

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Director of Transportation (or his designee), to accept and expend a total of \$11,723,430 in fiscal year 2011, 2012 and 2013 Lifeline Transportation Program (LTP) grant funds from the Metropolitan Transportation Commission (MTC) for the 8X Mobility Maximization and Mission Mobility Maximization 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 LTP grant funds for capital and operating projects that improve transportation choices for low-income persons.
- The MTC delegates administration of the LTP to the nine Bay Area Congestion Management Agencies. For San Francisco, the San Francisco County Transportation Authority (SFCTA) is the Congestion Management Agency.
- This action authorizes the SFMTA, through its Director of Transportation (or his designee), to accept and expend a total of \$11,723,430 in Fiscal Years 2011, 2012, and 2013 LTP grant funds for the 8X Mobility Maximization and Mission Mobility Maximization projects
- Through the resolution, the SFMTA Board will also 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

APPROVALS:

DATE

DIRECTOR _____ 7/10/12

SECRETARY _____ 7/10/12

ASSIGNED SFMTAB CALENDAR DATE: July 17, 2012

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PURPOSE

SFMTA Board approval of this resolution would authorize the SFMTA, through its Director of Transportation (or his designee), to accept and expend a total of \$11,723,430 in LTP Prop 1B grant funds from the MTC for the 8X Mobility Maximization and Mission Mobility Maximization projects.

GOAL

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 participate in identifying priorities for transportation improvements and provides funding to implement these priorities. The MTC initiated the third LTP grant cycle in December 2011 with Proposition 1B State Infrastructure Bond and other proceeds. The MTC delegates administration, including most 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. MTC guarantees that these LTP funds will go to the SFMTA, and the SFCTA is being requested to concur on the SFMTA's choice of projects.

Based on its applications, the SFMTA has programmed LTP grant funds for the following projects:

Project Name	Description	LTP Funds
8X Mobility Maximization	Transit treatments to create and identify a premier transit service that will better serve current ridership, alleviate latent demand and accommodate greater demands in the future on the 8X line.	\$9,310,080
Mission Mobility Maximization	Transit treatments to create and identify a premier transit service that will better serve current ridership, alleviate latent demand and accommodate greater demands in the future along the Mission Corridor.	\$2,413,350
Total		\$11,723,430

In response to potential changes in available LTP grant funds given the State of California’s budget crisis, some of the funding amounts and their timing are subject to change. The SFMTA will work with the SFCTA and the MTC to modify project scopes, determine fiscal years for programming of funds, and potentially identify non-LTP funds for projects recommended to receive funding, as necessary.

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 funds for the projects are from:

- LTP Funds - \$11,723,430, as described above, and
- The minimum 20% required matching funds are from local Proposition K and Transportation Performance Initiatives funds as shown in the table below:

Project Name	Amount of LTP Funds	Local Match (Minimum 20%)	Local Match Funding Source
8X Mobility Maximization	\$9,310,080	\$2,327,520	Proposition K Sales Tax
Mission Mobility Maximization	\$2,413,350	\$7,016,521	Transit Performance Initiatives

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Project Name	Amount of LTP Funds	Local Match (Minimum 20%)	Local Match Funding Source
Total	\$11,723,430	\$9,344,041	

OTHER APPROVALS RECEIVED OR STILL REQUIRED

In July 2012, the SFCTA will be asked to concur with SFMTA's project choices for these LTP funds. The MTC is anticipated to adopt the program of projects for LTP funds in July 2012.

The SFMTA expects to complete environmental review for both projects by the end of 2012.

The City Attorney has reviewed this report.

RECOMMENDATION

The SFMTA Board approval of this resolution would authorize the SFMTA, through its Director of Transportation (or his designee), to accept and expend a total of \$11,723,430 in Fiscal Year 2011, 2012, and 2013 State Infrastructure Bond LTP grant funds from the MTC for the 8X Mobility Maximization and Mission Mobility Maximization projects.

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, Pursuant to MTC Resolution No. 4033, MTC has adopted principles to guide implementation of the LTP for the three year period from Fiscal Year 2010-11 through Fiscal Year 2012-13, and has designated the County Congestion Management Agency 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 Agency (SFCTA) to assist with the LTP in the County of San Francisco on behalf of MTC; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) submitted the 8X Mobility Maximization and Mission Mobility Maximization projects (the Projects) for SFCTA concurrence in allocating SFMTA's share of LTP funds; and

WHEREAS, The SFCTA has confirmed that the Projects, described more fully in Enclosure 2 to the accompanying calendar item, is consistent with the LTP goals as set out in MTC Resolution No. 4033; and

WHEREAS, The SFCTA, after review, concurs that the Projects, as described in Enclosure 2, 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. 4033; and

WHEREAS, The SFMTA certifies that prior to their implementation, the Projects and purposes for which funds are being requested will be in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.), and if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to accept and expend a total of \$11,723,430 in Fiscal Year 2011, 2012 and 2013 Lifeline Transportation Program (LTP) grant funds from the Metropolitan

Transportation Commission (MTC) for the 8X Mobility Maximization and Mission Mobility Maximization projects; and be it further

RESOLVED, That the SFMTA requests that MTC program funds available under its LTP for the Projects, in the amounts requested for which the SFMTA is eligible; 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 the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 17, 2012.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

Project Descriptions

8X Mobility Maximization Project Summary

This project will create and identify a premier transit service that will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. The grant would focus on the southern portion of the 8X line from City College to Silver and San Bruno and would also include the northern portion of the route headed northbound along Bryant, 3rd St. and Kearny. The grant elements include:

- Colorizing existing dedicated transit lanes
- Transit signal priority
- Pre-payment fare collection
- Information panel and transit arrival prediction signs (e.g., NextMuni)
- Vehicle branding
- Enhanced stop identification
- Transit-Only Lane Enforcement (TOLE) cameras will be placed on buses to document and cite double parked cars in transit-only lanes which cause delays.

The following treatments would be applied at the Balboa Park Station located near the outer terminus of the 8X Corridor that provides access to several other local bus and rail services and BART. Balboa Park Station is the largest non-Downtown stop on the 8X and would benefit from additional investments to improve customer information and comfort.

- Lighting improvements
- Wayfinding

Mission Mobility Maximization Project Summary

The Mission Corridor is primarily serviced by the 14, 14L and 14X routes which currently serve 6 distinct neighborhoods. The following treatments will create and identify a premier transit service that will better serve current ridership along the length of the corridor to alleviate latent demand and accommodate greater demands in the future. The SFMTA will prioritize the first five tasks of the following list and address the last task item (TOLE cameras) to the extent that funding is still available. The tasks include:

- Colorizing existing dedicated transit lanes
- Transit signal priority
- Information panel and transit arrival prediction signs (e.g. NextMuni)
- Vehicle branding
- Enhanced stop identification
- Transit-Only Lane Enforcement (TOLE) cameras