

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the San Francisco Municipal Transportation Agency's Fiscal Year 2017 – FY 2030 Short Range Transit Plan.

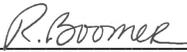
SUMMARY:

- 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).
- The San Francisco Municipal Transportation Agency's (SFMTA) Fiscal Year (FY) 2017 – FY 2030 Short Range Transit Plan (SRTP) consists of six chapters outlining the current transit system and summarizing the operating and capital funding projections for Fiscal Year (FY) 2017 – FY 2030.
- The Short Range Transit Plan is consistent with all other recent and ongoing transit planning efforts.

ENCLOSURES:

1. SFMTAB Resolution
2. FY 2017 – FY 2030 Short Range Transit Plan

APPROVALS:

	DATE
DIRECTOR 	5/24/2017
SECRETARY 	5/24/2017

ASSIGNED SFMTAB CALENDAR DATE: June 6. 2017

PAGE 2.

PURPOSE

Approving the San Francisco Municipal Transportation Agency's Fiscal Year 2017 – FY 2030 Short Range Transit Plan.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

Development of the FY 2017 – FY 2030 Short Range Transit Plan helps the SFMTA meet the following Strategic Plan goals:

1. Create a safer transportation experience for everyone.
2. Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.
3. Improve the environment and quality of life in San Francisco.

The FY 2017 – FY – 2030 Short Range Transit Plan will also help the SFMTA to achieve 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 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), 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.

PAGE 3.

The SRTP consists of six chapters outlining the current SFMTA transit system and summarizing the operating and capital funding projections for Fiscal Year (FY) 2017 – FY 2030:

1. Overview of the SFMTA Transit System: The SFMTA, a department of the City and County of San Francisco, is responsible for the management of all ground transportation in the city. The SFMTA keeps people connected through the San Francisco Municipal Railway (Muni), the nation's eighth largest public transit system. The agency's additional responsibilities include managing parking and traffic, bicycling, walking, and the regulation of taxis.
2. SFMTA Goals, Objectives & Standards: In 2011-2012, the SFMTA updated the agency's Strategic Plan and developed a new vision for San Francisco's transportation system. This updated plan also better integrates the key elements and performance metrics defined in the long-range transportation plans required by the United States Department of Transportation (USDOT) and the MTC, clarifying objectives and aiding in the prioritization and programming of state and federal funding.
3. Service & System Evaluation: San Francisco is a transit-rich, multimodal city where more and more San Franciscans are choosing to leave their cars behind and use the transit, taxi, bicycle, and pedestrian routes to get around the city. This shift towards more sustainable transportation helps all San Francisco residents and visitors by reducing greenhouse gas emissions and improving air quality, reducing congestion, and encouraging increased pedestrian activities. In order to meet the needs of the city's current and future system users, the SFMTA has updated its transit service framework, bringing together technology, technical expertise, and deep community insight to better understand and resolve the challenges that impact Muni.
4. Operations Plan & Budget: The Operations Plan and Budget included in the SRTP outlines the projected revenues and expenses for the SFMTA's Muni transit service as well as other transportation services provided by SFMTA. It provides a 15-year look ahead for the fixed route transit and demand-responsive paratransit services, including the transit service enhancements that are a significant part of the Muni Forward initiative to make transit faster and more reliable for Muni customers. It also includes other efforts that support transit which are under the purview of the SFMTA.
5. Capital Financial Plan: The San Francisco Municipal Transportation Agency's Capital Improvement Program (CIP) matches projected funding to fleet procurements, infrastructure, and facility investments prioritized in the 20-year Capital Plan to improve the safety, reliability and efficiency of the transportation system.
6. Major Expansion Projects: In MTC Resolution No. 3434, the Regional Transit Expansion Program, the MTC identified specific bus, rail and ferry projects as a priority for transit expansion in the Bay Area. This chapter provides information on the two SFMTA expansion projects included in MTC Resolution No. 3434 which are the (1) Central Subway and (2) Van Ness Bus Rapid Transit Project.

PAGE 4.

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 discussed the draft SRTP with the SFMTA Citizens' Advisory Council (CAC) in September 2016 and May 2017. SFMTA has incorporated their feedback in the final document, including providing explanatory text for Vision Zero and Transit First.

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) 2017 and FY 2018 Operating Budget and the FY 2015 and FY 2016 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 May 1, 2017 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.

PAGE 5.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the San Francisco Municipal Transportation Agency's Fiscal Year 2017 – FY 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) 2015 – 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) 2017 – FY 2030; and,

WHEREAS, The SFMTA Citizen's Advisory Council reviewed this document and the SFMTA has incorporated their feedback in the final document; and,

WHEREAS, On May 1, 2017, 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 2017 – FY 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 June 6, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency