

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the SFMTA, through its Director of Transportation (or his designee), to request that the Metropolitan Transportation Commission (MTC) program \$2,578,270 in Fiscal Year 2017 and 2018 Lifeline Transportation Program (LTP) grant funds for the Expanding And Continuing Late Night Transit Service to Communities in Need project, and up to \$100,000 in Fiscal Years 2017 and 2018 LTP grant funds for SFMTA's Wheelchair-Accessible Taxi Incentive Program; 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 serve low-income communities throughout the Bay Area, address gaps and barriers identified through a collaborative and inclusive planning process, and improve transportation choices for low-income persons.
- The MTC delegates administration of LTP funds in San Francisco to the San Francisco County Transportation Authority (SFCTA), the City's Congestion Management Agency.
- The SFCTA has recommended the SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project and the Wheelchair-Accessible Taxi Incentive Program projects be programmed to receive LTP funding.
- 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

APPROVALS:

DATE

DIRECTOR



10/9/2018

SECRETARY



10/9/2018

ASSIGNED SFMTAB CALENDAR DATE: October 16, 2018

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PURPOSE

This resolution would authorize the SFMTA, through its Director of Transportation (or his designee), to request that MTC program \$2,578,270 in Fiscal Year 2017 and 2018 LTP grant funds for SFMTA’s Expanding and Continuing Late Night Transit Service to Communities in Need project, and up to \$100,000 in Fiscal Year 2017 and 2018 LTP funds for SFMTA’s Wheelchair-Accessible Taxi Incentive Program; and acknowledge and adhere to procedures and conditions set forth by MTC for programming and allocation of such funds.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The SFMTA will further the April 2018 Strategic Plan through acceptance of these funds:

Goal 2: Make transit and other sustainable modes 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. .

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

Objective 3.1: Use agency programs and policies to advance San Francisco’s commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5: Achieve financial stability for the agency.

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 fifth LTP grant cycle in January 2018, 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 two sources: State Transit Assistance (STA); and Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds. The STA and FTA Section 5307 funding is available through a competitive process administered by the SFCTA.

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

Project Name	Project Description	Total LTP Funding Amounts	Local Match Amount	Total Project Cost
Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA proposes to provide new late night transit service on the L Owl line along the Embarcadero to Fisherman’s Wharf (1:00 am to 5:00 am) and to continue providing Owl service on key segments of the 48 Quintara/24th Street (12:00 am to 6:00 am) and 44 O’Shaughnessy (12:30 am to 5:00 am). These routes serve several low-income and Muni Equity Strategy neighborhoods. Requested LTP and local matching funds would fund the project for two years (FY 2019 and 2020).	\$2,578,270	\$1,197,290	\$3,775,560
Wheelchair-Accessible Taxi Incentive Program	Ramp taxi service provides many SF Paratransit riders with same day, on-demand service and a direct ride to a given destination. The Wheelchair Accessible Taxi Incentive Program is intended to provide financial incentives of up to \$600 per month to ramp taxi drivers to reduce capital and operating costs and increase the number of ramp taxis available by about 25%. These vehicles are required to address the growing need for on-demand transportation by wheelchair users. SFMTA will initiate the pilot in July 2018 with up to \$100,000 in LTP funds to support the first year of operations (FY 2018/19).	Up to \$100,000	Up to \$25,000	Up to \$125,000
Total		Up to \$2,678,270	Up to \$1,222,290	Up to \$3,900,560

The service areas of the routes chosen for the Expanding and Continuing Late Night Transit Service to Communities in Need Project contain census block groups with higher percentages of minority and

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low-income populations compared to the rest of the City. For the existing 44 O'Shaughnessy and 48 24th Street Owl lines, 52% live in low income households and 62% self-identify as minority.

According to the 2017 Customer Satisfaction Survey, two-thirds of all SF Paratransit riders have an annual income under \$29,000, and the same percentage of low income riders are anticipated to use the ramp taxi service; therefore, both of these projects exemplify the LTP goal to improve mobility for low-income residents.

