

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the Director of Transportation, or his designee, to execute fund transfer (grant) agreements with the California Department of Transportation (Caltrans): \$490,160 for the SFMTA's Presidio Bus Yard Planning Study and \$300,000 for the Hyde Street Safety Project, and any amendments to such agreements.

SUMMARY:

- Caltrans programs grant funds for the Sustainable Transportation Planning Grant Program (Program), the purpose of which is to plan for a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.
- Caltrans selected two SFMTA projects for Program funding. The Presidio Bus Yard Planning Study will receive \$490,160. The Presidio Bus Yard Planning Study will initiate the planning phase of the Yard's reconstruction with outreach and recommendations, including site planning, a facility needs assessment, land use analysis, and pedestrian and bicycle wayfinding and safety improvements.
- The Hyde Street Safety Project will receive \$300,000. The project aims to meet San Francisco's Vision Zero goal of eliminating traffic-related deaths on San Francisco streets, as well as improve corridor access and neighborhood connectivity.
- To receive Program funding, Caltrans requires a resolution from the SFMTA Board identifying the projects, approving a fund transfer (grant) agreement with Caltrans, and authorizing the Director of Transportation, or his designee, to execute all grant agreements and any amendments thereto with Caltrans.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

July 9, 2019

July 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: July 16, 2019

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PURPOSE

Authorizing the Director of Transportation, or his designee, to execute fund transfer (grant) agreements with California Department of Transportation (Caltrans): \$490,160 for the SFMTA's Presidio Bus Yard Planning Study and \$300,000 for the Hyde Street Safety Project, and any amendments to such agreements.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve the safety of the transit system.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1: Improve transit service.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Goal 4: Create a workplace that delivers outstanding service.

Objective 4.2: Improve the safety, security, and functionality of SFMTA work environments.

This action supports the following Transit First Policy principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
3. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
4. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

5. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

Caltrans programs highly competitive grant funds for the Sustainable Transportation Planning Grant Program (the Program), the purpose of which is to support Caltrans' mission: to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The SFMTA applied for grants from the Fiscal Year 20 Program, and Caltrans selected two SFMTA projects – the Presidio Bus Yard Planning Study (\$490,160) and the Hyde Street Safety Project (\$300,000) – to receive funding.

Presidio Bus Yard Planning Study

Based on the “2017 SFMTA Facilities Framework¹,” Presidio Yard must be entirely rebuilt to address operating inefficiencies, seismic considerations, and the space needs of an evolving fleet, and to reposition the yard to accommodate battery electric vehicles.

The Presidio Bus Yard Planning Study (Study) will plan for the Yard's reconstruction in a holistic, community-informed fashion. In addition to commencing the planning phase of the rebuild and modernization project, the Study will identify opportunities for complementary land uses at the site and will recommend strategies to improve pedestrian and bicycle connectivity and safety in the project vicinity.

Hyde Street Safety Project

Hyde Street is an important connection for residents of the Tenderloin to access the cultural, transit, and service-related destinations on Market Street and the adjacent South of Market neighborhood (SoMa). The Hyde Street Safety Project from O'Farrell Street to Grove Street aims to meet San Francisco's Vision Zero goal of eliminating traffic-related deaths on San Francisco streets, as well as to improve corridor access and neighborhood connectivity. The project builds upon several plans and programs, including the City's Vision Zero policy, Central Market / Tenderloin Strategy, Tenderloin Little Saigon Plan, and the Caltrans Transportation Planning Grant-funded San Francisco Community Engagement for an Equitable Muni.

To receive the funding under the Program for both of these planning efforts, Caltrans requires the SFMTA to obtain a resolution from its governing board identifying the projects, approving a fund transfer (grant) agreement with Caltrans, and authorizing the Director of Transportation, or his designee, to execute all grant agreements and any amendments thereto with Caltrans.

¹ The [2017 SFMTA Facilities Framework](#) is a document that describes highlights of the SFMTA 2015-47 Facilities Assessment, Workplace Planning and Organizational Assessment. The purpose of the Framework was to identify deficiencies and associated costs as a basis for budgeting and prioritizing improvements as well as assistance in identifying major space planning opportunities and ways to improve processes for facility planning and management.

STAKEHOLDER ENGAGEMENT

Through these grants, the SFMTA will perform extensive outreach to the public in partnership with community-based organizations to optimize project outcomes and maximize the benefits to the community. Encouraging public involvement from vulnerable or under-represented groups, such as low-income and minority populations, non-English speaking populations, seniors, youth, people with disabilities, and transit-dependent persons is a key objective of both planning projects.

