

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Authorizing the San Francisco Municipal Transportation Agency, through its Director of Transportation (or his designee), to request that the Metropolitan Transportation Commission (MTC) program \$11,332,768 in Fiscal Year 2014, 2015 and 2016 Lifeline Transportation Program grant funds for the “Expanding Late Night Transit Service to Communities in Need,” “Potrero Hill Pedestrian Safety and Transit Stop Improvements,” and Van Ness Bus Rapid Transit projects; and to acknowledge and adhere to procedures and conditions set forth by MTC for programming and allocation of such funds.

**SUMMARY:**

- The MTC provides Lifeline Transportation Program (LTP) grant funds for capital and operating projects that improve transportation choices for low-income persons.
- The SFMTA intends to use up to \$11,332,768 in LTP grant funds for the Expanding Late Night Transit Service to Communities in Need, Potrero Hill Pedestrian Safety and Transit Stop Improvements, and Van Ness Bus Rapid Transit projects.
- MTC requires the SFMTA Board to acknowledge and adhere to procedures and conditions set forth by the MTC for programming and allocation of such funds.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Project Descriptions
3. Van Ness BRT CEQA Findings and Statement of Overriding Considerations

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 5/4/15

SECRETARY \_\_\_\_\_ 5/4/15

**ASSIGNED SFMTAB CALENDAR DATE:** May 19, 2015

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### **PURPOSE**

This resolution would authorize the SFMTA, through its Director of Transportation (or his designee), to request that MTC program \$11,332,768 in Fiscal Year 2014, 2015 and 2016 Lifeline Transportation Program grant funds for the “Expanding Late Night Transit Service to Communities in Need,” “Potrero Hill Pedestrian Safety and Transit Stop Improvements,” and Van Ness Bus Rapid Transit projects; and acknowledge and adhere to procedures and conditions set forth by MTC for programming and allocation of such funds.

### **GOAL**

The SFMTA will further the Strategic Plan through acceptance of these funds:

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 & carsharing the preferred means of travel.

Objective 2.1: Improve customer service and communications.

Objective 2.2: Improve transit performance.

Objective 2.3: Improve use of all non-private auto modes.

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

Objective 3.2: Increase the transportation system’s positive impact on the economy.

Objective 3.3: Allocate capital resources effectively.

Objective 3.5: Reduce capital and operating structural deficits.

### **DESCRIPTION**

The MTC's Lifeline Transportation Program (LTP) encourages residents and other stakeholders in low-income communities to identify priorities for transportation improvements and provides funding to implement these priorities. The MTC initiated the fourth LTP grant cycle in October 2014, and delegated administration, including project selection and oversight responsibilities, to the nine Bay Area Congestion Management Agencies. The San Francisco County Transportation Authority (SFCTA) is the Congestion Management Agency for San Francisco.

LTP funding is available from three sources: State Transit Assistance (STA); Federal Transit Administration (FTA) Section 5307 Job Access and Reverse Commute (JARC) funding; and Proposition 1B State Infrastructure Bonds. STA and JARC funding is available through a competitive process programmed by the SFCTA. Proposition 1B State Infrastructure Bonds are assigned to transit operators based on their share of the regional low-income ridership and regional low-income population, and are guaranteed to go the SFMTA with concurrence from the SFCTA.

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The SFMTA has programmed LTP grant funds for the following projects:

<b>Project Name</b>	<b>Description</b>	<b>LTP Funds</b>
Van Ness Bus Rapid Transit	This project will significantly improve the transit speed, reliability, connectivity, and comfort along the main north-south corridor on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni's 49 and 47 lines.	\$ 6,189,054
Expanding Late Night Transit Service to Communities in Need	The funds will be used to (i) upgrade the 108 Treasure Island Owl frequency to 30 minutes; (ii) close gaps in the Owl network through short lines of the 48 Quintara/24th Street (Mission to Dogpatch) and 44 O'Shaughnessy (Bayview to Glen Park); (iii) invest in additional scheduling, maintenance and supervision in the existing Owl Network to improve performance; and (iv) increase the number of real-time information displays for late-night customers.	\$ 4,767,860
Potrero Hill Pedestrian Safety and Transit Stop Improvements	The project consists of intersection improvements to enhance transit waiting areas and pedestrian safety for transit access at five intersections in the Potrero Terrace and Annex Public Housing sites.	\$ 375,854
<b>Total</b>		<b>\$11,332,768</b>

