

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the SFMTA, through its Director of Transportation or his designee, to accept and expend \$9,609,241 in FY 2018 Transit Performance Initiative Investment Grant Program funds from the Metropolitan Transportation Commission for use on the Geary Bus Rapid Transit Phase 1 Project; and to adopt a Resolution of Local Support for the project.



SUMMARY:

- The Metropolitan Transportation Commission (MTC) administers the Transit Performance Initiative Investment (TPI) Program, which is funded by the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funds.
- The funds are available for transit agencies to make low-cost capital investments that improve operations and customer experience on major transit corridors and systems.
- MTC has programmed \$9,609,241 in FY 2018 TPI Program funds for use on Phase 1 of the Geary Bus Rapid Transit (BRT) Project, which was approved by the SFMTA Board on July 18, 2017.
- As a condition for receiving such funds, MTC requires that the SFMTA adopt a Resolution of Local Support that stipulates the SFMTA will comply with MTC's policies governing project delivery and cost overruns.

ENCLOSURES:

1. SFMTAB Resolution
2. Final Environmental Impact Report and addendum both available online at www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir

APPROVALS:

	DATE
DIRECTOR 	8/7/2017
SECRETARY 	8/7/2017

ASSIGNED SFMTAB CALENDAR DATE: August 15, 2017

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PURPOSE

The purpose of this calendar item is to authorize the SFMTA, through its Director of Transportation or his designee, to accept and expend \$9,609,241 in FY 2018 TPI Program funds from MTC for use on the Geary BRT Phase 1 Project; and to adopt a Resolution of Local Support for the project.

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 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel

Objective 2.1: Improve customer service & communications

Objective 2.2: Improve transit performance

Objective 2.3: Increase use of all non-private auto modes

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

Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise

Objective 3.2: Increase the transportation system's positive impact to the economy

Objective 3.4: Deliver services efficiently

This action supports the following Transit First Policy principles:

- 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.
- 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.
- Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 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.
- 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

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transportation system.

- 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

Geary BRT Project

The Geary BRT is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between Market Street and 48th Avenue, adding major transit priority and safety upgrades. Physical improvements are proposed along the corridor generally between Market Street and 34th Avenue. The project was approved by the SFMTA Board on July 18, 2017. The SFMTA plans to construct the Geary BRT Project in two phases:

- Phase 1 includes improvements to Geary Boulevard between Market and Stanyan Streets, which will extend the existing side-running bus-only lanes to Stanyan Street, upgrade traffic signals, and build pedestrian safety improvements.
- Phase 2 includes the remaining improvements west of Stanyan Street, which will redesign the street for center-running dedicated bus lanes between Palm and 28th Avenues.

TPI Awards to the SFMTA

MTC administers the TPI Program, which funds low-cost capital investments that can be implemented rapidly and improve operations and customer experience on major transit corridors and systems within the San Francisco Bay Area. So far, there have been three rounds of TPI Program funding. The TPI Program is funded by federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funds (collectively referred to as “regional discretionary funding”).

In TPI Round 2, MTC awarded the SFMTA \$4,990,560 for two projects: \$3,205,680 for Muni Forward Capital Transit Enhancements (CTE), and \$1,784,880 for the Colored Lanes within the SFMTA’s Rapid Network. The SFMTA will not use the entire \$4,990,560 grant on these two projects. The Muni Forward CTE projects received funding from both TPI and the Transportation General Obligation (GO) bonds. Given that the GO Bonds were made available sooner, the Muni Forward CTE Projects started construction using local funds instead of the TPI Round 2 funds. As to the Colored Lanes project, the SFMTA plans to use only \$1 million of the \$1,784,880 grant.

Of the initial \$4,990,560 grant the MTC awarded to the SFMTA under Round 2 of the TPI Program, \$3,990,560 is now available for use on other TPI-eligible projects, including the Geary BRT Phase 1 Project. As part of its TPI Round 3 application to MTC, the SFMTA requested a

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transfer of \$3,990,560, plus an additional \$6 million for use on the Geary BRT Phase 1 Project. MTC staff recommended that the MTC approve the transfer of the Round 2 funds and award a new \$5,618,681 grant for the Geary BRT Phase 1 Project. The MTC accepted the staff recommendation and awarded \$9,609,241 to the SFMTA under Round 3 of the TPI Program.