The SFMTA must comply with LTP terms and conditions, including the requirement that sponsors expend LTP FTA Section 5307 funds within three years of the FTA grant award, expend LTP STA funds within three years of the date that the funds are programmed by MTC programs, and prepare Performance Measures reports documenting the effectiveness of the LTP projects.

STAKEHOLDER ENGAGEMENT

Expanding and Continuing Late Night Service Project

The implementation of the routes described above directly responds to the key findings of the Late Night Transportation Working Group, formed in 2014, including the need to improve transit for industries that employ workers who work late nights or early mornings, as well as provide better connections for the northern waterfront and southeastern neighborhoods. This Working Group, comprised of regional transit providers, was initiated by former Supervisor Scott Weiner, who determined that late-night workers employed by the restaurant, entertainment and service industries are in need of better transit coverage and frequency during late-night hours. The findings of the Working Group can be found in the following documents:

- Late Night Transit Demand Initial Finding- Final Memo
<http://nightlifefsf.org/wp-content/uploads/2016/06/Late-Night-Transportation-Demand-Analysis-Key-Findings.pdf>
- Late Night Transit Study Phase II- Service Concepts
http://nightlifefsf.org/wp-content/uploads/2016/12/Late-Night-Transit-Refined-Service-Concepts_FINAL.pdf

Increased transit service for the southeastern neighborhoods was also supported by advocacy led efforts, including a 2012 report by POWER calling for expanding and improving service in this area of the city (Next Stop: Justice, 2012). This report can be found at this link:

http://www.datacenter.org/wp-content/uploads/POWER_NextStop_Eng_midrez.pdf

These proposals are also consistent with the SFMTA's Muni Service Equity Policy, which calls for a stronger link between the Agency's capital and operating budgets and the needs of low-income, minority, and transit dependent communities. Prior to implementation of these routes, the Owl Network provided late-night service based on San Francisco's busiest transit corridors and selected routes that feed directly into the downtown core. The implementation of the 44 O'Shaughnessy and 48 24th Street Owl routes innovatively enhanced the Owl Network not only by complementing it with overnight crosstown service with new connections, but also by orienting it more toward the

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needs of transit-dependent residents who regularly need to make late-night transit trips for work and other purposes. The implementation of these routes were also identified as a need and planned delivery in the adopted 2015 Muni Equity Strategy. The L Owl extension continues this innovative approach for the Tenderloin/SOMA Muni Equity neighborhood. The 2015 Muni Equity Strategy Report can be found at this link: https://www.sfmta.com/sites/default/files/agendaitems/2016/4-5-16%20Item%2013%20Muni%20Equity%20Strategy%20Report_1.pdf

Wheelchair-Accessible Vehicle Incentive Program

For the Wheelchair Accessible Vehicle Incentive program, the SFMTA will work with the taxi industry to promote new monetary incentives to interested taxi drivers. In addition, this program will complement the SFMTA's Shop-a-Round taxi program, making available ramp taxis for wheelchair users who are registered with this service. SF Paratransit staff will be responsible for performing daily tasks associated with these projects, including outreach and marketing to key stakeholders with an emphasis on:

- Community based organizations in low-income communities (e.g., the Independent Living Resource Center, the Arc San Francisco, the Lighthouse for the Blind, and neighborhood senior centers)
- The Department of Aging and Adult Services and
- The Mayor's Office on Disability.

Among the committees who will provide input include the Paratransit Coordinating Council, which is an advisory committee comprised of paratransit consumers, representatives of community-based organizations, and service providers, as well as the Multimodal Accessibility Advisory Council, which is comprised of seniors, persons with disabilities, and community advocates who advise the SFMTA on accessibility issues regarding Muni fixed route system.

In addition to the efforts discussed above, staff plans to discuss this project with the appropriate district Supervisors.

ALTERNATIVES CONSIDERED

The two alternatives are to abstain from claiming these funds which will leave SFMTA's operations programs in deficit, or to find alternative funds from other capital programs or operations to fund the proposed projects.

FUNDING IMPACT

The Expanding and Continuing Late Night Transit Service to Communities in Need project will be funded with \$2,578,270 in LTP grant funds from MTC. The grant requires a minimum local match of 20%, or \$644,568, which the SFMTA will be overmatching with \$1,197,290 through the SFMTA Operating Budget.

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The Wheelchair-Accessible Taxi Incentive Program project will be funded with up to \$100,000 in LTP grant funds from MTC. The grant also requires a minimum local match of 20%, or \$25,000, which SFMTA will match with up to \$25,000 through Federal Transit Administration Section 5310 funds.

ENVIRONMENTAL REVIEW

Regarding the L Owl extension through the SFMTA’s Expanding and Continuing Late Night Transit Service to Communities in Need project, the California Environmental Quality Act (CEQA) does not apply to the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use as defined in California Public Resources Code Section 21080(b)(10). According to the CEQA Statute, “highway” shall have the same meaning as defined in Section 360 of the Vehicle Code, which includes “street.” Therefore, CEQA does not apply to the L Owl extension.

On September 5, 2018, the SFMTA, under authority delegated by the Planning Department, determined that funding the SFMTA’s Wheelchair Accessible Taxi Incentive Program via the Lifeline Transportation Program is not a “project” under the CEQA pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

The SFCTA adopted the LTP Programs at its May 22, 2018 board meeting.

MTC adopted the LTP Programs at its July 11, 2018 Commission meeting.

RECOMMENDATION

Staff recommends that the SFMTA Board authorize the SFMTA, through its Director of Transportation (or his designee), to request that MTC program \$2,578,270 in Fiscal Year 2017 and 2018 Lifeline Transportation Program (LTP) grant funds for the Expanding And Continuing Late Night Transit Service to Communities in Need project, and up to \$100,000 in Fiscal Years 2017 and 2018 LTP grant funds for SFMTA’s Wheelchair-Accessible Taxi Incentive Program, 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. 4309, to guide implementation of the LTP for the two-year period from Fiscal Year 2016-17 through Fiscal Year 2017-18, 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 San Francisco Municipal Transportation Agency (SFMTA) submitted the SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project (the Project) and the Wheelchair-Accessible Taxi Incentive Program in response to a competitive call for projects; and

WHEREAS, The service areas of the routes chosen for the Project contain census block groups with higher percentages of minority and low-income populations compared to the rest of the City; and for the existing 44 O'Shaughnessy and 48 24th Street Owl lines, 52% live in low-income households and 62% self-identify as minority; and

WHEREAS, According to the 2017 Customer Satisfaction Survey, two-thirds of all SF Paratransit riders have an annual income under \$29,000 and the same percentage of low income riders are anticipated to use the ramp taxi service; therefore both of these projects exemplify the LTP goal to improve mobility for low-income residents; 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. 4309; and

WHEREAS, The SFCTA, after review, has recommended SFMTA's proposed projects 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. 4309; and

WHEREAS, The California Environmental Quality Act (CEQA) does not apply to the L Owl extension through SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project, as CEQA does not apply to the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use as defined in Public Resources Code Section 21080(b)(10); according to the CEQA Statute, "highway" has the same meaning as defined in Section 360 of the Vehicle Code, which includes "street"; and

WHEREAS, On September 5, 2018, the SFMTA, under authority delegated by the Planning Department, determined that funding the SFMTA's Wheelchair Accessible Taxi Incentive Program via the Lifeline Transportation Program is not 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); and

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to request the Metropolitan Transportation Commission (MTC) program \$2,578,270 in Fiscal Year 2017 and 2018 Lifeline Transportation Program (LTP) grant funds for the Expanding and Continuing Late Night Transit Service to Communities in Need project, and up to \$100,000 in Fiscal Years 2017 and 2018 LTP grant funds for SFMTA's Wheelchair-Accessible Taxi Incentive Program; 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 October 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency