

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support for the programming of \$340,760 for the Transbay Terminal Mobility Hub; and providing assurances that the SFMTA will comply with Metropolitan Transportation Commission policies.

SUMMARY:

- To receive Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the Metropolitan Transportation Commission (MTC) requires that the grantee adopt a Resolution of Local Support for the project to be funded that provides assurances that the SFMTA will comply with MTC's implementation policies.
- The \$340,760 of CMAQ funds will be programmed to the Transbay Terminal Mobility Hub, which will provide temporary uses, including food service, recreational facilities, and programming.
- The MTC approved funding for the project in September 2021, and the project is now identified in the SFMTA's Capital Improvement Program.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR 

SECRETARY 

DATE

January 10, 2022

January 10, 2022

ASSIGNED SFMTAB CALENDAR DATE: January 18, 2022

PURPOSE

Adopting a resolution of local support for the programming of \$340,760 for the Transbay Terminal Mobility Hub; and providing assurances that the SFMTA will comply with Metropolitan Transportation Commission policies.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
- Goal 7: Build stronger relationships with stakeholders.
- Goal 8: Deliver quality projects on-time and on-budget.
- Goal 9: Fix things before they break, and modernize systems and infrastructure.
- Goal 10: Position the agency for financial success.

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.
3. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

In June 2021, the Metropolitan Transportation Commission (MTC) invited eligible Bay Area public agencies to submit project proposals to participate in the regional Mobility Hub Pilot Program. The Pilot Program is intended to serve as a learning experience on the steps and actions that work best to advance and implement mobility hubs, as well as how to overcome implementation challenges.

The Mobility Hub Program is one of the climate initiative strategies from MTC's long-range plan, Plan Bay Area 2040, and is included in the upcoming Plan Bay Area 2050.¹ The primary goal of the Program is to reduce greenhouse gas emissions through a reduction in vehicle miles traveled by making it easier for trips to be made by transit, biking, walking, scooter, wheelchair or other mobility devices. The program also supports other regional and Plan Bay Area goals of increasing transit access and connectivity, focusing growth, increasing transit-oriented development and providing viable travel options to all Bay Area communities.

¹ Plan Bay Area 2040 and 2050 are state-mandated, integrated long-range transportation and land use plans jointly developed by MTC and the Association of Bay Area Governments (ABAG). MTC and ABAG adopted Plan Bay Area 2050 in October 2021.

The SFMTA was awarded \$340,760 under this program for the Transbay Terminal Mobility Hub. The Transbay Terminal Mobility Hub at the Crossing at East Cut will be at the former temporary Transbay Terminal block bounded by Folsom, Main, Howard and Beale streets, one block east of Salesforce Transit Center. With the East Cut Community Benefit District (CBD), the SFMTA will develop a mobility hub where the CBD is implementing temporary uses, including food service, recreational facilities, and programming. The Crossing at East Cut opened in summer 2021 and is expected to remain open until redevelopment occurs in 2025. Grant funds will be used for a quick-build project that includes long-term bicycle parking, seating, wayfinding, and other amenities. These facilities will be complemented by the East Cut CBD's Crossing at East Cut programming and public space improvements at the project site. The SFMTA will evaluate the project over three years, including public life metrics, to determine if the hub is being used as a community space.

As a condition of the grant, MTC requires that the SFMTA Board of Directors approve a resolution providing local support for the Transbay Terminal Mobility Hub, acknowledging the following conditions:

1. That the SFMTA will provide any required matching funds;
2. That any cost increases must be funded by the SFMTA, and that the SFMTA does not expect any cost increases to be funded with additional regional discretionary funds;
3. That the SFMTA will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised);
4. That the SFMTA will implement the Transbay Terminal Mobility Hub as described in the application submitted for the funds and in the resolution, subject to environmental clearance, and for the amount programmed in the MTC's federal Transportation Improvement Program (TIP);
5. That the SFMTA will have adequate staffing resources to deliver and complete the project within the schedule submitted with the project application;
6. That the project will comply with Resolution No. 3866, as revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
7. That the project will be included in a local congestion agency management plan, as required by State law, or be consistent with the Capital Improvement Program adopted pursuant to MTC's funding agreement with the countywide transportation agency.

STAKEHOLDER ENGAGEMENT

The SFMTA has worked closely with MTC to ensure that the project meets the program requirements and that the project scope is endorsed by both agencies. The Agency has and will continue to work with the Office of Community Investment and Infrastructure (OCII) and the Transbay Joint Powers Authority (TJPA) on the development of this project.

Additionally, the SFMTA has collaborated closely with the East Cut CBD in the development of the project scope, including the grant application. Over the last several years, the East Cut CBD has engaged in programming, site planning, and outreach for the East Cut Crossing activity space, the proposed location of the Transbay Terminal Mobility Hub.

Finally, community advocates and the Mayor's Office have both expressed to the SFMTA the need for long-term secured bike parking, one of the facilities proposed under this project.

ALTERNATIVES CONSIDERED

If CMAQ funds were not procured, the SFMTA would need to find alternative funds from other capital programs. This would ultimately delay implementation of either this project and/or other projects and delay the public benefits of the affected projects.

FUNDING IMPACT

The SFMTA has programmed \$44,240 of local operating funds to this project to meet the 11.49% match. Including the \$340,760 grant award, the total project funding is \$385,000. These funds will allow SFMTA to implement the Transbay Terminal Mobility Hub Project more expediently and maximize the use of project funds. The window of time the project will be open for use is limited because the project location will ultimately be developed at a future time, and the temporary mobility hub will then discontinue operations. Consequently, the earlier the project can be started, the more the public can benefit from these services.

ENVIRONMENTAL REVIEW

On December 15, 2021, under authority delegated by the Planning Department, the SFMTA determined that the Resolution of Support for Transbay Terminal Mobility Hub 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).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

If the Transbay Terminal Mobility Hub Project funded by CMAQ is found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environmental evaluation in compliance with CEQA and the Chapter 31, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and

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social benefits of the project outweigh otherwise unavoidable significant adverse impacts.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

As part of the federal CMAQ funding process, the project will need TIP approval from MTC and NEPA clearance from Caltrans prior to allocation of funds.

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board adopt a resolution of local support for the programming of \$340,760 for the Transbay Terminal Mobility Hub; and providing assurances that the SFMTA will comply with Metropolitan Transportation Commission policies.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On April 21, 2020, the SFMTA Board adopted the FY2021-25 Capital Improvement Program, which included the Transbay Terminal Mobility Hub; and,

WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs (collectively, the Federal Transportation Act), including, but not limited to, the Surface Transportation Block Grant Program (23 U.S.C. §133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. §149), and the Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding (23 U.S.C. §133); and,

WHEREAS, The SFMTA submitted an application to the Metropolitan Transportation Commission (MTC) for \$340,760 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission(CTC), such as Surface Transportation Block Grant Program funding, CMAQ funding, and Regional Transportation Improvement Program (RTIP/STIP) funding (herein collectively referred to as Regional Discretionary Funding), for the Transbay Terminal Mobility Hub; and,

WHEREAS, As a condition of grant funding, MTC requires a Resolution of Local Support from the SFMTA for a grant of \$340,760 for the Transbay Terminal Mobility Hub; and,

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, 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 Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal TIP; and,

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay 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 Quick-Strike funding; and,

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

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Project and Program will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Project and Program as described in their applications, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the Project and Program will have adequate staffing resources to deliver and complete the Project and Program within the schedule submitted with the project application; and
- that the Project and Program will comply with all project-specific requirements as set forth in the respective Regional Discretionary Funding programs; and
- that the SFMTA has assigned, and will maintain a single point of contact for all FHWA- and California Transportation Commission (CTC)-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), the MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and
- in the case of a transit project, the Project and Program 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, The SFMTA is authorized to submit applications for the Project and the Program; and,

WHEREAS, The SFMTA has authorized its Director of Transportation, or designee, to execute and file applications with MTC for Regional Discretionary Funding for the Project and the Program as referenced in this resolution; and,

WHEREAS, The MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; and,

WHEREAS, The SFMTA is working with Caltrans on behalf of the FHWA on a separate National Environmental Policy Act (NEPA) document to satisfy federal environmental review requirements for the Transbay Terminal Mobility Hub; and,

WHEREAS, On December 15, 2021, under authority delegated by the Planning Department, the SFMTA determined that the Resolution of Support for Transbay Terminal Mobility Hub 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, 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, If the Transbay Terminal Mobility Hub Project funded by CMAQ is found to cause significant adverse impacts, the SFMTA retains absolute discretion to: (1) modify the project to mitigate significant adverse environmental impacts, (2) select feasible alternatives which avoid significant adverse impacts of the project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the project, as identified upon environmental evaluation in compliance with CEQA and the Chapter 31, (4) reject the project as proposed if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse impacts of the project, or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impacts; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Local Support, as required by the Metropolitan Transportation Commission (MTC), with the following stipulations:

- the SFMTA will provide any required matching funds for the project; and
- the SFMTA understands that the Regional Discretionary Funding for the Project and the Program will be fixed at the MTC-approved programmed amount, and that any cost increases must be funded by the SFMTA from other funds, and that the SFMTA does not expect any cost increases to be funded with additional Regional Discretionary Funding; and
- the SFMTA understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the SFMTA has, and will retain, the expertise, knowledge and resources necessary to deliver federally funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the Agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA;
- the SFMTA will complete the Project and Program as described in its application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- the Project and Program will comply with all project-specific requirements as set forth in the respective Regional Discretionary Funding programs; and
- the Project and Program 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 be it further

RESOLVED, That in the case of a Regional Transportation Improvement Program (RTIP) project, the Project and the Program are included in a local congestion management plan, or are consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 18, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency