

**THIS PRINT COVERS CALENDAR ITEM NO. : 6**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit Services

**BRIEF DESCRIPTION:**

Approval of the Transit Effectiveness Project (TEP), including a Service Policy Framework and, at a programmatic and conceptual level, the Service Improvements, Service-Related Capital Improvements, and Travel Time Reduction Proposals, including a Transit Preferential Streets "Toolkit" described in the Final Environmental Impact Report (FEIR), and adoption of findings, including a statement of overriding considerations, (CEQA Findings) and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act (CEQA).

**SUMMARY:**

- The Transit Effectiveness Project (TEP) is a major SFMTA initiative to improve Muni and help meet the Strategic Plan's mode shift goals.
- The TEP proposals have undergone an extensive environmental review process over the past two years. Major milestones include the publication of the following key documents: Initial Study (January 2013), Draft EIR (July 2013), and Final EIR (March 13, 2014).
- The Planning Commission certified the TEP EIR on March 27, 2014.
- The SFMTA Board will approve the Service Policy Framework and the Transit Preferential Streets "Toolkit", and at a programmatic level the Service Improvements, Service-Related Capital Improvements and Travel Time Reduction Proposals identified in the TEP draft EIR, the TEP Supplemental Service Variants Memorandum and the Response to Comments (RTC).
- The SFMTA Board will also adopt the CEQA Findings, including a statement of overriding considerations, and the Mitigation Monitoring and Reporting Program.

**ENCLOSURES:**

1. Resolution
2. Final Environmental Impact Report
3. CEQA Findings (Enclosure A)
4. Mitigation Monitoring and Reporting Program (MMRP) (Enclosure B)

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

3/24/14

SECRETARY \_\_\_\_\_

3/24/14

**ASSIGNED SFMTAB CALENDAR DATE:** March 28, 2014

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### **PURPOSE**

Approval of the Transit Effectiveness Project (TEP), including a Service Policy Framework and, at a programmatic and conceptual level, the Service Improvements, Service-Related Capital Improvements, and Travel Time Reduction Proposals, including a Transit Preferential Streets "Toolkit" described in the FEIR, and adoption of findings, including a statement of overriding considerations, (CEQA Findings) and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act (CEQA).

### **GOAL**

The TEP's proposed transit service changes will specifically address the following SFMTA Strategic Plan goals and objectives:

- Goal 1: Create a safer transportation experience for everyone  
Objective: 1.3 Improve the safety of the transportation system
  
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel  
Objective 2.2 Improve transit performance  
Objective 2.3 Increase use of all non-private auto modes
  
- Goal 3: Improve environment and quality of life in San Francisco  
Objective 3.2 Increase the transportation system's positive impact to the economy  
Objective 3.3 Allocate capital resources effectively  
Objective 3.4: Deliver services efficiently
  
- Goal 4: Create a workplace that delivers outstanding service  
Objective 4.4 Improve relationships and partnerships with our stakeholders

### **DESCRIPTION**

The SFMTA applied to the Planning Department for environmental review of the Transit Effectiveness Project (TEP) on June 25, 2011. The Planning Department determined that an Environmental Impact Report (EIR) was required to understand and disclose the environmental impacts associated with the project components that are proposed to improve Muni including: the Service Policy Framework, Service Improvements, Service Related Capital Improvements, and the Travel Time Reduction Proposals (TTRPs).

Several important milestones of the environmental review process have since been achieved including the public circulation of the Draft Environmental Impact Report (Draft EIR) on July 7, 2013, and the Response to Comment (RTC) on March 13 2013, which along with the Draft EIR and any errata, is anticipated to go before the San Francisco Planning Commission for Final EIR certification on March 27, 2014.

The TEP is a major SFMTA initiative to improve Muni and meet our City's Transit First goals - originally adopted by the Board of Supervisors in 1973, and reaffirmed by voters in 1999, 2007, and 2010. The Transit First Policy and the SFMTA Strategic Plan are geared towards making transit more attractive and encouraging the use of more sustainable modes like transit, walking, bicycling, and taxis which will allow San Francisco to continue to grow and flourish into the future. In concert with the Transit First policy and the SFMTA's Strategic Plan, the TEP seeks to improve Muni, the transit backbone of a transportation-rich system that connects all modes and all people, but also—unfortunately—a system that has failed to keep pace with a changing San Francisco.

The TEP represents the first major evaluation of San Francisco's mass transit system in thirty years. Further, the TEP seeks to address two key issues:

- (1) The frequency and layout of existing routes need to be updated to match current travel patterns and address crowding.
- (2) The service that Muni provides is slow and unreliable.

To address these problems, staff employed robust public outreach and developed numerous proposals and strategies. The project, as described and analyzed in the environmental review documents, includes:

**The Service Policy Framework** –As part of an effort to update and improve upon existing Service Policy Guidelines, the SFMTA has developed a Service Policy Framework which sets forth transit service delivery objectives and actions to support the SFMTA Strategic Plan goals. Implementation of the TEP would be guided by the Service Policy Framework which would outline how investments are made to the Muni system. Broadly these objectives include the effective allocation of transit resources, the efficient delivery of service, the improvement of service reliability and reduction in transit travel time, and an improvement in customer service. The SFMTA seeks to meet these objectives while still meeting the service coverage guideline of maintaining service within a ¼ mile service of all residential neighborhoods. Most importantly, the Policy Framework would organize Muni transit service into four distinct transit categories:

- **RAPID** These heavily used bus and rail lines form the backbone of the Muni system. With vehicles arriving frequently and transit priority enhancements along the routes, the Rapid network delivers speed and reliability whether customers are heading across town, or simply traveling a few blocks.
- **GRID** Also known as “Local” routes, these long routes combine with the Rapid network to form an expansive core system that lets customers get to their destinations with no more than a short walk, or a seamless transfer.
- **CIRCULATORS** Also known as “Community Connectors”, these lightly used bus routes predominantly circulate through San Francisco's hillside residential neighborhoods, filling in gaps in coverage and connecting customers to the core network.

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- **SPECIALIZED** These routes augment existing service during specific times of day to serve a specific need, or serve travel demand related to special events. They include express service, owl service, and special event trips to serve sporting events, large festivals and other San Francisco activities.

**Service Improvements and Service Related Capital Improvements** (note there are some variants where multiple route alignments are being considered and flag supplemental analysis of route proposals that were modified based on public feedback).

The TEP includes service changes that are proposed to reduce crowding, improve system-wide neighborhood connectivity and access to regional transit, and redirect finite public resources to where they are needed most. The SFMTA conducted a comprehensive evaluation of transit service and extensive outreach with numerous stakeholders to assess Muni network restructuring that examined route and line performance, travel time, reliability, and ridership throughout the Muni system. The proposals, initially drafted by SFMTA, were presented to members of the community, and renewed through an iterative process of public comment, additional data collection, and technical analysis. Specifically, these proposals include:

- Increasing frequency of transit service along heavily used corridors
- Creating new routes
- Changing existing route alignments
- Eliminating underutilized routes or route segments
- Introducing larger buses on crowded routes
- Changing the mix of local/limited/express service
- Expanding limited services

In addition, the SFMTA included a number of possible variants to these service changes (including recent service variants developed as part of the public outreach process and summarized in the Supplemental Service Variants Memorandum) that are proposed as part of the project to allow for flexibility in the phasing and implementation of the Service Improvements. Proposed Service Variants mostly include modifications to portions of some routes or change the type of vehicle used on some routes. In addition, many of the service variants work in concert to improve service along a particular corridor or neighborhood. Overall, the proposals represent a 10-12 percent increase (or approximately 350,000-370,000 service hours) in Muni service. While many of these proposals can be delivered without capital changes, some of the service changes require capital investments. Service-related Capital Improvements would include the following:

- Terminal and Transfer Point Improvements (TPIs) to improve route operations at terminals
- Overhead Wire Expansion (OWE) capital improvements to support service route changes

for electric trolley; and

- Systemwide Capital Infrastructure (SCI) projects, which include improvements such as the installation of new accessible platforms.

### Transit Travel Time Reduction Proposals (TTRPs)



*Figure 1* Travel Time Reduction Proposals Corridor Map

Group 1 and Group 2 corridors identified in the map above received a project level analysis in the EIR document. Corridors with the Group 3 distinction received programmatic review. More specifically, the TEP includes engineering improvements—also known as Travel Time Reduction Proposals (TTRPs)—designed to address transit delay, improve reliability, and increase the safety and comfort of customers along the most heavily used Rapid routes. The TTRPs include a variety of standard roadway and traffic engineering treatments that specifically address the root causes of delay and passenger frustration, including traffic congestion, transit stops that are spaced too close together, narrow travel lanes, and slow boarding times.