Resolution of Local Support

As a condition for the SFMTA to receive the Round 3 TPI funds for use on the Geary BRT Phase 1 Project, the MTC requires that the SFMTA Board of Directors approve a Resolution of Local Support for the project that states the following:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$1,244,979) of the total cost of \$10,854,220;
2. The regional discretionary funding for the TPI Program is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because the Round 3 TPI funds originate from the Federal Highway Administration (FHWA), the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver federally funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all FHWA-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA's Congestion Management Agency), MTC, California Department of Transportation (Caltrans), and FHWA on all communications, inquiries, or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA assures it will complete the project as described in the SFMTA's application to MTC for TPI Program funding and in the attached resolution, and for the amount programmed in MTC's federal Transportation Improvement Program (TIP);
5. The project will have adequate staffing resources to deliver and complete the project within the schedule submitted with the SFMTA's application to MTC for TPI Program funding;
6. The project will comply with project-specific requirements as set forth in the TPI Program; and

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7. The project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

STAKEHOLDER ENGAGEMENT

Not applicable, as no stakeholders are involved in this administrative funding process. MTC disseminates the TIP, which includes projects sponsored by the SFMTA, for public comment in compliance with federal public participation requirements. However, extensive stakeholder engagement took place as part of the Geary BRT project approval and environmental review.

ALTERNATIVES CONSIDERED

The TPI Program funds can be used by transit operators in the San Francisco Bay Area to fund projects focused on increasing ridership or productivity. The Geary BRT Project is one of the SFMTA's high-priority projects that best meets the criteria of the TPI. The MTC has already awarded the Round 3 TPI funds to the SFMTA for use on the Geary BRT Phase 1 Project, and the SFMTA cannot use these funds for alternative purposes without having to reapply for these funds. Accordingly, no alternatives were considered.

FUNDING IMPACT

The acceptance and expenditure of the \$9,609,241 grant, which is federally funded, requires a non-federal match of at least 11.47% (\$1,244,979) of the total project cost. This local match will be funded by San Francisco Proposition K local sales tax funds, SFMTA Revenue Bond funds, other local fund sources, and/or eligible State funds.

ENVIRONMENTAL REVIEW

The San Francisco County Transportation Authority (SFCTA) reviewed the Geary Corridor Bus Rapid Transit Project under the California Environmental Quality Act (CEQA) in a Final Environmental Impact Report (Final EIR), which was certified by the SFCTA Board of Directors on January 5, 2017, in Resolution 17-21. In that Resolution, the SFCTA Board also took the following actions: adopted CEQA findings, including a Statement of Overriding Considerations; adopted the Mitigation Monitoring and Reporting Program; approved the Hybrid Alternative, with modifications to include the Collins Street local bus stop and Laguna Street Rapid bus stop, as the Geary BRT project; and selected the Hybrid Alternative, with the same modifications, as the locally preferred alternative (LPA). On June 27, 2017, the SFCTA Board unanimously modified the LPA to move the westbound center-to-side running bus lane transition from 27th to 28th Avenue in Resolution 17-55, which was reviewed in an Addendum to the Final EIR dated May 19, 2017.

On July 18, 2017, the SFMTA Board of Directors, acting in the capacity as a responsible agency under CEQA, adopted Resolution No. 170718-095, approving the Project with the modifications

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described above and concurring in the SFCTA's selection of the Hybrid Alternative as the LPA. As part of the resolution, the Board adopted CEQA findings, including a Statement of Overriding Considerations; and adopted a Mitigation Monitoring and Reporting Program.

The proposed acceptance and expenditure of \$9,609,241 in FY 2018 TPI Program funds from the MTC are within the scope of the Geary BRT Final EIR and Addendum dated May 19, 2017, and there have been no changes to the Geary BRT project, or its circumstances, and no new information has become available since certification of the Final EIR that would require subsequent or supplemental environmental review.

The SFCTA Resolutions 17-21 and 17-55, Final EIR and Addendum to the Final EIR dated May 19, 2017, and SFMTA Board of Directors Resolution 170718-095 are on file with the Secretary to the SFMTA Board of Directors and may also be found in the records of the SFCTA at 1455 Market Street, 22nd Floor in San Francisco. Environmental documents are also available online at www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir.

The SFMTA and SFCTA are working with the FTA on a separate Final EIS to satisfy federal environmental review requirements.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The MTC approved the Geary BRT Phase 1 Project for use of FY 2018 TPI funding.

The FTA must still issue the Final EIS and Record of Decision to complete the federal environmental review process for the Geary BRT Project. Before construction of Phase 2, additional local, Caltrans, and FTA approvals will be required.

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board authorize the SFMTA, through its Director of Transportation or his designee, to accept and expend \$9,609,241 in FY 2018 TPI funds from MTC for use on Phase 1 of the Geary BRT Project; and to adopt a Resolution of Local Support for the project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has submitted an application to the Metropolitan Transportation Commission (MTC) for \$9,609,241 in funding assigned to MTC for programming discretion, including, but not limited to, federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (collectively referred to as “Regional Discretionary Funding”) for the following project: Geary Bus Rapid Transit Phase 1 (Project) for the Transit Performance Initiative (TPI) Investment Grant Program (Program); and

WHEREAS, The Fixing America’s Surface Transportation Act (the FAST Act), and any extensions or successor legislation for continued funding, authorize various federal funding programs, including, but not limited to, the STP program (23 U.S.C. § 133), the CMAQ program (23 U.S.C. § 149) and the TA Program (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6 and 182.7, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the FAST Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO for the nine counties in the San Francisco Bay Area region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of CMAQ funds; and

WHEREAS, The SFMTA is an eligible project sponsor for Regional Discretionary Funding; and

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a Resolution of Local Support be adopted stating that the SFMTA Board understands that:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$1,244,979) for the Project; and
2. The Regional Discretionary Funding is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with Regional Discretionary Funding; and
3. The Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC

Resolution No. 3606, revised); and

4. The SFMTA will complete the Project as described in the application as included in the MTC's federal TIP; and
5. The Project will have adequate staffing resources to deliver and complete the project within the schedule submitted with the SFMTA's application to MTC for TPI Program funding; and
6. The Project will comply with all project-specific requirements as set forth in the Program; and
7. The Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and,

WHEREAS, On January 5, 2017, the SFCTA Board certified the Geary Corridor Bus Rapid Transit Project Final EIR as adequate, accurate, and objective and reflecting the independent judgment of the SFCTA, approved the Geary BRT Project (Resolution 17-21), and adopted findings required by CEQA, including a Statement of Overriding Considerations and Mitigation and Monitoring and Reporting Program; and

WHEREAS, On June 27, 2017, the SFCTA Board of Directors approved a minor modification to the Geary BRT Project, which modification was reviewed in an Addendum to the Final EIR dated May 19, 2017; and,

WHEREAS, On July 18, 2017, the SFMTA Board of Directors in Resolution No. 170718-095, reviewed and considered the Final EIR, and the Addendum to the Final EIR dated May 19, 2017, and found that there were no changes to the Geary BRT or its circumstances, and no new information had become available since certification of the Geary BRT EIR that would require subsequent or supplemental review of the Geary BRT project; thereafter, the SFMTA Board approved the Geary BRT Project, concurred in the selection of the Locally Preferred Alternative, and adopted findings required by CEQA, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Final EIR and Addendum to the Final EIR dated May 19, 2017, in relation to this action, and finds that, in light of the whole record, there have been no further changes to the Geary BRT, or its circumstances, and no new information has become available since certification of the EIR that would require subsequent or supplemental review of the Geary BRT Project; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA, through its Director of Transportation or his designee, to accept and expend \$9,609,241 in FY 2018 Transit Performance Initiative Program funds from MTC for the Geary Bus Rapid Transit Project; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Support for the Project under the STP/CMAQ programs of MAP-21, any extensions of MAP-21, or any successor legislation for continued funding; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution of Support, states that:

1. The SFMTA commits to provide local matching funds of at least 11.47% (\$1,244,979) of the total cost of \$10,854,220;
2. The regional discretionary funding for the TPI Program is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because the Round 3 TPI funds originate from the Federal Highway Administration (FHWA), the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver federally funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all FHWA-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA's Congestion Management Agency), MTC, California Department of Transportation (Caltrans), and FHWA on all communications, inquiries, or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA, assures it will complete the Project as described in the SFMTA's application to MTC for TPI Program funding and in this resolution, and, if approved, as described and for the amount programmed in MTC's federal Transportation Improvement Program (TIP);
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to MTC for TPI Program funding;
6. The Project will comply with project-specific requirements as set forth in the TPI Program; and
7. The Project will comply with MTC Resolution No. 3866, as revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes its Director of Transportation to transmit a copy of this resolution to the MTC in conjunction with the filing of the applications; and be it

FURTHER RESOLVED, That the SFMTA requests the MTC to support the applications for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 15, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency