



RESOLUTION PROGRAMMING UP TO \$5,143,714 IN CYCLE 4 LIFELINE TRANSPORTATION PROGRAM (LTP) FUNDS TO TWO SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) PROJECTS, CONCURRING WITH CYCLE 4 LTP PROP 1B PRIORITIES AS SUBMITTED BY SFMTA AND THE BAY AREA RAPID TRANSIT DISTRICT, AND AMENDING THE PROP K BUS RAPID TRANSIT/MUNI METRO NETWORK 5-YEAR PRIORITIZATION PROGRAM

WHEREAS, The Metropolitan Transportation Commission (MTC) established the Lifeline Transportation Program (LTP) for the San Francisco Bay Area to improve transportation choices for low-income persons; and

WHEREAS, For the Cycle 4 LTP, MTC has assigned a total of up to \$4,927,714 in LTP funds to the Transportation Authority as Congestion Management Agency (CMA) for San Francisco; and

WHEREAS, The Transportation Authority also has \$216,000 in Prop 1B funds freed up from the Cycle 2 LTP and available to program in this cycle; and

WHEREAS, The Transportation Authority is required to submit a list of its approved LTP projects to MTC; and

WHEREAS, In October 2014, Transportation Authority staff issued a LTP call for projects; and by the December 2014 deadline, received four applications from the SFMTA, requesting a total of \$6,610,410, as shown in Attachment 1; and

WHEREAS, Consistent with MTC guidance, the Transportation Authority formed an evaluation panel comprised of a representative from the MTC Policy Advisory Committee, a representative from Bayview Magic (the San Francisco Public Defender's community-based organization), and Transportation Authority staff; and



WHEREAS, Based on the prioritization criteria described in Attachment 2, the panel reached consensus that the two highest scoring projects, i.e. the SFMTA's Potrero Hill Pedestrian Safety and Transit Stop Improvements and Expanding Late Night Transit Services projects, should receive the available LTP funds; and

WHEREAS, Transportation Authority staff recommended programming all currently available LTP funds (up to \$5,143,714) to the two top scoring projects, with the option of allowing SFMTA to use any cost savings from the Potrero project to expand the Late Night Transit Services project, as shown in Attachment 1; and

WHEREAS, MTC'S LTP guidelines require LTP project sponsors to track performance indicators to measure the effectiveness of LTP projects and to submit reporting statistics to CMAs and MTC; and

WHEREAS, SFMTA will track and report the project progress and facility usage by walking school buses and bus passengers for the Potrero project, and service delivery, ridership, and cost per passenger statistics for the Late Night Transit Services project; and

WHEREAS, As the CMA for San Francisco, the Transportation Authority is required to provide concurrence with transit operators' LTP Prop 1B project priorities; and

WHEREAS, By the January 2015 submittal deadline, Transportation Authority staff received LTP Prop 1B proposals from SFMTA and the Bay Area Rapid Transit District (BART), as shown in Attachment 3; and

WHEREAS, SFMTA is proposing to use all of its \$6,189,054 LTP Prop 1B funds for the Van Ness Avenue Bus Rapid Transit (BRT) to improve the transit speed, reliability, connectivity, and comfort along the main north-south corridor serving several Communities of Concern; and

WHEREAS, SFMTA is also proposing to reduce an equivalent amount of Prop K funds going to the Van Ness Avenue BRT and direct them to the Geary Corridor BRT instead through an



amendment to the BRT/MUNI Metro Network 5-Year Prioritization Program, which will take effect once the LTP Prop 1B funds are programmed to the Van Ness Avenue BRT project by the California Department of Transportation (Caltrans), and

WHEREAS, BART is proposing to use \$1,220,233 of its Prop 1B LTP funds for the Mission Station Wayfinding and Pit Stop Initiative project, which involves a collaboration with San Francisco Public Works; and

WHEREAS, Transportation Authority staff reviewed the proposals to ensure they were consistent with MTC's LTP Guidelines and recommended concurring with Cycle 4 LTP Prop 1B priorities as proposed by SFMTA and BART; and

WHEREAS, As a condition of receiving the Transportation Authority's concurrence with LTP Prop 1B project priorities, and consistent with MTC's LTP guidelines, SFMTA and BART will provide a major line item budget and quarterly progress reports for its LTP Prop 1B projects upon receiving Caltrans approval of its LTP Prop 1B project list; and

WHEREAS, At its January 28, 2015 meeting, the Citizens Advisory Committee reviewed and approved a motion of support for the staff recommendation; and

WHEREAS, At its February 10, 2015 meeting, the Plans and Programs Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby programs up to \$5,143,714 in Cycle 4 LTP funds to two SFMTA projects, as shown in Attachments 1; and be it further

RESOLVED, That the Transportation Authority hereby concurs with Cycle 4 LTP Prop 1B project priorities as proposed by SFMTA and BART, as shown in Attachment 3; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K BRT/MUNI Metro Network 5YPP conditioned upon Caltrans approval of Prop 1B funds for SFMTA's Van Ness BRT project; and be it further



RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments (3):

1. Cycle 4 LTP Transportation Authority Programming Recommendation
2. Cycle 4 LTP Prioritization Criteria
3. Cycle 4 LTP Prop 1B Priorities as Submitted by Transit Operators



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of February, 2015, by the following votes:

**Ayes:** Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

**Nays:** (0)

**Absent:** Commissioner Yee (1)

Scott Wiener 3/2/15

Scott Wiener  
Chair

Date

ATTEST:

Tilly Chang 3/5/15

Tilly Chang  
Executive Director

Date

**Attachment 1.  
Cycle 4 Lifeline Transportation Program (LTP)  
Transportation Authority Programming Recommendation**

Rank	Sponsor	Project Title	Description	Evaluation Panel Recommendation Considerations	Score (of 40)	Sup. District	Project Type	Total Cost	LTP Requested	LTP Recommended <sup>1,2</sup>	LTP Cumulative Remaining
<b>LTP Amount Available<sup>1</sup></b>											<b>\$5,143,714</b>
<b>Recommended</b>											
1	San Francisco Municipal Transportation Agency (SFMTA)	Potrero Hill Pedestrian Safety and Transit Stop Improvements	<p>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.</p> <p>The Planning Department will lead the design phase as part of its Pavement-to-Park program.</p>	Panel recommended fully funding this project, given the direct link to needs of and benefits to the community of concern, a quick implementation timeline, and the modest request amount.	34	10	Capital	\$ 477,309	\$ 375,854	\$ 375,854	\$4,767,860
2	SFMTA	Expanding Late Night Transit Service to Communities in Need <sup>2</sup>	<p>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:</p> <ol style="list-style-type: none"> <li>1) upgrading the 108-Treasure Island Owl frequency;</li> <li>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);</li> <li>3) investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and</li> <li>4) increasing the number of real-time information displays for late-night customers.</li> </ol>	Panel discussed the possibility of recommending less than the requested amount, given the magnitude of the request, to also fund Mobility Management. SFMTA expressed its preference to fully fund this project in order to maximize its effectiveness. Also see notes on Mobility Management.	33	Citywide	Capital, operating	\$ 5,947,860	\$ 4,720,000	\$ 4,767,860	\$0
<b>Not recommended</b>											
3	SFMTA	Mobility Management	<p>Meet the individualized transportation needs of seniors and persons with disabilities by:</p> <ol style="list-style-type: none"> <li>1) operating a one-stop Transportation Information and Referral Center;</li> <li>2) providing travel training/program;</li> <li>3) integrating Paratransit Taxi Debit Card with taxi hailing application (E-Hail);</li> <li>4) expanding Paratransit Plus, a non-ADA taxi program for riders who may not qualify for ADA paratransit services but need extra assistance;</li> <li>5) offering Peer Escort Program to assist riders who have difficulties travelling independently; and</li> <li>6) purchasing tablets for ADA vans to improve communication.</li> </ol>	Panel supported the project but considered a less direct link to the low-income and the slow delivery of mobility management activities from the Cycle 2 LTP. Without Cycle 4 LTP funds, SFMTA can still proceed with this project with FTA Section 5310 New Freedom funds, and is working with us and MTC to incorporate the unfunded portion of the scope into the related Cycle 2 LTP project.	29	Citywide	Operating	\$ 1,568,929	\$ 786,589	\$0	\$0