Presidio Bus Yard Planning Study

The modernization of Presidio Bus Yard fits within the SFMTA's larger "Building Progress" facilities program umbrella. "Building Progress" aims to retool the SFMTA's bus yards and maintenance shops to support Muni's modern fleet. SFMTA staff conducted a series of three open houses on the larger "Building Progress" program in winter 2017. SFMTA staff mentioned Presidio Bus Yard as a future project under "Building Progress." Residents near the Presidio Bus Yard attended this open house series and engaged with staff on the concept of a future rebuild of the yard. They requested that staff keep them informed and engage them on the rebuild concept as the project develops. Staff committed to this request. This Study will fund the next more detailed and expansive phase of public engagement on the Presidio Bus Yard project.

Hyde Street Safety Project

Neighborhood communities will be engaged through engagement tools that build on best practices, including:

- Seeking out and directly partnering with existing community-based organizations and agencies that organize the vulnerable populations in the Tenderloin, specifically seniors and youth populations;
- Partnering with San Francisco's Department of Public Health on key tasks and in developing tools for vulnerable communities;
- Collaborating through innovative engagement processes that meet the community in its neighborhood and through its various community groups;
- Focusing on opportunities that allow the community to give input in non-traditional forums and formats; and
- Establishing an advisory group through the People's Congress (a specific type of more innovative community engagement event) that will inform the design and build community capacity.

ALTERNATIVES CONSIDERED

The completed Presidio Yard and Hyde Street Safety Projects would be beneficial for San Francisco and are both consistent with the SFMTA's 20-Year Capital Plan and Five-Year Capital Improvement Program. Both need significant planning to proceed to ultimate construction. The infusion of Program funds will accelerate their planning and implementation. Without the Program grant funds, planning for both projects would be delayed, or funds would be taken from other projects to keep them on track, so no alternatives were considered.

FUNDING IMPACT

Caltrans requires a minimum local match of 11.47%. Providing more matching funds (above 11.47%) makes grant applications more competitive.

The Presidio Bus Yard Planning Study will be funded by \$490,160 from Caltrans. The SFMTA is providing a match of 12%, or \$66,840, which will come from an in-kind labor match from the SFMTA Operating Budget. The results of the Presidio Study are anticipated to inform future capital budgeting cycles beginning in Fiscal Year 27.

The Hyde Street Safety Project will be funded with \$300,000 in Program funds from Caltrans. The SFMTA is providing a match of 21.1%, with \$80,000 local match to come from local transportation sales tax proceeds.

ENVIRONMENTAL REVIEW

On June 20, 2019, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed grant-funded efforts are not “projects” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b).

A copy of the CEQA determinations is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the Board authorize the Director of Transportation, or his designee, to execute fund transfer (grant) agreements with Caltrans: \$490,160 for the SFMTA’s Presidio Bus Yard Planning Study and \$300,000 for the Hyde Street Safety Project, and any amendments to such agreements.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA is eligible to receive Federal and/or State funding for certain transportation planning programs through the California Department of Transportation (Caltrans); and,

WHEREAS, Caltrans programs grant funds for the Sustainable Transportation Planning Grant Program (the Program), the purpose of which is to support Caltrans' mission: to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and,

WHEREAS, After receiving applications from the SFMTA, Caltrans selected the Presidio Bus Yard Planning Study for \$490,160 and the Hyde Street Safety Study for \$300,000 in funding from the Program; and,

WHEREAS, The Presidio Bus Yard Planning Study is a community-driven planning effort led by the SFMTA with strong local stakeholder partnerships that will plan for the Presidio Yard's reconstruction in a holistic, community-informed fashion to address its operating inefficiencies, seismic considerations, and space needs of an evolving fleet; and,

WHEREAS, The Hyde Street Safety Project aims to meet San Francisco's Vision Zero goal of eliminating traffic-related deaths on San Francisco streets, as well as improve corridor access and neighborhood connectivity; and,

WHEREAS, For the SFMTA to receive funding under the Program, Caltrans requires that the SFMTA obtain a resolution from its governing board identifying the projects, approving a grant agreement with Caltrans, and authorizing the Executive Director or designee to execute all Grant Agreements, and any amendments thereto, with Caltrans; and,

WHEREAS, On June 20, 2019, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed grant-funded efforts are not "projects" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determinations is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation, or his designee, to execute fund transfer (grant) agreements with the California Department of Transportation: \$490,160 for the SFMTA's Presidio Bus Yard Planning Study and \$300,000 for the Hyde Street Safety Project, and any amendments to such agreements.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency