

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support for the Vision Zero SF Safer Intersections project, to be funded in part with a FY 2018 Regional Active Transportation Program (ATP) Augmentation grant of \$2,002,000 from the Metropolitan Transportation Commission (MTC).

SUMMARY:

- The MTC administers the Bay Area's ATP money, which is available to public transit agencies, and other public agencies, to promote active transportation, such as bicycling and walking, with specific focuses on school children and disadvantaged communities.
- The MTC has programmed \$2,002,000 in FY 2018 ATP Augmentation funds for use on the Vision Zero SF Safer Intersections project; this money is entirely state funded.
- As a condition to receiving the money, the MTC requires the SFMTA Board of Directors to adopt a Resolution of Local Support that stipulates how the SFMTA will comply with the MTC's policies governing project delivery and, should they occur, cost overruns.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

11/16/2017

11/14/2017

ASSIGNED SFMTAB CALENDAR DATE: November 21, 2017

PURPOSE

The purpose of this calendar item is to request that the SFMTAB adopt a Resolution of Local Support for the Vision Zero SF Safer Intersections project, to be funded in part with a FY 2018 Regional ATP Augmentation grant of \$2,002,000 from the MTC.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan goals and objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel

Objective 2.1: Improve customer service & communications

Objective 2.2: Improve transit performance

Objective 2.3: Increase use of all non-private auto modes

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

Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise

Objective 3.2: Increase the transportation system's positive impact to the economy

Objective 3.4: Deliver services efficiently

This action supports the following Transit First Policy principles:

- 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.
- 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.
- The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.
- Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Vision Zero SF Safer Intersections Project

In San Francisco, unsafe vehicle left turns at intersections account for 28% of auto collisions with pedestrians, and 16% of auto collisions with bicyclists. With the Vision Zero SF Safer Intersections project, the SFMTA plans to implement an education and outreach effort to decrease the numbers of these collisions and make San Francisco streets safer for walking and bicycling.

While the benefits of Vision Zero SF Safer Intersections project will be experienced citywide, education and outreach efforts will focus on the city's High-Injury Network, which includes the 12% of the city's streets where 70% of collisions occur. The SFMTA will use media and engage directly with drivers in the High-Injury Network to communicate methods for making safe left turns at intersections, and to encourage more walking and bicycling. The SFMTA will fund this education and outreach effort, in part, using Regional ATP Augmentation funds.

The Vision Zero SF Safer Intersections project supports San Francisco's broader goals under its Vision Zero policy, to eliminate all traffic deaths and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations.

Award of Regional ATP Augmentation Funds to the SFMTA

The MTC administers the Bay Area's share of Regional Active Transportation Program (ATP) money, which is funded by federal and/or state sources and available to public transit agencies, and other public agencies, to promote active transportation, such as bicycling and walking. Since the ATP's inception in 2013, the MTC has programmed funds for Cycles 1, 2, and 3 which were calls for projects issued in 2014, 2015, and 2016, respectively..

In June 2016, the SFMTA applied for, but was not awarded, Cycle 3 ATP funds for the Vision Zero SF Safer Intersections project. Our Cycle 3 application was not successful because it did not score as highly as the projects selected for funding and was put on a contingency list to be awarded funds should any of the Cycle 3 grantees not be able to obligate their funds in a timely manner. With the passage of State Senate Bill 1 (the Road Repair and Accountability Act which invests \$54 billion in the next decade to fix roads and to put more funds into transit and safety projects) in 2017, the MTC was given an additional \$16 million of ATP program capacity, and the MTC issued a Cycle 3 "Augmentation" call for projects this summer. The SFMTA submitted a revised application for the Vision Zero SF Safer Intersections project. The MTC is now recommending that the Vision Zero SF Safer Intersections project receive full funding, and included it in its September 2017 Regional ATP Augmentation program of projects. The California Transportation Commission (CTC) will act on the MTC's list in December 2017. Assuming the CTC approves the MTC's program of projects, the SFMTA will seek fund allocation (i.e., grant award) in January 2018.

It should be noted that the SFMTA will receive an additional \$2.350 million of ATP Cycle 3 Augmentation funds programmed directly by the State for its "Geneva Avenue Pedestrian and

Bicycle Safety Improvement” project, with most of the funding anticipated for San Bruno Avenue. The SFMTA will seek allocation for these funds as well in January 2018.

Resolution of Local Support

As a condition for the SFMTA to receive the Regional ATP Augmentation funds for use on the Vision Zero SF Safer Intersections Project, the MTC requires that the SFMTAB approve a Resolution of Local Support for the project that states the following:

1. The SFMTA commits to provide local matching funds of at least \$60,000 in in-kind labor for a total cost of \$2,062,000;
2. The regional discretionary funding for Regional Active Transportation Program (ATP) Augmentation funds is fixed at the programmed amount, any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;
3. Because Regional ATP Augmentation funds originate from California Transportation Commission (CTC) and the California Department of Transportation (Caltrans), the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver state funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all Caltrans-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA’s Congestion Management Agency), MTC, and Caltrans on all communications, inquiries, or issues that may arise during the state programming and delivery process for all Caltrans-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA, subject to applicable local, state, and federal laws and regulations, assures it will complete the Project as described in the SFMTA’s application to the MTC for Regional ATP Augmentation funds, and in the attached resolution, and for the amount programmed in the MTC’s federal Transportation Improvement Program;
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA’s application to the MTC for Regional ATP Augmentation funds;
6. The Project will comply with Project-specific requirements as set forth in the Regional ATP Augmentation Program; and
7. The Project will comply with MTC 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.