**Attachment 1.**  
**Cycle 4 Lifeline Transportation Program (LTP)**  
**Transportation Authority Programming Recommendation**

Rank	Sponsor	Project Title	Description	Evaluation Panel Recommendation Considerations	Score (of 40)	Sup. District	Project Type	Total Cost	LTP Requested	LTP Recommended <sup>1,2</sup>	LTP Cumulative Remaining
4	SFMTA	Multimodal Wayfinding	Improve the quality of multimodal trip information, including walking, biking, taxi, and bike/car share, by: 1) conducting needs assessment and existing conditions analysis; and 2) developing a citywide strategy, standards, and templates of on-street multimodal trip planning and signage maps for future implementation at five pilot locations and in coordination with major capital projects.	Panel agreed not to fund this project with LTP funds given its weak focus on low-income residents and uncertain implementation plan.	18	Citywide	Capital (design)	\$ 909,959	\$ 727,967	\$0	\$0
<b>Total</b>								<b>\$ 8,904,057</b>	<b>\$ 6,610,410</b>	<b>\$ 5,143,714</b>	

<sup>1</sup> The available and recommended Cycle 4 LTP amount for CMA programming reflects 1) up to \$3,865,036 in State Transit Assistance funds, 2) \$1,062,678 in Federal Transit Administration (FTA) Section 5307 Job Access and Reverse Commute (JARC) funds, and 3) \$216,000 in State Prop 1B Infrastructure Bond funds that have been freed up from the Cycle 2 LTP due to cancellation of the San Bruno Transit Preferential Streets (TPS) project. The San Bruno project is advancing as part of SFMTA's Muni Forward.

Portions of STA and FTA Sec. 5307 JARC funds are future projections. We will work with SFMTA and MTC to adjust LTP funding amounts to reflect actual revenue levels. In particular, MTC requires CMAs to program 95% of the estimated STA amount and develop a contingency plan for the remaining 5% (i.e. \$193,251 for San Francisco), which we recommend programming to the SFMTA's Expanding Late Night Transit Service project should it become available. SFMTA has confirmed it can adjust the project's LTP amount to accommodate the actual STA revenue levels, as well as \$216,000 in State Prop 1B funds from the San Bruno TPS project.

<sup>2</sup> Amount recommended for programming to the Expanding Late Night Transit Service to Communities in Need project beyond the requested LTP funds will be used to further expand late night transportation services.

## Attachment 2

### CYCLE 4 LIFELINE TRANSPORTATION PROGRAM PRIORITIZATION CRITERIA – SAN FRANCISCO

The Metropolitan Transportation Commission's (MTC's) Guidelines largely dictate the overall criteria. MTC staff has concurred with the San Francisco-specific criteria, marked with *italicized text*.

- **Project Need/Goals and Objectives:** The extent to which the project addresses the unmet transportation need of and improves a range of transportation choices for the low-income populations and/or Communities of Concern (CoCs), as identified through relevant planning efforts, will be considered.
- **Community-Identified Priority:** Strategies emerging from local Community-Based Transportation Plans (CBTPs) or other substantive local planning efforts involving focused outreach to low-income populations will be prioritized. Projects may also demonstrate consistency with the Bay Area's Coordinated Public Transit-Human Services Transportation Plan, countywide or regional welfare-to-work transportation plans, or other documented assessment of need within the designated CoCs. Findings emerging from aforementioned planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county. *Sponsors must demonstrate community and agency support and/or lack of significant opposition at the time of application, in addition to previous public support documented in the CBTPs or local planning efforts.*
- **Implementation Plan and Project Management Capacity:** Projects that demonstrate an ability to meet timely use of funds requirements, *without foreseeable implementation issues that may affect project delivery*, will be prioritized in order to avoid loss of funds to San Francisco. Sponsors should provide evidence of their financial and management capacity to implement the proposed project, commitment from partner agencies, and a successful experience with delivering state or federal projects. For sponsors who have previously received LTP funds, their track record of delivering LTP projects will be considered.
- **Project Budget and Sustainability:** *Projects that have secured funding sources for long-term maintenance beyond the grant period will be prioritized.*
- **Cost-Effectiveness and Performance Indicators:** Projects that will address the identified need of low-income populations in the most cost effective way, based on clear, measurable, outcome-based performance measures, will be prioritized. A plan should be provided for ongoing monitoring and evaluation of the project, and steps to be taken if original goals are not achieved.
- **Coordination and Outreach:** Projects that are coordinated with other community transportation and/or social service resources will be prioritized. Sponsors should clearly identify project stakeholders and how they will keep stakeholders involved and informed throughout the project implementation.
- **Program/Geographic Diversity:** *After projects are evaluated based on all of the above criteria, program/geographic diversity criteria will be applied to the entire draft recommended list. The LTP offers a relatively rare opportunity to fund and test new and creative approaches to improving mobility for low-income San Franciscans, so the Cycle 4 LTP project list as a whole will be reviewed to ensure a diversity of project types and approaches and benefits to multiple constituencies.*



**Attachment 3**  
**Cycle 4 LTP Prop 1B Priorities as Submitted by Transit Operators**

Sponsor	Project Title	Description	Sup. District	Total Cost	LTP Prop 1B Amount
San Francisco Municipal Transportation Agency (SFMTA)	Van Ness Bus Rapid Transit (BRT)	<p>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. For more information, please visit <a href="http://vannessbrt.org">vannessbrt.org</a>.</p> <p>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. More details about the local planning efforts can be found on the Coordination and Public Participation chapter of the project's Final Environmental Impact Report &lt;<a href="http://www.sfcta.org/sites/default/files/content/Planning/VanNess_BRT_EIR/FEIR-FEIS/Volume%20I/08_Van_Ness_BRT_Final_EIS_EIR_Chapter%208_Coordination_and_Public_Participation.pdf">http://www.sfcta.org/sites/default/files/content/Planning/VanNess_BRT_EIR/FEIR-FEIS/Volume%20I/08_Van_Ness_BRT_Final_EIS_EIR_Chapter%208_Coordination_and_Public_Participation.pdf</a>&gt;.</p>	2, 3, 5, 6	\$ 162,072,300	\$ 6,189,054

**Attachment 3**  
**Cycle 4 LTP Prop 1B Priorities as Submitted by Transit Operators**

Sponsor	Project Title	Description	Sup. District	Total Cost	LTP Prop 1B Amount
Bay Area Rapid Transit (BART)	Wayfinding Signage and Pit Stop Initiative	<p>BART proposes adding \$1 million in Cycle 4 Prop 1B funds to install wayfinding signage at the 16th/Mission and 24th/Mission Stations, similar to those recently installed in the downtown San Francisco stations. This scope received Cycle 3 LTP Prop 1B funds (\$800,000, concurred by the Transportation Authority through Res. 12-55) and Prop K funds (\$200,000 allocated through Res. 14-20, Proj. No. 108.902006) but needed more funds to cover the increase in sign quantities and the addition of transit information displays and station identification pylons.</p> <p>In addition, BART proposes using \$200,000 in Cycle 4 LTP Prop 1B funds to provide high quality portable toilets and sinks with solar-powered lighting, used needle receptacles, and dog waste stations at the 16th/Mission and Civic Center stations through the San Francisco Public Works' Pit Stop Initiative. The scope includes one year of service to operate and monitor the facility Tuesday through Friday from 2 pm to 9 pm. The two stations were selected due to their problematic sanitary conditions, and the need for the Pit Stop facility has been identified through the Planning Department's Mission Street Public Life Plan.</p>	6	\$ 2,525,291	\$ 1,220,233
<b>Total</b>				<b>\$ 168,322,882</b>	<b>\$ 7,409,287</b>