The SFMTA has identified a set of 18 standard traffic engineering elements that address these issues and can improve transit travel time and reliability when applied to streets along a transit corridor. These elements are collectively referred to as the TPS Toolkit. The TPS Toolkit elements are grouped into five categories based on the types of roadway changes involved: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, Traffic Signal and Stop Sign Changes, and Pedestrian Improvements.

SFMTA is proposing to apply the TPS Toolkit to 17 Rapid Network corridors throughout the City. Using the TPS Toolkit, the SFMTA has developed specific corridor designs for 11 (Group 1 and 2) of the 17 proposed TTRP corridors which were analyzed at a project-level in the Draft EIR. Project variants were also included as part of these project-level TTRPs. In addition, to present alternatives with different environmental impacts, a moderate alternative and an expanded alternative were developed, which affect different aspects of the physical environment and at various levels of environmental significance. Further, the SFMTA has also developed conceptual planning for the remaining 6 proposed TTRP corridors, for which specific corridor designs will be developed at a later stage of the project.

*The Project Analyzed in the FEIR*

For the purposes of environmental review, the FEIR described and analyzed two possible TEP projects—referred to as the TTRP Moderate Alternative and the TTRP Expanded Alternative—at an equal level of detail and analysis. This was done because, although the “TEP” was examined in one environmental document in order to understand the full scope of its potential environmental impacts, the TEP is actually a collection of projects and proposals, which, while related, may be implemented at various times and, in many cases, independently of each other. It is not known at this time when or if the full scope of all the proposals included in the TEP will be implemented. As discussed, implementation of various proposals under the TEP will depend on community and stakeholder input, as well as a myriad of policy and budgetary considerations.

Thus, for environmental review purposes, the Planning Department determined that the FEIR would define and analyze the proposed project as two alternatives in order to capture the reasonable range of TEP proposals the SFMTA may chose to implement over time. Under both alternatives, the Service Policy Framework, the Service Improvements, Service Variants, the Service-related Capital Improvements, and the TPS Toolkit as applied to the program-level TTRP corridors would be implemented. The difference between the two alternative projects is that under the TTRP Moderate Alternative, these elements would be implemented in combination with a “moderate” number of TPS Toolkit elements along certain Rapid Network corridors and, under the TTRP Expanded Alternative, these elements would be implemented in combination with an “expanded” number of TPS Toolkit elements along the same Rapid Network corridors. The rationale behind this is that the TTRP Moderate Alternative would capture a project with fewer and less substantial physical environmental effects and the TTRP Expanded Alternative would capture a project with more substantial physical environmental effects.

It is likely that, over time, the SFMTA will implement at a project-level a collection of TEP proposals that fall somewhere in between the TTRP Moderate and Expanded Alternatives analyzed in the FEIR. Projects that were described and analyzed in the FEIR include:

<i>Service Related Capital Improvements (project level)</i>	
TTPI.1	Persia Triangle Improvements (Mission Street/Ocean Avenue/Persia Street)
OWE.1	New Overhead Wiring – Reroute 33 Stanyan on to Valencia or Guerrero Street
OWE.2	Bypass Wires at Various Terminal Locations Lyon and Union streets (Routes 41 Union and 45 Union-Stockton) Presidio Avenue and Sacramento Street (Routes 1 California and 2 Clement)
OWE.3	New Overhead Wiring – 6 Parnassus on Stanyan Street
OWE.4	5 Fulton Limited/Local Bypass Wires
OWE.5	22 Fillmore Extension to Mission Bay
SCI.2	Sansome Contraflow Lane Extension
<i>Service Related Capital Improvement (program level)</i>	
TTPI.2	Lyon Street/Richardson Avenue Bus Stop/Transfer Point
TTPI.3	E Line Independent Terminal at Beach Street/Jones Street
TTPI.4	San Francisco General Hospital Transfer Point
OWE.6	New Overhead Wiring – 6 Parnassus Extension to West Portal Station
SCI.1	Accessible Platforms
<i>Service Improvements</i>	
1 California	Frequency Increase
1AX California Express A	New Stop
1BX California Express B	New Stop
2 Clement	Frequency Increase, Route Modification
3 Jackson	Route Elimination
5 Fulton	Frequency Increase, New Route
6 Parnassus	Frequency Decrease
8X Bayshore Express	Frequency Decrease, New Short Route, Renaming
8AX Bayshore Express	Frequency Decrease, New short Route, Renaming
10 Townsend	Service Increase, Route Modification
11 Downtown Connector	New Service
12 Folsom	Route Elimination
14L Mission Limited	Frequency Increase
14X Mission Express	Frequency Increase
16X Noriega express	Route Modification
17 Park Merced	Frequency Increase, Route Modification

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18 46th Avenue	Route Modification
19 Polk	Route Modification
22 Fillmore	Frequency Increase
23 Monterrey	Route Modification
24 Divisadero	Frequency Increase
28 19th Avenue	Frequency Increase, Route Modification
28L 19th Avenue Limited	Frequency Increase, Route modification
29 Sunset	Frequency Increase, Route Modification
31 Balboa	Frequency Increase
31 AX Balboa Express A	New Stop
31 BX Balboa Express B	New Stop
32 Roosevelt	New Route
33 Stanyan	Frequency Increase, Route Modification
35 Eureka	Frequency Increase, Route Modification
36 Teresita	Route Modification
37 Corbett	Frequency Increase, Route Modification
38 Geary	Frequency Increase
38L Geary Limited	Frequency Increase
38 AX Geary Express A	Frequency Increase, New Stop
38 BX Geary Express B	Frequency Increase, New Stop
43 Masonic	Frequency Increase, Route Modification
44 O'Shaughnessy	Frequency Increase
47 Van Ness	Frequency Increase, Route Modification
48 Quintara	Frequency Decrease, Route Modification
54 Felton	Frequency Increase, Route Modification
56 Excelsior	Frequency Increase, Route Modification
58 24th Street	New Route
71L Haight Noriega Limited	Frequency Increase
71 Haight Noriega	Route Discontinuation
82X Levi Plaza	Frequency Decrease
88 BART Shuttle	Frequency Increase
E Line	New Line
K-T Ingleside-Third Street	Frequency Increase
M Ocean View	Frequency Increase
N Judah	Frequency Increase



<i>Travel Time Reduction Proposals (project level)</i>	
TTRP.5	5 Fulton/5L Fulton Limited (moderate and expanded alternatives)
TTRP.8X	8X Bayshore Express (moderate and expanded alternatives)
TTRP.9	9 San Bruno (moderate and expanded alternatives)
TTRP.14	14 Mission/14L Mission Limited (moderate and expanded alternatives)
TTRP.22_1	22 Fillmore - from the intersection of Church/16th streets to the intersection of Third/ 16th streets (moderate and expanded alternatives)
TTRP.28_1	28 19th Avenue/28L 19th Avenue Limited (excludes section on Lombard Street) (moderate and expanded alternatives)
TTRP.30_1	30 Stockton and 45 Union from Market Street to Van Ness Avenue (moderate and expanded alternatives)
TTRP.71	71 and 71L Haight Noriega between Stanyan Street and Market Street (moderate and expanded alternatives)
TTRP.J	J Church (moderate and expanded alternatives)
TTRP.N	N Judah (moderate and expanded alternatives)
TTRP.L	L Taraval (moderate and expanded alternatives)
<i>Travel Time Reduction Improvements (program level)</i>	
TTRP.1	1 California
TTRP.22_2	22 Fillmore (from the intersection of 16th and Church streets to the intersection of Bay and Fillmore streets)
TTRP.28_2	28L 19th Avenue Limited (from Lombard Street and Richardson Avenue to Lyon Street and Richardson Avenue (US 101 N) intersection.
TTRP.30_2	30 Stockton (from the intersection of Van Ness Avenue and Chestnut Street to the intersection of Jefferson/Broderick streets).
TTRP.71	71L Haight-Noriega Limited (from the intersection of Ortega Street/48th Avenue to the intersection of Stanyan and Haight Street).
TTRP.K	K Ingleside
TTRP.M	M Ocean View

*Environmental review timeline*

- Environmental Review Public Scoping** – A Notice of Preparation was published on November 9, 2011, and public scoping meetings were held on December 6 and 7, 2011. The public scoping was well publicized with multilingual notices sent to over 5000 individuals and organizations, and notices posted on all vehicles. Over 50 participants attended or wrote in comments on the Notice of Preparation.

