

**THIS PRINT COVERS CALENDAR ITEM NO.: 15**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving the San Francisco Municipal Transportation Agency's Fiscal Year 2019 – 2030 Short Range Transit Plan.

**SUMMARY:**

- The Metropolitan Transportation Commission (MTC) requires that each public transit operator in the Bay Area receiving federal funding through the Transportation Improvement Program (TIP) prepare, adopt and submit a Short Range Transit Plan (SRTP).
- The San Francisco Municipal Transportation Agency's (SFMTA) Fiscal Year (FY) 2019 – 2030 Short Range Transit Plan (SRTP) outlines the current transit system and summarizes the operating and capital funding projections for Fiscal Year (FY) 2019 – FY 2030.
- The Short Range Transit Plan is consistent with all other recent and ongoing transit planning efforts.

**ENCLOSURES:**

1. Resolution
2. FY 2019 – FY 2030 Short Range Transit Plan

**APPROVALS:**

DIRECTOR  \_\_\_\_\_

SECRETARY  \_\_\_\_\_

**DATE**

November 25, 2019  
\_\_\_\_\_

November 25, 2019  
\_\_\_\_\_

**ASSIGNED SFMTAB CALENDAR DATE:** December 3, 2019

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### **PURPOSE**

Approving the San Francisco Municipal Transportation Agency's Fiscal Year 2019 – FY 2030 Short Range Transit Plan.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goal 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 transportation system.

Goal 2: Make transit and other sustainable means 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.

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. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. 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.

### **DESCRIPTION**

In order to comply with the Metropolitan Transportation Commission's (MTC) planning and programming requirements, the MTC requires that each public transit operator in the Bay Area region receiving federal funding through the Transportation Improvement Program (TIP) to prepare, adopt and submit to MTC a Short Range Transit Plan (SRTP). If the San Francisco Municipal Transportation Agency (SFMTA) does not submit a SRTP to the MTC, the MTC may choose to withhold funding previously programmed for SFMTA transit projects and initiatives.

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The SRTP consists of six chapters outlining the current SFMTA transit system and summarizing the operating and capital funding projections for Fiscal Year (FY) 2019 – FY 2030:

1. Introduction to the SRTP: This chapter provides an introduction to the SRTP itself, including a brief description of Short Range Transit Plans in general, as well as an outline of the chapters to follow.
2. Introduction to the SFMTA and Muni: This chapter provides an introduction to the SFMTA, the City and County of San Francisco’s transportation agency, and Muni, the transit division within the SFMTA. It briefly describes the history of both, and the SFMTA’s organizational structure. It then describes the transit services Muni provides, the fares it charges, and its vehicle fleet and facilities.
3. Standards and Policies: This chapter briefly describes the policy framework that guides the SFMTA and Muni, including the SFMTA’s Strategic Plan, Muni performance measures, and major policies including San Francisco’s Transit-First Policy, Muni’s Service Equity Policy, and the City and County of San Francisco’s Vision Zero safety program.
4. System Overview and Evaluation: This chapter goes into more detail about Muni service. It includes an overview of the fixed-route transit system, including the network structure and service standards used to guide its design, as well as recent performance. It also includes a number of required elements of each SRTP: an overview of equipment and facilities, a description of the MTC Community-Based Transportation Planning Program, a description of Americans with Disabilities Act (ADA) paratransit services, an overview of Muni’s federal Title VI compliance efforts, and results of the most recent FTA Triennial Review of the agency.
5. Operations Plan and Budget: This chapter provides details about both near-term operations and budget. Muni’s operation plan includes a fixed-route service framework and projected service levels, while its adopted budget includes both funding sources, projected revenues and expenses.
6. Capital Plans and Programs: This chapter provides an overview of Muni’s capital plans, starting with brief descriptions of the agency’s short-, medium- and long-term planning processes and a discussion of funding sources. It then discusses capital programs and major projects that are planned, plans for fleet replacement, planned facilities upgrades, and non-transit SFMTA capital programs.

### **STAKEHOLDER ENGAGEMENT**

The SRTP is a reference document of existing SFMTA transit plans and information. Specific public outreach for this document is not required since all of the SFMTA transit services and plans referenced in the SRTP were developed through an extensive community engagement process and information regarding the public outreach performed for these services and plans is available on the SFMTA website. SFMTA staff reviewed the draft SRTP with the SFMTA Citizens’ Advisory Council (CAC) on November 7, 2019.

**ALTERNATIVES CONSIDERED**

No alternatives were considered. Federal transportation requirements require that the MTC develop and update a long-range Regional Transportation Plan (RTP), and TIP which implements the RTP by programming federal funds to transportation projects contained in the RTP. The SRTP will inform the development of the next RTP.

**FUNDING IMPACT**

Since the SRTP is a reference document for other planning efforts, the SRTP has no funding impact. Operating and capital budget information included in the SRTP was approved by the Board of Directors through the Fiscal Year (FY) 2019 and FY 2020 Operating Budget and the FY 2019 and FY 2020 Capital Budget. Beyond these two-year budgets, projections of future operating needs and expected operating revenues are intended to help the agency and its stakeholders understand the projected financial picture, rather than be a precise forecast for any specific year.

**ENVIRONMENTAL REVIEW**

On November 6, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the Short Range Transit Plan is not defined as a “project” 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 determination 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’s Office has reviewed this calendar item.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve the San Francisco Municipal Transportation Agency’s Fiscal Year 2019 – 2030 Short Range Transit Plan.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The Metropolitan Transportation Commission (MTC) requires that each public transit operator in the Bay Area region receiving federal funding through the Transportation Improvement Program (TIP) prepare, adopt and submit a Short Range Transit Plan (SRTP); and,

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA) Fiscal Year (FY) 2019 – FY 2030 Short Range Transit Plan consists of six chapters outlining the current SFMTA transit system and summarizing the operating and capital funding projections for Fiscal Year (FY) 2019 – FY 2030; and,

WHEREAS, The SFMTA Citizen's Advisory Council reviewed this document; and,

WHEREAS, On November 6, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the Short Range Transit Plan is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The SRTP is consistent with all other recent and ongoing SFMTA transit planning efforts; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the San Francisco Municipal Transportation Agency's Fiscal Year 2019 – 2030 Short Range Transit Plan.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 3, 2019.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency