



Memorandum

Date: 12.22.16 **RE:** Board
January 5, 2017

To: Transportation Authority Board: Commissioners Peskin (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Tang and Yee

From: Eric Cordoba – Deputy Director for Capital Projects *EC*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Certify the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project; Adopt the California Environmental Quality Act Findings including a Statement of Overriding Considerations; Adopt the Mitigation, Monitoring, and Reporting Program; Approve the Hybrid Alternative as the Geary Corridor Bus Rapid Transit Project; and Select the Hybrid Alternative as the Locally Preferred Alternative

Summary

The purpose of the Geary Corridor Bus Rapid Transit (BRT) Project is to improve the speed, reliability, and quality of public transportation service along the Geary corridor while also increasing pedestrian safety, enhancing the streetscape, and maintaining multimodal circulation. In partnership with the San Francisco Municipal Transportation Agency, and as lead agency under the California Environmental Quality Act (CEQA), the Transportation Authority has prepared a Final Environmental Impact Report (EIR) for the Geary Corridor BRT Project. The Geary Corridor BRT Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) published on October 2, 2015 evaluated four build alternatives encompassing side- and center- bus lane designs, and a no-build alternative. The Draft EIS/EIR identified the Hybrid Alternative, which includes segments of side-running and center-running dedicated bus lanes, as the Staff-Recommended Alternative. The Final EIR includes responses to comments received during the Draft EIS/EIR public comment period and incorporates minor design modifications to the Hybrid Alternative in response to the comments received. The Final EIR was published on December 9, 2016 via notifications in multiple formats and languages including a radius mailing along the corridor. The Geary Corridor BRT Citizens Advisory Committee has overseen the project from its inception and will meet on January 4, 2017 to consider a recommendation regarding certification of the Geary Corridor BRT EIR, Project approval, and selection of the Locally Preferred Alternative.

BACKGROUND

The purpose of the Geary Corridor Bus Rapid Transit Project (Geary BRT or Project) is to improve the speed, reliability, and quality of public transportation service along the Geary corridor while also increasing pedestrian safety, enhancing the streetscape, and maintaining multimodal circulation. It is a signature project in the voter-approved Prop K Expenditure Plan.

The 6.5-mile Geary corridor is served by the Muni 38 Geary Local, Rapid, and Express bus routes and includes Geary Boulevard, Geary Street, O'Farrell Street as well as portions of other streets the routes

traverse. Physical improvements are proposed along the corridor generally between Market Street and 34th Avenue.

The corridor is an exceptionally busy transit link; each day it sees more than 52,000 boardings via public transit and serves automobile volumes that vary between 12,000 in the outlying neighborhoods west of Park Presidio to 45,000 at the highest-demand locations. In addition, the corridor hosts tens of thousands people walking daily.

The BRT Project would include:

- Dedicated bus lanes separated from regular (mixed-flow) traffic to reduce delays and improve reliability.
- Stop spacing adjustments to improve efficiency, including relocating and removing bus stops.
- High-quality stations, with more room for passengers to wait, canopies for weather protection, seating, vehicle arrival time information, pedestrian-scale lighting, landscaping, and Americans with Disabilities Act (ADA) accessibility.
- Traffic signal optimization to improve traffic flow.
- Improved Transit Signal Priority to provide additional green light time for buses approaching intersections.
- Pedestrian safety enhancements to reduce crossing distances at intersections, increase the visibility of people walking, calm traffic, and improve crossing signals.

In 2007, the Transportation Authority Board adopted the Geary Corridor BRT Feasibility Study, which evaluated the feasibility of five conceptual design alternatives for the Geary corridor. BRT was identified as an efficient and cost-effective way to deliver high-quality transit service to the Geary corridor. The Feasibility Study found that BRT would be feasible in the Geary corridor and recommended environmental review and further design work to identify a preferred alternative.

DISCUSSION

The Transportation Authority has prepared a Final Environmental Impact Report (EIR) for the Geary Corridor Bus Rapid Transit (BRT) Project. The Transportation Authority is the lead agency under the California Environmental Quality Act (CEQA). The San Francisco Municipal Transportation Agency (SFMTA) will design, implement, and operate the Project. The Federal Transit Administration (FTA) is the lead agency under the National Environmental Policy Act (NEPA) and is expected to separately publish a Final Environmental Impact Statement (EIS) and Record of Decision (ROD).

In November 2008, the Transportation Authority, in cooperation with FTA, issued a federal Notice of Intent (NOI) to prepare an EIS and a state Notice of Preparation (NOP) to prepare an EIR. The Project team undertook a comprehensive outreach effort to inform the environmental scope and alternatives development for the Project, including three public scoping meetings and meetings with the Geary BRT's Citizens Advisory Committee (GCAC), Technical Advisory Committee (TAC), and numerous stakeholder groups. This analysis and outreach is documented in the 2009 Geary Alternatives Screening Report and the 2014 Geary Bus Rapid Transit Design Options Screening Report.

The Geary Corridor BRT Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was completed, published in the Federal Register, and circulated for public comment from October 2, 2015 to November 30, 2015. The Draft EIS/EIR evaluated five project alternatives as described below.

Alternative 1, No-Build: Under the No Build Alternative, physical infrastructure and transit service in the

Geary corridor would remain unaltered except for changes associated with other City projects that are either planned or programmed to be implemented in the Geary corridor by the year 2020. These changes, many of which have recently been implemented or are currently underway, include planned service increases, wireless Transit Signal Priority (TSP) at signalized intersections, new or replaced traffic signals at several locations, 14 new pedestrian crossing bulbs and curb ramps at various locations, pedestrian countdown signals at signalized intersections where they do not already exist, and replacement of all corridor rolling stock with new low-floor buses.

Build Alternatives: Each of the four build alternatives would implement BRT along the Geary corridor, including dedicated bus-only lanes from Market Street to 34th Avenue. West of 34th Avenue and from Market Street to the Transbay Terminal, the Project would not include new bus-only lanes and buses would continue to operate using existing infrastructure. In addition, each build alternatives would include upgraded fiber-based TSP at most signalized intersections; high-amenity stations at BRT stops; two mixed-flow traffic lanes in each direction between Gough Street and 34th Avenue; pedestrian improvements, including pedestrian crossing bulbs, high-visibility crosswalk striping, new surface crosswalks at several locations; and construction of a new bicycle lane on Geary in the block between Masonic Avenue and Presidio Avenue to close an existing gap in the City's bicycle network.

Alternative 2, Side-Lane BRT: Alternative 2 would implement BRT service to replace the existing 38R service while retaining Local and Express service in the corridor. From Market Street to 34th Avenue, buses would operate in dedicated side-running bus-only lanes, replacing the existing outside travel lanes of the Geary corridor, next to the existing curbside parking lane that would remain at most locations. Existing 38 Local service would also operate in the dedicated bus lanes but would pull out of the lanes to service curbside local bus stops, enabling BRT buses to pass.

Alternative 3, Center-Lane BRT with Dual Medians and Passing Lanes: Alternative 3 would also include operation of BRT, local, and express buses. This alternative would be different from Alternative 2 from Gough Street to 27th Avenue. There, BRT and local service would operate in dedicated bus-only lanes in the center of the Geary corridor. BRT stations and local bus stops would be provided at center boarding islands. A bus passing lane at local bus stops would enable BRT buses to pass local buses stopped to load and unload passengers. In all other locations, this alternative would be similar to Alternative 2.

Alternative 3-Consolidated, Center-Lane BRT with Consolidated Bus Stops, Dual Medians, and No Passing Lanes: The configuration of Alternative 3-Consolidated would be similar to Alternative 3, with center bus-only lanes from Gough Street to 27th Avenue. However, BRT service would replace both 38R and 38 Local service as a new consolidated service, eliminating the need for bus passing lanes. BRT stations would be closer together than existing Rapid stops, but farther apart than existing local stops.