- **Initial Study** – The Initial Study was published on January 23rd, 2013. The comment period closed on February 22nd, 2013. Based on the analysis presented in the Initial Study, a focused Draft EIR was determined to be the appropriate environmental document for the next step in the environmental review process. The environmental resource areas determined to require further analysis included Air Quality, Noise, and Transportation.
- **Draft EIR** – The Draft EIR was released for public circulation on July 10, 2013 and the public comment period was extended and closed September 17, 2013. The Draft EIR disclosed environmental impacts for all the of project components described above related to Air Quality, Noise and Transportation.
- **Response to Comments (RTC)** – The RTC (a component of the FEIR), along with a Supplemental Service Variants Memorandum, was released for public review on March 13, 2014.
- **Planning Commission Certification** – Planning Commission certified the TEP FEIR, consisting of the DEIR, the RTC, and the Supplemental Service Variants Memorandum. on March 27, 2014

*CEQA Findings and Statement of Overriding Considerations*

Implementation of the TEP would result in significant and unavoidable impacts to the environment, specifically in the area of transportation, at both the project-level and cumulative-level. However, where feasible, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened, and mitigation measures identified in the FEIR will also reduce impacts. Any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding considerations:

- The Service Policy Framework and the TEP will support and implement the City's Transit First Policy.
- Improved transit service with the TEP, including improved (reduced) transit travel times, increased efficiency and improved reliability, will make Muni a more attractive transportation mode, resulting in more use of transit and less automobile travel throughout the City.
- Implementing the TEP will improve safety for pedestrians, bicyclists, and transit riders.
- Improved network efficiency and reduced system redundancy with implementation of the TEP will improve the cost-effectiveness of transit operations.
- Implementation of the TEP capital projects will support increased access for seniors and people with disabilities by expanding accessible rail stops and making platform upgrades.
- Enhanced transit service on the busiest lines will drastically improve the customer experience by reducing crowding.
- Service level expansion will improve system-wide neighborhood connectivity and access to regional transit by providing more frequent service between neighborhoods.
- Finite public resources will be redirected to better match travel demand and trip patterns

based on existing community needs.

*Mitigation Monitoring and Reporting Program (MMRP)*

In order to reduce the significant and unavoidable impacts associated with Project implementation, a mitigation and monitoring program has been established. The MMRP is aligned with existing SFMTA construction policies and includes paleontological monitoring, archeology monitoring, and hazardous materials and soil testing.

Specific transportation related mitigation measures include optimizing intersection operations, providing replacement commercial loading spaces, enforcing parking violations, monitoring Muni service, and practicing constructing activities that match provisions in the City of San Francisco’s Regulations for Working in San Francisco Streets (Blue Book).

**ALTERNATIVES CONSIDERED**

The FEIR described and analyzed three alternatives. These alternatives include the following:

- No project
- The TTRP Moderate Alternative
- The TTRP Expanded Alternative

CEQA requires that an EIR evaluate a “no project” alternative. The No Project Alternative is included in the EIR to provide a comparison of the environmental impacts from the proposed project with those that would occur if neither on of the project alternatives were approved. Additionally, as discussed above, the FEIR described and analyzed two possible TEP projects—referred to as the TTRP Moderate Alternative and the TTRP Expanded Alternative—at an equal level of detail. Under both alternatives, the Service Policy Framework, the Service Improvements, Service Variants, the Service-related Capital Improvements, and the TPS Toolkit as applied to the program-level TTRP corridors would be implemented. However, under the TTRP Moderate Alternative, these elements would be implemented in combination with a “moderate” number of TPS Toolkit elements along certain Rapid Network corridors and, under the TTRP Expanded Alternative, these elements would be implemented in combination with an “expanded” number of TPS Toolkit elements along the same Rapid Network corridors. The No Project Alternative and the TTRP Moderate and Expanded Alternatives are discussed in Sections 6.2 and 6.3, as well as Chapter 4, of the FEIR. These Alternatives are also discussed, and the reasons for rejecting them as infeasible are provided, in the CEQA Findings, attached as Enclosure A to the Resolution.

Additionally, the FEIR noted that several project alternatives had been considered, but were eliminated from further consideration by the SFMTA during development of the TEP proposals. These alternatives include:

- Transit-only streets along high transit ridership corridors.
- Transit-only lanes along the entirety of all existing four-lane (or more) transit corridors.

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- Stop sign removal and replacement with traffic signals at all stop sign locations on transit corridors.
- Stop consolidation and optimization standards as recommended in best practices literature.
- Route terminal relocation and optimization for some routes with terminal locations at unproductive route segments or in low transit demand locations.
- Fleet mode change by route, such as servicing some routes that currently operate with existing trolley vehicles with the diesel fleet or vice versa.
- Additional extensions to existing routes.
- Modification of route tails (swapping one route segment with a different route segment to serve the same transit corridor).
- Route discontinuations and other route segment eliminations.
- Use of higher capacity vehicles on certain routes (note that the TEP includes service on some routes, such as the 5 Fulton, with higher capacity vehicles, but not on others).
- Streamlining all routes for improved directness by, for example, reducing the number of turns (streamlining is included in the TEP for some routes).
- Modifying frequency for all routes (frequency modifications, both increased and decreased frequency, is included in the TEP for some routes).
- Reducing the span of service for some routes.
- Farside boarding at all signalized intersections (farside boarding at signalized intersections is included in the TEP for many routes, but not all).

These alternatives were removed from consideration during development of the TEP for a variety of reasons as set forth in Section 6.5 of the FEIR.

## **FUNDING IMPACT**

The Transit Effectiveness Project (TEP) capital projects are estimated to cost approximately \$300 million, including the programmatic Travel Time Reduction Project (TTRP) corridors. The Five Year Capital Improvement Program (CIP) includes funding for the project level proposals, which are estimated to cost \$198 million. Funding to implement the capital improvements associated with the travel time reduction projects are proposed as part of the Five Year CIP. \$25 million has been allocated or is scheduled for allocation from SFMTA Revenue Bonds, Proposition K Sales Tax, and other local sources. An additional \$153 million to complete construction is included in the proposed General Obligation Bond recommended by the 2030 Transportation Task Force. Other funding sources identified in the CIP include developer impact fees and discretionary grant opportunities.

Prior to this latest round of outreach, the TEP service proposals included approximately 13% more service hours and approximately 3% service reductions, totaling a net 10% increase in service. However, with the recent modifications based on community input, the net increase in service hours is approximately 12%. The SFMTA budget proposal for Fiscal Year 2014-15 and Fiscal Year 2015-16 will consider up to a 10% service increase at a total two-year cost of \$44.7 million. This increase is not part of the base budget and will be evaluated along with other expenditure and revenue options. If selected, the 10% service increase would be phased in over

the two years. In Fiscal Year 2014-15, the proposal considers an increase service by 3% at a cost of \$9.2 million by January 2015. In Fiscal Year 2015-16, a second service increase to 7% is contemplated to be enacted beginning in July 2015 and the full 10% service increase would be realized by the end of the fiscal year at a total cost of \$35.5 million. Any service increase that is not included in the current two-year budget, including the remaining 2% additional hours associated with the proposal modifications, would be considered in the next two year budget cycle which is FY 2017 & FY 2018.

**Change in Proposed Service Levels – Original TEP Compared to Modified Proposals**

Line	Daily Revenue Hours		Estimated Change in Hours
	Original TEP Proposals	Modified Proposals	
2 Clement 3 Jackson	180	230	50
6 Parnassus 71 Haight/Noriega	420	460	40
8X Bayshore Express	350	420	70
17 Parkmerced	80	80	No Change
27 Bryant	270	285	15
28 / 28L 19th Avenue	390	380	-10
33 Stanyan	170	185	15
35 Eureka	35	35	No Change
36 Terasita	60	60	No Change
37 Corbett	70	75	5
43 Masonic	270	270	No Change
48 24th Street/Quintara 58 24th Street	290	305	15
56 Rutland	15	15	No Change
<b>Total TEP Hours</b>	<b>10,200</b>	<b>10,400</b>	<b>200</b>
<b>Percent Change between Today and Original TEP Proposal</b>			<b>10%</b>
<b>Percent Change between Today and Modified TEP Proposal</b>			<b>12%</b>

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney’s Office has reviewed this calendar item.

**RECOMMENDATION**

Staff recommends approval of the Transit Effectiveness Project (TEP), including a Service Policy Framework and, at a programmatic and conceptual level, the Service Improvements, Service-Related Capital Improvements, and Travel Time Reduction Proposals, including a Transit Preferential Streets "Toolkit" described in the FEIR, and adoption of findings, including a statement of overriding considerations, (CEQA Findings) and a mitigation monitoring and reporting program (MMRP) under the California Environmental Quality Act (CEQA).

This approval of the Service Improvements, Service-Related Capital Improvements, and Travel Time Reduction Proposals, including a Transit Preferential Streets "Toolkit" described in the FEIR, is a “programmatic and conceptual” approval to provide policy direction to SFMTA staff and enable staff to continue to work with stakeholders to develop specific proposals and timelines for individual project implementation. As the discrete Service Improvements, Service-Related Capital Improvements, and Travel Time Reduction Proposals are proposed for implementation, they will be brought to the SFMTA Board as needed for separate review and approval at later dates. For example, today’s calendar includes separate items for approving certain discrete Capital Improvements and Service Improvements proposed as part of the TEP.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The Strategic Plan requires that the SFMTA, in the context of the “Transit First” policy, make transit and other non-personal vehicle-oriented transportation modes the preferred means of travel; and

WHEREAS, The Transit Effectiveness Project (TEP) is a major SFMTA initiative to improve Muni and help meet the Strategic Plan’s mode shift goals; and

WHEREAS, The goals of the TEP are to improve Muni travel speed, reliability and safety, make Muni a more attractive transportation mode, improve cost-effectiveness of Muni operations and assist in implementing the City’s Transit First policy; and

WHEREAS, The SFMTA applied to the Planning Department for environmental review of the TEP under the California Environmental Quality Act, Public Resources Code Sections 21000 *et seq.*, (CEQA), on June 25, 2011, and the Planning Department determined that an Environmental Impact Report (EIR) was required and provided public notice of that determination by publication in a newspaper of general circulation on November 9, 2011; and

WHEREAS, On July 10, 2013, the Planning Department published the Transit Effectiveness Project Draft Environmental Impact Report (DEIR) and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department’s list of persons requesting such notice; and

WHEREAS, Notices of availability of the DEIR and of the date and time of the public hearing were posted at the San Francisco County Clerk’s Office, on transit vehicles, and on the Planning Department’s web site on July 10, 2013, and copies were provided to all public libraries within San Francisco; and

WHEREAS, On July 10, 2013, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse; and

WHEREAS, The Planning Commission held a duly advertised public hearing on the DEIR on August 15, 2013 and received public comment on the DEIR; the period for acceptance of written comments ended on September 17, 2013; and

WHEREAS, The Planning Department prepared responses to comments on

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environmental issues received at the public hearing and in writing during the 67 day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on March 13, 2014; and

WHEREAS, The Planning Department prepared a Final Environmental Impact Report (FEIR), consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, the Responses to Comments document, and the Supplemental Service Variants Memorandum dated March 13, 2014 , all as required by law; and

WHEREAS, Environmental review files have been made available for review by the SFMTA Board and the public. (Planning Department File No. 2011.0558E.)These files are available for public review at the Planning Department at 1650 Mission Street, Suite 400, and are part of the record before the SFMTA Board; and

WHEREAS, On March 27, 2014, the Planning Commission reviewed and considered the FEIR and found that its contents and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, The Planning Commission found that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document, the Supplemental Service Variants Memorandum, and all relevant errata contain no significant revisions to the DEIR, and certified the completion of the FEIR in compliance with CEQA and the CEQA Guidelines; and

WHEREAS, The Planning Commission's CEQA certification motion is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; now, therefore be it

RESOLVED, That the SFMTA Board of Directors approves the Service Policy Framework as identified in the FEIR and incorporated herein by this reference; and be it further

RESOLVED, That the SFMTA Board of Directors approves the Transit Preferential Streets "Toolkit" as identified in the FEIR and incorporated herein by this reference; and be it further

RESOLVED, That the SFMTA Board of Directors approves at a programmatic and conceptual level the Service Improvements, Service-Related Capital Improvements and both the Moderate and Expanded Travel Time Reduction Proposals Alternatives identified in the FEIR and incorporated herein by this reference; and be it further



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RESOLVED, That, in taking this approval action, the SFMTA Board of Directors adopts CEQA Findings, which include rejecting alternatives identified in the FEIR as infeasible and adopting a statement of overriding considerations, attached to this Resolution as Enclosure A and incorporated herein by this reference; and be it further

RESOLVED, That the SFMTA Board of Directors adopts the Mitigation Monitoring and Reporting Program (MMRP) attached to this Resolution as Enclosure B; and be it further

RESOLVED, That the SFMTA Board authorizes the Director of Transportation to direct staff to continue with obtaining otherwise necessary approvals and to carry out the actions to implement the Project.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors and the Parking Authority Commission at their meeting of March 28, 2014.

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Secretary, Municipal Transportation Agency  
Board and Parking Authority Commission