**PUBLIC OUTREACH**

Community involvement in development of the Van Ness Avenue BRT Project has a long history, beginning with outreach around the 2003 Proposition K Expenditure Plan reauthorization and adoption of the 2004 Countywide Transportation Plan. During preparation of the Feasibility Study (adopted by the SFCTA and SFMTA Boards in 2006), SFCTA conducted extensive outreach, including briefings to neighborhood organizations, publicity on Muni vehicles and in bus shelters, press releases, public hearings, and five public workshops at three stages of the process.

Throughout the scoping period and circulation of the Draft EIS/EIR, the stakeholder and public participation process included community meetings, key stakeholders meetings, and briefings with elected officials, as well as development and dissemination of informational materials through multilingual mailings, e-mail, flyers, a project website (<http://www.sfcta.org/content/view/306/152>), a project information phone line (415-593- 1655), social media networks (Facebook), and media relations (press releases and press advisories). Following the Draft EIS/EIR circulation period, the public involvement process continued through the development and selection of a Locally Preferred Alternative (LPA).

During the public meetings conducted to obtain input on development and selection of the LPA, considerable concern was expressed by local residents regarding the lack of transit stations proposed in the vicinity of the Van Ness Avenue and Vallejo Street intersection, which has higher grades than other parts of the corridor. In response to these public comments, the LPA design was modified to include a southbound transit station at the intersection of Vallejo Street and Van Ness Avenue. A northbound transit station in this same location was incorporated as a design variant in this Final EIS/EIR and could also be implemented. Referred to as the Vallejo Northbound Station Variant, implementation of this station would be decided at the time of project approval.

The Expanding Late Night Transit Service to Communities in Need project responds directly to community concerns about the importance of enhanced reliability raised by community based transportation plans, including recent work done in the Bayview and Potrero Hill neighborhoods. This proposal also addresses key findings from Supervisor Weiner’s Late Night Transportation Task Force. Moreover, this work is supported by advocacy led efforts including a 2012 report by POWER calling for expanding and improving transit in San Francisco’s Eastern neighborhoods. Finally, this proposal is consistent with SFMTA’s recently adopted Muni Service Equity Policy.

For the Potrero Hill Pedestrian Safety and Transit Stop Improvements project, significant outreach has been undertaken within the community. Partnering with BRIDGE Housing, the SFCTA has led a Neighborhood Transportation Planning effort that included conceptual designs that obtained significant input from community residents and leaders. The partners held a community-wide forum on three separate dates where three design charrettes were held with local residents in addition to multiple walks and site visits in concert with community leaders.

**ALTERNATIVES CONSIDERED**

The two alternatives are not to claim these funds, which will leave the SFMTA's capital or operations programs in deficit, or to find alternative funds from other capital programs or operations to fund the proposed projects.

**FUNDING IMPACT**

The funding for the projects are shown in the following table:

<b>Project Name</b>	<b>Amount of LTP Funds</b>	<b>Local Match</b>	<b>Local Match Funding Source</b>
Van Ness Bus Rapid Transit (BRT)	\$ 6,189,054	\$ 27,730,984	Proposition K Sales Taxes
Expanding Late Night Transit Service to Communities in Need	\$ 4,767,860	\$ 1,180,000	SFMTA Operating Funds
Potrero Hill Pedestrian Safety and Transit Stop Improvements	\$ 375,854	\$ 101,455	Proposition K Sales Taxes; San Francisco Planning Department General Funds
<b>Total</b>	<b>\$11,332,768</b>	<b>\$29,012,439</b>	

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

On February 24, 2015, the SFCTA Board approved SFMTA’s project choices for these LTP funds. The MTC adopted the program of projects for LTP funds on April 22, 2015.