STAKEHOLDER ENGAGEMENT

Not applicable at this stage, because no stakeholders are involved in this administrative funding process. However, in compliance with federal public-participation requirements, the MTC disseminates for public comment the federally required Transportation Improvement Program, which includes projects sponsored by the SFMTA. The SFMTA will perform extensive stakeholder engagement for the education and outreach, non-infrastructure for Vision Zero SF Safer Intersections project.

ALTERNATIVES CONSIDERED

The two other alternatives considered for the adoption of the resolution of support being requested are (1) not to pursue the Regional ATP Augmentation funds, which will leave the SFMTA's capital program in deficit, or (2) to find alternative funding from other capital programs to fund the proposed project.

FUNDING IMPACT

The SFMTA's acceptance and expenditure of the \$2,002,000 grant, which is state funded, requires a local-match of at least \$60,000. The SFMTA will fund this local match with in-kind labor.

ENVIRONMENTAL REVIEW

On October 5, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the Vision Zero SF Safer Intersections Project is not a "project" pursuant to California Environmental Quality Act (CEQA) as defined in 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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

At its December 2017 meeting, the CTC is scheduled to approve allocations for the Vision Zero SF Safer Intersections project and other projects listed on the MTC's 2017 Regional ATP Augmentation project list.

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommends that the SFMTAB adopt a Resolution of Local Support for the Vision Zero SF Safer Intersections project, to be funded in part with a FY 2018 Regional ATP Augmentation grant of \$2,002,000 from the MTC.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has submitted an application to the Metropolitan Transportation Commission (MTC) for \$2,002,000 in funding assigned to the MTC for programming discretion, including, but not limited to, federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (collectively referred to as “Regional Discretionary Funding”) for the following project: Vision Zero SF Safer Intersections (Project) for Regional Active Transportation Program (ATP) Augmentation (Program); and

WHEREAS, The Fixing America’s Surface Transportation Act (the FAST Act), and any extensions or successor legislation for continued funding, authorize various federal funding programs, including, but not limited to, the STP program (23 U.S.C. § 133), the CMAQ program (23 U.S.C. § 149) and the TA Program (23 U.S.C. § 213); and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6 and 182.7, 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 FAST Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, the MTC is the MPO for the nine counties in the San Francisco Bay Area region; and

WHEREAS, the MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of CMAQ funds; and

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

WHEREAS, As part of the application for Regional Discretionary Funding, the MTC requires a Resolution of Local Support be adopted stating that the SFMTA Board understands that:

1. The SFMTA commits to provide local matching funds of at least \$60,000 for the Project; and

2. The Regional Discretionary Funding is fixed at the programmed amount, any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with Regional Discretionary Funding; and
3. The Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. The SFMTA will complete the Project as described in the application as included in the MTC's federal TIP; and
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to the MTC for OBAG 2 funding; and
6. The Project will comply with all Project-specific requirements as set forth in the Program; and
7. The Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and,

WHEREAS, On October 5, 2017, the SFMTA, under authority delegated by the Planning Department, determined that the Vision Zero SF Safer Intersections is not a "project" pursuant to the California Environmental Quality Act (CEQA) as defined in 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 now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Local Support for the Vision Zero SF Safer Intersections project, to be funded in part from a FY 2018 Regional ATP Augmentation grant in the amount of \$2,002,000 from the Metropolitan Transportation Commission (MTC) under the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) programs of the Moving Ahead for Progress in the 21st Century Act (MAP-21), any extensions of MAP-21, or any successor legislation for continued funding; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution of Support, states that:

1. The SFMTA commits to provide local matching funds of at least \$60,000 of the total cost of \$2,062,000;
2. The regional discretionary funding for Regional ATP Augmentation is fixed at the programmed amount, and any cost increases must be funded by the SFMTA, and the SFMTA does not expect any cost increases to be funded with additional regional discretionary funding;

3. Because the Regional ATP Augmentation funds originate from the State, the SFMTA:
 - a. understands and will comply with the procedures, delivery milestones, and funding deadlines associated with these funds and specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised);
 - b. the SFMTA has and will retain the expertise, knowledge, and resources necessary to deliver state funded transportation projects; and
 - c. has assigned, and will maintain, a single point of contact for all Caltrans-funded transportation projects to coordinate within the SFMTA and with the San Francisco County Transportation Authority (i.e., the SFMTA's Congestion Management Agency), MTC, the California Department of Transportation (Caltrans), and FHWA on all communications, inquiries, or issues that may arise during the state programming and delivery process for all FHWA-funded transportation projects and transit projects the SFMTA implements;
4. The SFMTA assures it will complete the Project as described in the SFMTA's application to the MTC for Regional ATP Augmentation funding and in this resolution, and, if approved, as described and for the amount programmed in the MTC's federal Transportation Improvement Program (TIP);
5. The Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the SFMTA's application to the MTC for Regional ATP Augmentation funding;
6. The Project will comply with Project-specific requirements as set forth in the Regional ATP Augmentation Program; and
7. The Project will comply with MTC 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 be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to transmit a copy of this resolution to the MTC in conjunction with the filing of the applications; and be it

FURTHER RESOLVED, That the SFMTA requests the MTC to support the applications for the Project described in the resolution and to include the Project, if approved, in the MTC's federal TIP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 21, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency