

Van Ness Avenue BRT
San Francisco, California
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 2.0 Miles, 9 Stations
Total Capital Cost (\$YOE):	\$162.07 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (46.3%)
Annual Forecast Year Operating Cost:	\$27.00 Million
Opening Year Ridership Forecast (2018):	52,400 Average Weekday Trips 1,600 Daily New Trips
Overall Project Rating:	High
Project Justification Rating:	High
Local Financial Commitment Rating:	High

Project Description: The San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA) are planning an exclusive lane bus rapid transit (BRT) facility on Van Ness Avenue. The project would be operated by the SFMTA. The project would include dedicated transit lanes originating at the intersection of Van Ness Avenue and Mission Street and extending north to Union Street near Fort Mason and Fisherman's Wharf. In addition to construction of the busway, the project includes traffic signal priority, pedestrian crossings, and the purchase of 38 new vehicles. Service would operate every four minutes during weekday peak periods in 2018, the anticipated opening year of the project.

Project Purpose: The Van Ness Avenue BRT project would introduce rapid transit along a primary north/south transit route in the northern half of San Francisco. The project would reduce travel times, improve service reliability, and provide enhanced customer amenities along the core segment of SFMTA's existing local bus routes 47 and 49. Approximately 46 percent of households in the high-density neighborhoods along Van Ness Avenue do not own cars, relative to 29 percent citywide. The project would improve transit service for these individuals.

Project Development History, Status and Next Steps: SFCTA and SFMTA selected BRT as the locally preferred alternative (LPA) for the corridor in December 2006, and had the LPA adopted into the region's fiscally constrained long range transportation plan in September 2007. Under SAFETEA-LU, FTA approved the Van Ness Avenue BRT project into project development in December 2007. A Draft Environmental Impact Statement (EIS) was published in November 2011, followed by a Final EIS in July 2013. FTA issued a Record of Decision in December 2013. A Small Starts Grant Agreement is anticipated in mid-2015, with revenue service anticipated to begin in mid-2018.

Significant Changes Since Last Evaluation (November 2012): The project's estimated capital cost increased from \$125.63 million to \$162.07 million as a result of design refinements, more detailed estimates of materials and construction contractor costs, and a contingency increase appropriate to the project's complexity. The anticipated Section 5309 funding contribution remains \$74.99 million, but the share decreased from 59.7 percent to 46.3 percent.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$74.99	46.3%
State: State Highway Operation and Protection Program	\$7.31	4.5%
Local: Proposition K Sales Tax	\$36.30	22.4%
SFMTA Revenue Bonds and Operating Funds	\$25.61	15.8%
Central Freeway Parcel Revenues	\$12.66	7.8%
California Pacific Medical Center Development Impact Fees	\$5.00	3.1%
SFCTA Planning, Programming and Monitoring Funds	\$0.20	0.1%
Total:	\$162.07	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: High

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Population density is approximately 110,000 people per square mile in the corridor, corresponding to a high rating according to FTA criteria. Total employment in project station areas is approximately 92,000 jobs.
- The San Francisco Central Business District (CBD) is the densest and most transit accessible downtown on the west coast. The Civic Center area is a major destination area in the city with dense pedestrian and transit-oriented development.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: Medium-High

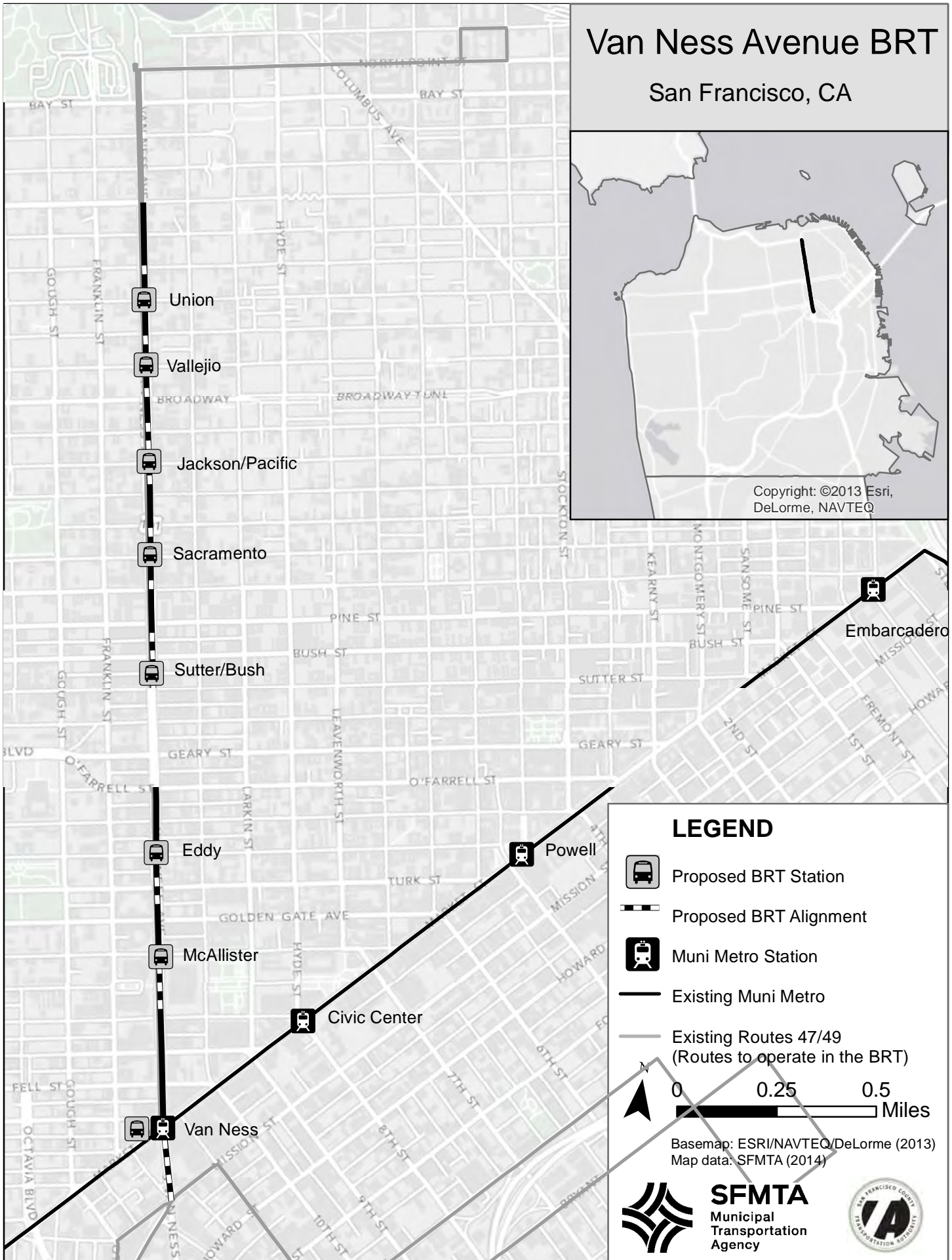
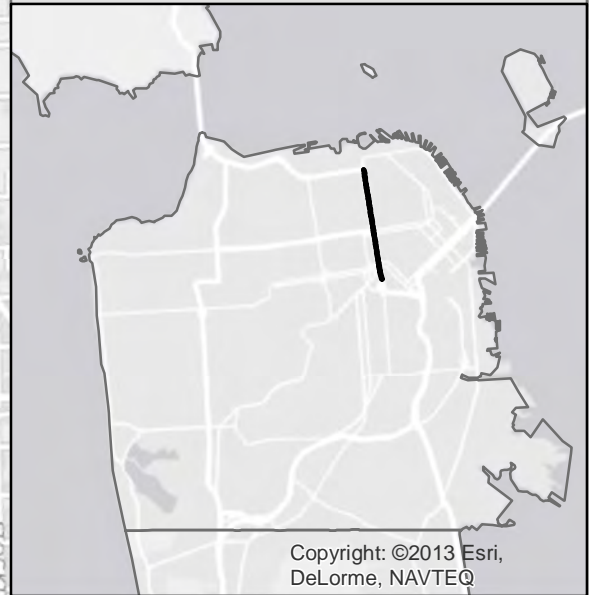
- While the city and entire Bay Area have a number of physical constraints to growth such as topographical limitations, it does not have a unified or enforceable growth management policy.
- San Francisco's General Plan has long encouraged higher-density and transit-oriented development. The city is undertaking additional planning initiatives to focus higher-intensity growth in transit corridors. The city is considering zoning changes that would require residential community-oriented retail development near transit nodes.
- The city's zoning regulations are intended to maintain a medium to high-density profile and scale, with a mixture of land uses in many areas. The city's plan generally supports transit-supportive densities. There are no minimum parking requirements or off-street parking provisions in the CBD and other major employment areas.
- San Francisco's existing land use pattern includes dense development along major transportation corridors. The objective of the City Planning Department and directing codes and ordinances is to reinforce this pattern of development along corridors that have high transit capacity.

Performance and Impacts of Policies: High

- The existing high-density development and pedestrian accessibility in the City of San Francisco demonstrates the strength of city policies and market forces at achieving transit-oriented intensities and urban design. The number of jobs in the San Francisco CBD has doubled since the 1970s, with no increase in the volume of traffic entering the area.
- The corridor is very dense and is largely developed, with little room for additional development.

Van Ness Avenue BRT

San Francisco, CA



LEGEND



Proposed BRT Station



Proposed BRT Alignment



Muni Metro Station



Existing Muni Metro



Existing Routes 47/49
(Routes to operate in the BRT)



0 0.25 0.5
Miles

Basemap: ESRI/NAVTEQ/DeLorme (2013)
Map data: SFMTA (2014)



SFMTA
Municipal
Transportation
Agency