The City Attorney has reviewed this report.

**ENVIRONMENTAL REVIEW**

On May 15, 2012, the Municipal Transportation Agency Board of Directors adopted Resolution No. 12-070, which identified and endorsed the Locally Approved Alternative (LPA) for the Van Ness Avenue Bus Rapid Transit Project, “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns” (Van Ness BRT Project), for further analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

The SFCTA Board certified the EIS/EIR as adequate, accurate and objective and reflecting the independent judgment of the SFCTA on September 10, 2013.

On September 17, 2013, the SFMTA Board, acting as a responsible agency under CEQA, adopted Resolution No. 13-214, in which it considered the Van Ness BRT Project Final EIS/EIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (Van Ness BRT Project CEQA Findings), including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program, and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness BRT Project. The Van Ness BRT Project Findings are described more fully in Enclosure 3.

On December 20, 2013, the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness BRT Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final EIS/EIR and process.

The Potrero Hill Pedestrian Safety and Transit Stop Improvements and Expanding Late Night Transit Service to Communities in Need projects have not completed an environmental analysis to date to satisfy CEQA.

As to the projects that have not completed environmental review, the SFMTA will not proceed with any project until there has been complete compliance with the California Environmental Quality Act (“CEQA”) and the City’s Environmental Quality Regulations (San Francisco Administrative Code Section 31) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq., and the applicable regulations thereunder. If any of the projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environments evaluation in compliance with CEQA and the Chapter 31, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts.

**RECOMMENDATION**

It is recommended that the Board authorize the SFMTA, through its Director of Transportation (or his designee), to request that MTC program \$11,332,768 in Fiscal Year 2014, 2015 and 2016 Lifeline Transportation Program grant funds for the Expanding Late Night Transit Service to Communities in Need, Potrero Hill Pedestrian Safety and Transit Stop Improvements, and Van Ness Bus Rapid Transit projects; and acknowledge and adhere to procedures and conditions set forth by MTC for programming and allocation of such funds.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program (LTP) to assist in funding projects that 1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, 2) are developed through a collaborative and inclusive planning process, and 3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

WHEREAS, MTC has adopted principles, pursuant to MTC Resolution No. 4159, to guide implementation of the LTP for the three-year period from Fiscal Year 2013-14 through Fiscal Year 2015-16, and has designated the County Congestion Management Agency (CMA) in each of the nine Bay Area counties to help with recommending project selections and project administration; and

WHEREAS, MTC has designated the San Francisco County Transportation Authority (SFCTA), the CMA for the City and County of San Francisco (San Francisco), to assist with the LTP in San Francisco on behalf of MTC; and

WHEREAS, The SFCTA conducted a competitive call for projects for the LTP in San Francisco; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) submitted the Expanding Late Night Transit Service to Communities in Need, Potrero Hill Pedestrian Safety and Transit Stop Improvements, and Van Ness Bus Rapid Transit projects in response to the competitive call for projects; and

WHEREAS, The SFCTA has confirmed that the SFMTA's proposed projects, described more fully in Enclosure 2 to this Resolution, attached to and incorporated herein as though set forth at length, is consistent with the LTP goals as set out in MTC Resolution No. 4159; and

WHEREAS, The SFCTA, after review, recommends SFMTA's proposed projects, described more fully in Enclosure 2 to this Resolution, be funded in part under the LTP; and

WHEREAS, The SFMTA agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the LTP, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4159; and

WHEREAS, On May 15, 2012, the Municipal Transportation Agency Board of Directors adopted Resolution No. 12-070, which identified and endorsed the Locally Approved Alternative (LPA) for the Van Ness Avenue Bus Rapid Transit Project, "The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns" (Van Ness BRT Project), for further analysis in the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR); and,

WHEREAS, The San Francisco County Transportation Authority (SFCTA) Board certified the EIS/EIR as adequate, accurate and objective and reflecting the independent judgment of the SFCTA on September 10, 2013; and,

WHEREAS, On September 17, 2013, the San Francisco Municipal Transportation Agency (SFMTA) Board, acting as a responsible agency under CEQA, adopted Resolution No. 13-214, in which it considered the Van Ness BRT Project Final EIS/EIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (Van Ness BRT Project CEQA Findings), including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program, and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness BRT Project, which Resolution and Van Ness BRT Project CEQA Findings, including the statement of overriding considerations, and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by this reference; and

WHEREAS, As part of SFMTA Board Resolution No.13-214, the SFMTA Board authorized the Director of Transportation to direct staff to continue with obtaining necessary approvals and to carry out the actions to implement the Van Ness BRT Project; and,

WHEREAS, On December 20, 2013, the Federal Transit Administration issued a Record of Decision for the Van Ness BRT Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final EIS/EIR and process; and,

WHEREAS, The SFMTA will not proceed with any of the other projects until there has been complete compliance with the CEQA State Guidelines (14 California Code of Regulations Section 1500 et seq.), the City's Environmental Quality Regulations (San Francisco Administrative Code Section 31) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq., and the applicable regulations thereunder; if any of the projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environments evaluation in compliance with CEQA and the City's Environmental Quality Regulations, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has considered the Van Ness BRT Project Final EIS/EIR, the TEP Final EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Van Ness BRT Project, including, without limitation, the statements of overriding considerations and mitigation monitoring and reporting programs, and adopts the CEQA Findings as its own; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors finds and determines that no substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA, through its Director of Transportation (or his designee), to request that MTC program \$11,332,768 in Fiscal Year 2014, 2015 and 2016 Lifeline Transportation Program grant funds for the Expanding Late Night Transit Service to Communities in Need, Potrero Hill Pedestrian Safety and Transit Stop Improvements, and Van

Ness BRT projects; and acknowledge and adhere to procedures and conditions set forth by MTC for programming and allocation of such funds; and be it

FURTHER RESOLVED, That staff of The SFMTA shall forward a copy of this Resolution, and such other information as may be required, to MTC, the SFCTA, and such other agencies as may be appropriate; and be it.

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to execute any and all agreements necessary to complete the transfer of funds.

I certify that the foregoing resolution was adopted by San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 19, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



## **Enclosure 2**

### **Project Descriptions**

#### **Expanding Late Night Transit Service to Communities in Need**

This project will support emerging recommendations from the Late Night Transportation Study by improving late-night Owl transit service in key communities of concern for three years by:

- 1) Upgrading the 108-Treasure Island Owl frequency;
- 2) Closing gaps in the Owl network through short lines of the 48-Quintara/24th Street (Mission to Dogpatch) and 44- O'Shaughnessy (Bayview to Glen Park);
- 3) Investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and
- 4) Increasing the number of real-time information displays for late-night customers.

#### **Potrero Hill Pedestrian Safety and Transit Stop Improvements**

This project will improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seatings, and plantings. The Planning Department will lead the design phase as part of its Pavement-to-Park program.

#### **Van Ness Bus Rapid Transit (BRT)**

The Van Ness BRT project calls for dedicated bus lanes on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni's 49 and 47 lines and Golden Gate Transit. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce transit travel time on the corridor by as much as 33 percent. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping, and roadway resurfacing will be implemented throughout the corridor to improve safety and aesthetics. This project will significantly improve the transit speed, reliability, connectivity, and comfort along the main north-south corridor that serves several Communities of Concern, including Tenderloin/Civic Center, Downtown/Chinatown/North Beach/Treasure Island, Inner Mission, South of Market and Western Addition/Inner Richmond. Many of the project ideas were generated as a result of local planning efforts in these communities.