improvements along with a contribution to replacement of the overhead contact system support poles/streetlights and utility upgrades/replacement. Preferred alternative will operate in the center of the roadway with right side boarding.	Improve transit service in San Francisco on Van Ness Ave (US-101)	Project is fully funded at \$125 million.