Hybrid Alternative: The Hybrid Alternative incorporates various physical features of Alternatives 2 and 3-Consolidated in different segments, combined to provide a mix that intends to maximize benefits and minimize impacts. BRT, local, and express buses would operate in the corridor. From Market Street to Palm Avenue, local and BRT buses would operate in side-running bus-only lanes. Between Palm Avenue and 27th Avenue, local and BRT buses would operate in dedicated bus-only lanes in the center of the Geary corridor, with no bus passing lanes. Every stop would serve both local and BRT buses; these stops would be closer together than existing Rapid stops, but farther apart than existing local stops. Between 27th Avenue and 34th Avenue, all buses would operate in new side-running bus-only lanes. Between 34th Avenue and 48th Avenue, no bus-only lanes would be constructed; all buses would operate in mixed-flow lanes. In side-running portions of the corridor, BRT buses would be able to pass local buses at local stops.

Identification of the Staff-Recommended Alternative: Project staff from both the Transportation Authority and SFMTA identified the Hybrid Alternative as the Staff-Recommended Alternative (SRA), as reflected in

the Draft EIS/EIR. Chapter 10 of the Draft EIS/EIR presents a full analysis of the relative benefits and impacts of the Geary Corridor BRT alternatives. The BRT alternatives are evaluated based on their performance in meeting the Project purpose and need, as well as based on considerations of importance to multiple agencies and numerous community stakeholder groups, including the GCAC. This process included an extensive public outreach process to collect input on the alternatives, with three public open houses in 2013 and 2014 and meetings with more than 25 community stakeholder groups.

Transportation Authority and SFMTA staffs recommend approval of the Hybrid Alternative and selection of the Hybrid Alternative as the Locally Preferred Alternative (LPA). Selection of an LPA is required under NEPA. Both Alternative 3 and Alternative 3-Consolidated have significant and costly constraints due to the existing underpasses of Geary Boulevard at Fillmore Street and Masonic Avenue. The No Build Alternative would not meet the Project purpose and need, because it would include relatively minimal improvements to transit performance and pedestrian safety. Of the remaining alternatives, the analysis found that the Hybrid Alternative would outperform Alternative 2 in terms of transit performance and pedestrian safety. The Hybrid Alternative would also preserve most curbside parking between Arguello Boulevard and 25th Avenue, addressing a key concern of stakeholders in the Richmond District, while Alternative 2 would result in more parking loss in this area. Based on its superior performance in meeting the need and purpose of the Project by improving transportation conditions in the corridor and its similar or reduced impacts in key areas of community concern compared to other alternatives, Transportation Authority and SFMTA staffs recommend approval of the Hybrid Alternative and selection of the Hybrid Alternative as the Project LPA.

Draft EIS/EIR Publication and Notification: The Transportation Authority published a Notice of Availability/Notice of Completion (NOA/NOC) and distributed copies of the Draft EIS/EIR to the State Clearinghouse on October 2, 2015. An NOA also appeared in the Federal Register concurrently. The public comment period was initially scheduled to last 45 days from the release date, but was subsequently extended from October 2, 2015 through November 30, 2015. The Transportation Authority made the Draft EIS/EIR document available for public review and comment by placing electronic copies on the Transportation Authority website, and by making hard copies available at SFMTA, Planning Department, four branches of the San Francisco Public Library located near the corridor, and Transportation Authority offices. Additionally, CDs were available upon request, and hard copies available for purchase from the Transportation Authority. Comments from the public could be sent by mail or email throughout the circulation period, and verbal or written comments could be submitted at the public comment meeting. Access to the technical reports and supporting documents were made available upon request.

The Transportation Authority noticed the availability of the Draft EIS/EIR for public review and comment, the date and time of the public comment meeting on the Draft EIS/EIR, and the dates of the comment period through a variety of communications channels. Multilingual communications included Spanish, Chinese, and Filipino, and in some cases also Russian, Japanese, Vietnamese, and Korean. A multilingual mailer was sent to over 20,000 residential and commercial addresses along the Geary corridor. The project team also provided announcements via a multilingual project website; a multilingual email to over 1,000 recipients; multilingual ads posted in bus shelters and buses along the corridor; newspaper ads in the San Francisco *Examiner*, *Richmond Review*, *The New Fillmore*, *Western Edition*, *Central City Extra*, *Kstati*, and *Nichi Bei Weekly*; Facebook ads; Facebook and Twitter posts; and a press release.

Public Comment Meeting on the Draft EIS/EIR: As part of the public review process for the Draft EIS/EIR, the Transportation Authority hosted a noticed public comment meeting on November 5, 2015 at St. Mary's Cathedral. The meeting was designed to share project information, discuss the Project with staff, and

submit public comments in writing on comment cards or orally via court reporters. Approximately 160 people attended the meeting.

Public and Agency Comments: During and immediately after the formal comment period on the Draft EIS/EIR, the Transportation Authority received a total of 299 comment communications (e.g. letters, emails, oral comment transcripts). These included 6 communications from agencies, 13 communications from organizations, and 280 separate communications from 244 individuals. All comments received during the public comment period, as well as those received before December 10, 2015, are included in Appendix B of the Final EIR along with written responses to each of the comments.

The most commonly received comments included the following topic areas:

- Pedestrian safety and access, including retention of the Webster Street pedestrian bridge
- Type and range of alternatives
- Traffic/auto travel on Geary and diversion to surrounding roadways
- Local business impacts (including construction-period effects, parking, and access)
- Parking and loading supply
- Project cost
- Tree removal/replanting
- Stop locations/removal
- Nature of outreach conducted and length of public comment period
- Bicycle safety/access

The other common comment areas were the Project's overall merits and preferences for a LPA. About 50 commenters indicated opposition to the Project, while more than 90 commenters stated support for one or more of the build alternatives or the Project in general. Of the approximately 50 commenters who expressed a preference between the alternatives studied, nearly half supported Alternative 3 or Alternative 3C, the fully center-running alternatives, and about a third preferred Alternative 2, the fully side-running alternative. Smaller numbers of commenters indicated support for the Hybrid Alternative or only a portion of a build alternative.

Additional Comments and Outreach: Throughout the environmental phase of the Project, the project team has conducted significant outreach, meeting more than 60 times with more than 30 stakeholder groups to incorporate feedback. Some of these meetings have been conducted in languages other than English. The team has also attended neighborhood events such as farmer's markets, Sunday Streets, and the Richmond Community Health Fair to provide information to the public about the Project. A survey of corridor merchants and a survey of business customers in the Richmond provided additional input that informed the Project design. Virtual reality kiosks, known as OWLs, were installed at two corridor intersections (at Webster Street and 17th Avenue) from October 2015 through December 2015 to provide passers-by with visualizations of the BRT Project and collect responses to several survey questions. Finally, the GCAC convened regularly to provide ongoing input on the environmental analysis and community engagement.

Since the close of the public comment period of the Draft EIS/EIR on November 30, 2015, the project team has continued to receive public input. Individual comments received after December 10, 2016 are not included in the Final EIR but are included as an Enclosure. The Transportation Authority has reviewed the comments received after the close of the public comment period on the Draft EIS/EIR. Key issues raised in these comments, as well as during community engagement that occurred after the close of the comment period, include:

- Richmond stakeholder concerns: project benefits and impacts
- Red transit-only lanes
- Laguna Street bus stop
- Webster and Steiner Street Pedestrian Overcrossings
- Spruce Street bus stop
- Holy Virgin Cathedral concerns: parking and bus lane transition
- Project alternatives: preference for rail, other BRT alternatives, or No Project Alternative
- Collins Street bus stop
- Final EIR approval schedule

Comments on several of these topics are similar to comments previously received on the Draft EIS/EIR and responded to in the Final EIR, which included several project changes in response to the input received. In addition, most of these topics are discussed in the Final EIR Chapter 5: Public Participation. Comments regarding two of these topics were received recently and not addressed in the Final EIR:

- **Collins Street bus stop:** The SRA includes removal of the local bus stop at Collins Street. However, representatives of Russian-American Community Services (RACS), located on Collins Street at Anza Street, raised concerns about seniors who rely on RACS services and use the stop at Collins Street. The project team continues to meet with RACS representatives and is working to resolve this issue.
- **Final EIR approval schedule:** After the Transportation Authority published the Final EIR on December 9, 2016 and distributed notifications of the Board certification hearing scheduled on January 5, 2017, several requests were received to delay the Board hearing to provide additional time for review of the Final EIR. However, the 27 days between publication of the Final EIR (including the Response to Comments) and the Board certification hearing significantly exceeds CEQA requirements and provides sufficient time for review. The project team has conducted extensive outreach throughout the environmental phase of the project to address issues raised by community stakeholders.

None of the communications received after the close of the comment period contain new information revealing new or more severe significant environmental impacts that would result from the Project, identify feasible Project alternatives or mitigation measures substantially different from those identified in the Draft EIS/EIR, or point to substantial flaws in the Draft EIS/EIR.

Final EIR Publication and Notification: On December 9, 2016 the Transportation Authority published the Final EIR. The Final EIR includes all comments received during the Draft EIS/EIR comment period and responses to those comments. The Final EIR was posted on the Transportation Authority's website and also made available for public review at the Transportation Authority office, SFMTA's office, the Planning Department's Planning Information Counter, and at four branches of the San Francisco Library near the corridor. Electronic or paper copies of the Final EIR were sent to all parties that commented on the Draft EIS/EIR and provided either a physical mailing address or an email address.

Concurrent with publication of the Final EIR on December 9, 2016, an NOC was published in the State Clearinghouse and the NOA was posted on the Transportation Authority's website announcing the document's availability and the upcoming Transportation Authority Board approval hearing on January 5, 2017. Notice included an email to the project email list with over 900 addresses and a multilingual mailer sent to over 37,500 commercial and residential addresses near the corridor. In

addition, the Transportation Authority provided notice of the Final EIR release and approval hearing via a press release; newspaper ads; posts on Facebook, Twitter, and Nextdoor; over 280 multilingual posters at bus stops and on utility poles along the corridor; and project representatives distributing approximately 10,000 handouts at bus stops.

The Draft EIS/EIR was prepared as a joint document to meet all pertinent requirements of both NEPA and CEQA. However, following publication of the Draft EIS/EIR, the federal and local agencies agreed to prepare the Final EIR separate from a Final EIS in order to provide for local approvals that were ready to proceed, while allowing staff to respond to Federal direction on EIS administrative comments. Following approval of the EIR, the Transportation Authority and SFMTA will collaborate with FTA in the subsequent preparation of a Final EIS and ROD for the Project in compliance with NEPA. The Final EIS and ROD are expected to be published in early 2017.

Modifications to the Staff-Recommended Alternative in the Final EIR: In response to public comments on the Draft EIS/EIR, the project team made minor changes to the Hybrid Alternative/SRA in the Final EIR. These modifications address key local concerns within the context of the established need and purpose for the Project and, as documented in the Final EIR, do not worsen or introduce any new environmental impacts.

- **Retention of Local and Express bus stops at Spruce/Cook (No new BRT stops):** In response to merchant concerns about the loss of parking and loading spaces, the Hybrid Alternative/SRA no longer adds a BRT stop to the Spruce-Cook block of Geary Boulevard. The existing eastbound and westbound bus stops on this block would remain and serve Local buses only rather than Local and Rapid buses under the existing service plan. This change would retain parking and loading on this block while eliminating the corridor's lowest-ridership Rapid stop.
- **Retention of the Webster Street pedestrian bridge:** The existing pedestrian bridge at Webster Street would remain standing and open for use, in response to many comments from Japantown and Western Addition stakeholders asking that it remain. In addition, the Hybrid Alternative/SRA would add two new, ADA-compliant pedestrian surface crossings on either side of the Webster Street intersection with multiple median refuges and other safety features.
- **Additional pedestrian crossing improvements at various intersections within the Geary corridor:** The No Project Alternative assumes construction of 14 pedestrian crossing bulbs at various locations along the Geary corridor. The Hybrid Alternative had proposed to construct an additional 51 pedestrian crossing bulbs at high-priority locations, for a total of 65. In response to many comments citing the importance of pedestrian safety, the project team modified the Hybrid Alternative to add an additional 26 pedestrian bulbs (for a grand total of 91) and several additional pedestrian safety features at strategic locations.

FUNDING PLAN

The cost estimate for the Hybrid Alternative/SRA is \$300 million. The funding plan (shown in Attachment 1) reflects the \$300 million funding needed for the Project. It includes \$50.7 million in Prop K funds, of which \$17.1 million has been allocated to date for planning and preliminary design engineering and \$33.6 million is programmed for engineering design and construction.

While the Draft EIS/EIR did not contemplate any specific construction scenario, due to uncertainty as to which alternative might ultimately be selected, the Draft EIS/EIR acknowledged that any of the build alternatives would comprise a large-scale project that would likely be constructed in phases over time.

Following publication of the Draft EIS/EIR, the Transportation Authority and SFMTA identified a potential set of near-term improvements that would allow more rapid implementation of an initial set of

project elements for which funding is readily available. At the same time, the agencies are seeking to secure funding for the remainder of the Project.

The cost of the near-term BRT improvements and concurrent paving and utility improvements is estimated at \$65 million. This cost includes some elements that would be funded by other agencies, including San Francisco Public Works (SFPW), which anticipates contributing Highway User Tax Account funds to fund the paving, and the San Francisco Public Utilities Commission, which would fund the work to be done on its utilities systems. Funding for near term improvements includes Prop K, Prop A (the City's General Obligation Bond), Prop AA Vehicle Registration Fees, SFMTA's Revenue Bond, and SFPW's Follow the Paving funds, as well as Metropolitan Transportation Commission (MTC) Transit Performance Initiative (federal funds).

SFMTA plans to continue refining the cost estimate and funding plan for the remainder of the Project as it proceeds with planning and conceptual engineering work.

The funding plan for the remainder of the Project includes \$100 million in potential FTA Small Starts funds, which are disbursed on a competitive basis. Given the corridor's high existing ridership, Geary BRT is expected to be very competitive for the Small Starts funding. The SFMTA has indicated that it would apply for entry into the Small Starts program in 2017.

The remainder of the costs could be filled with other local, regional, state, and federal sources expected to be available in the next few years, with the most promising described in Attachment 1. MTC recently evaluated Geary BRT for the underway Plan Bay Area 2040 update and determined it to be a 'high performing' project. This ranking positions the Project well to receive regional, state, and federal discretionary funds.

PROPOSED ACTIONS AND NEXT STEPS

The actions before the Board are: certification of the Final EIR; adoption of findings required by CEQA, including a Statement of Overriding Considerations; adoption of the Mitigation Monitoring, and Reporting Program (MMRP); approval of the Hybrid Alternative as the Geary BRT Project; and selection of the Hybrid Alternative as the LPA.

CEQA Certification: Before approving a proposed preferred alternative for the Geary Corridor BRT Project, the Transportation Authority must certify that (1) the Final EIR has been prepared in compliance with CEQA; (2) the Final EIR has been reviewed and considered by the agency; and (3) the Final EIR reflects its independent judgment and analysis as the lead agency. (Public Resources Code § 21100; CEQA Guidelines § 15090).

Adoption of CEQA Findings: If an EIR identifies one or more significant effects on the environment that would occur as a result of the proposed Project, the Transportation Authority Board must make one of three findings with respect to each significant effect (Public Resources Code § 21081(a); CEQA Guidelines § 15091):

- Changes have been made to the Project, or incorporated into the Project, that mitigate or avoid the identified significant effects on the environment.
- Those changes or alterations (i.e., mitigation measures) are within the responsibility and jurisdiction of another public agency, and have been or can and should be adopted by that other agency.
- The agency finds that the mitigation measures or alternatives identified in the EIR are infeasible for specific "economic, legal, social, technological, or other considerations."

The CEQA Findings (Attachment 1 to the resolution) identifies one area, traffic, where the Transportation Authority finds that because some aspects of the Project would cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, the impacts are significant and unavoidable.

Statement of Overriding Considerations: If significant effects cannot be mitigated to a less-than-significant level, the Transportation Authority must also adopt findings indicating the specific overriding economic, legal, social, technological, or other benefits of the Project that are viewed as outweighing each of the significant adverse effects. (Public Resources Code § 21081(b)). This statement is included in Attachment 1 to the resolution.

Adoption of a Mitigation, Monitoring, and Reporting Program: Section 21081.6 of CEQA requires public agencies to adopt a reporting or monitoring program whenever a project or program is approved that includes mitigation measures identified in an environmental document. The MMRP is included as Exhibit 1 to the CEQA Findings (Attachment 2 to the resolution).

Approval of The Project: The Transportation Authority is considering approval of the Geary BRT Project, and selection of the Hybrid Alternative as the Locally Preferred Alternative under NEPA.

Completion of NEPA Process: The Transportation Authority and SFMTA will separately coordinate with FTA to complete the EIS and ROD, which constitutes the final approval step under the federal NEPA process. Completion of the NEPA process is required before the Project can receive federal funding.

Current Schedule: Completion of the NEPA process is anticipated in early 2017. SFMTA plans to implement the Project in phases, with the first phase to include project improvements east of Stanyan Street and the second phase to include the portion of the corridor west of Stanyan Street. The SFMTA Board is anticipated to legislate Phase 1 design elements in mid-2017. Engineering design of Phase 2, the full project, will also begin in early 2017. Construction of Phase 1 is proposed to begin in mid-2017 and be complete by 2019. Construction of Phase 2 is anticipated to occur from 2019 to 2020.

ALTERNATIVES

1. Certify the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project; adopt the CEQA Findings including a Statement of Overriding Considerations; adopt the Mitigation, Monitoring, and Reporting Program; approve the Hybrid Alternative as the Geary Corridor Bus Rapid Transit Project; and select the Hybrid Alternative as the Locally Preferred Alternative, as requested.
2. Certify the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project; adopt the CEQA Findings including a Statement of Overriding Considerations; adopt the Mitigation, Monitoring, and Reporting Program; approve the Hybrid Alternative as the Geary Corridor Bus Rapid Transit Project; and select the Hybrid Alternative as the Locally Preferred Alternative, with modifications.
3. Defer action, pending additional information or further staff analysis.

GEARY CORRIDOR BRT CAC POSITION

The GCAC, comprised of thirteen members representing neighborhood and at-large interests, has met regularly to advise the project team on the Project's environmental analysis and community engagement. The GCAC will meet on January 4, 2017 to consider a recommendation regarding certification of the Geary Corridor BRT Final EIR, Project approval, and selection of the LPA.

FINANCIAL IMPACTS

None. There are no impacts on the Transportation Authority's adopted Fiscal Year 2016/17 budget from the proposed action.

RECOMMENDATION

Certify the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project; adopt the CEQA Findings including a Statement of Overriding Considerations; adopt the Mitigation, Monitoring, and Reporting Program; approve the Hybrid Alternative as the Geary Corridor Bus Rapid Transit Project; and select the Hybrid Alternative as the Locally Preferred Alternative.

Attachment:

1. Funding Information Table

Enclosure:

1. Public Communications Since the Comment Period

**Attachment 1: Geary Bus Rapid Transit Funding Plan
December 2016**

Near-Term Improvements ¹		Project Phases ²					Total by Status	TOTAL
Source ³	Type	Status	PLAN	ENV	CER/PS&E	CON		
Transit Performance Initiative - Investment	Federal	Allocated						\$7,497,481
		Programmed						
		Planned				\$7,497,481	\$7,497,481	
Highway User Tax Account	Local	Allocated						\$2,000,000
		Programmed				\$1,000,000	\$1,000,000	
		Planned				\$1,000,000	\$1,000,000	
Prop A T2030 Bond Pedestrian Safety Improvements	Local	Allocated			\$1,606,500		\$1,606,500	\$13,299,000
		Programmed				\$11,692,500	\$11,692,500	
		Planned						
Prop AA Vehicle Registration Fee	Local	Allocated						\$5,064,919
		Programmed				\$2,064,919	\$2,064,919	
		Planned				\$3,000,000	\$3,000,000	
Prop K Sales Tax ⁴	Local	Allocated			\$1,978,946		\$1,978,946	\$10,000,000
		Programmed				\$8,021,054	\$8,021,054	
		Planned						
SFMTA Revenue Bond Series 2014	Local	Allocated				\$700,000	\$700,000	\$700,000
		Programmed						
		Planned						
SF Public Utilities Commission	Local	Allocated						\$26,000,000
		Programmed						
		Planned			\$2,600,000	\$23,400,000	\$26,000,000	
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated			\$94,600		\$94,600	\$94,600
		Programmed						
		Planned						
Total Phase 1	Total Phase 1	Allocated			\$3,680,046	\$700,000	\$4,380,046	\$64,656,000
		Programmed				\$22,778,473	\$22,778,473	
		Planned			\$2,600,000	\$34,897,481	\$37,497,481	
					\$6,280,046	\$58,375,954	\$64,656,000	

**Attachment 1: Geary Bus Rapid Transit Funding Plan
December 2016**

Full BRT (Remainder of Project) ¹		Project Phases ²					Total by Status	TOTAL
Source ³	Type	Status	PLAN	ENV	CER/PS&E	CON		
FTA 5309 Small Starts ⁵	Federal	Allocated						\$100,000,000
		Programmed						
		Planned				\$100,000,000	\$100,000,000	
Prop K Sales Tax ⁴	Local	Allocated	\$780,000	\$8,090,892	\$6,319,470		\$15,190,362	\$40,798,167
		Programmed			\$14,135,751	\$11,472,054	\$25,607,805	
		Planned						
TBD ⁶	TBD	Allocated						\$94,545,833
		Programmed						
		Planned			\$16,157,913	\$78,387,920	\$94,545,833	
Total Phase 2		Allocated	\$780,000	\$8,090,892	\$6,319,470		\$15,190,362	\$235,344,000
		Programmed			\$14,135,751	\$11,472,054	\$25,607,805	
		Planned			\$16,157,913	\$178,387,920	\$194,545,833	
			\$780,000	\$8,090,892	\$36,613,134	\$189,859,974	\$235,344,000	

¹ The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

² Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

³ Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPW - San Francisco Public Works.

⁴ Resolution 15-29 reserves \$10 million from current Prop K Geary BRT funding for design/construction of the Near-Term Improvements and reserves all the remaining Prop K funds currently programmed to the Full BRT package.

⁵ The Geary BRT project team plans to apply for Small Starts funds in 2017. Small Starts projects must be seeking no more than \$100 million.

⁶ Potential sources for the Full BRT package include MTC Transit Performance Initiative, OneBayArea Grant, cap and trade funds, new bridge tolls, new regional gas tax, other state or federal discretionary funds, or the Mayor's 2030 Transportation Task Force package (e.g. additional sales tax, vehicle license fees). The Task Force identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in its investment plan.