

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Accepting a gift of \$200,318 from Group I, sponsor of the 340 Bryant Street Development Project, for construction of traffic signals at Bryant Street and Sterling Street.

SUMMARY:



- Group I, the developer of the office building at 340 Bryant Street, wishes to donate \$200,318 to the SFMTA for construction of traffic signals at Bryant Street and Sterling Street.
- The purpose of the gift is to improve safety and accessibility for the tenants of 340 Bryant Street, as well as the greater community.
- The SFMTA, which is currently in the Design Phase of this project, will cover all remaining costs to construct the traffic signals.

ENCLOSURES:

1. SFMTAB Resolution
2. Offer Letter from Group I
3. Costs and Funding Table for the Signalization of Bryant/Sterling Streets

APPROVALS:

DATE

DIRECTOR	 _____	2/12/2018 _____
SECRETARY	 _____	2/12/2018 _____

ASSIGNED SFMTAB CALENDAR DATE: February 20, 2018

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PURPOSE:

To accept a gift of \$200,318 from Group I, sponsor of the 340 Bryant Street Development Project, for construction of traffic signals at Bryant Street and Sterling Street.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The traffic signals to be funded by this gift supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

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 car-sharing the preferred means of travel.

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

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. 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.

DESCRIPTION

Bryant Street and Sterling Street is an uncontrolled intersection with Bryant Street feeding into the Sterling Street freeway on-ramp. The change of use and redevelopment of the building at 340 Bryant Street on the northeast corner of the intersection generates an increase of pedestrian traffic at the intersection of Bryant Street and Sterling Street.

The tenants of 340 Bryant and the surrounding neighborhood expressed concerns about traffic and pedestrian safety conditions at this intersection. The SFMTA Sustainable Streets Transportation Engineering Group met with the community, along with Caltrans and WalkSF, and determined that traffic signals would be feasible and desirable. Currently, there are no signals at this intersection, and pedestrians need to take a lengthy detour to 2nd Street to cross at a signalized crosswalk. New crosswalks, signage, and a pedestrian island were installed in 2016 as interim improvements in anticipation of the new signals.

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Group I, sponsor of the 340 Bryant Street Development Project, recognizes the community benefits of traffic signals at Bryant Street and Sterling Street and has offered to donate \$200,318 for the construction of these traffic signals. Should the SFMTA not construct the signal system within five years, Group I requests return of the funds. Further, should the total amount of the construction be less than \$200,318, Group I requests return of the funds not spent on construction.

The SFMTA began design of the traffic signals in February 2017. The SFMTA expects to complete the designs in early 2018 and complete construction in late 2019.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement was conducted as part of this traffic signal project. This includes an August 19, 2016, SFMTA public hearing. The public also had an opportunity to provide input at the January 17, 2017, SFMTA Board of Directors meeting where the traffic signal installation was approved. There were no objections to the proposed traffic signals at these meetings, and the project has general neighborhood support.

ALTERNATIVES CONSIDERED

The proposed gift could be declined, but this will result in a delay in fully funding and completing the project.

FUNDING IMPACT

The total construction cost of these traffic signals is estimated to be \$900,000. The Group I gift will be \$200,318, or 22 percent of the total cost. The SFMTA expects to obtain the remaining \$699,682 estimated costs from Prop K sales tax funds. The Group I gift will reduce the need for additional Prop K funding for the traffic signal construction.

ENVIRONMENTAL REVIEW

The proposed signalization of the Bryant Street and Sterling Street intersection is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for Existing Facilities Class 1(c) (Minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities), as defined in Title 14 of the California Code of Regulations Section 15301.

On November 22, 2016, the Planning Department determined (Case Number 2016-015051ENV) that the proposed signalization of the Bryant Street and Sterling Street intersection is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are needed to accept the Group I funds. The SFMTA Board of Directors approved construction of the traffic signal at its January 17, 2017, meeting.

The City Attorney's Office has reviewed this item.

RECOMMENDATION

Staff recommends that the San Francisco Municipal Transportation Agency Board of Directors accept the gift of \$200,318 from Group I, sponsor of the 340 Bryant Street Development Project, for the construction of traffic signals at Bryant Street and Sterling Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The change of use and redevelopment of the building at 340 Bryant Street on the northeast corner of the intersection generates an increase of pedestrian traffic at the intersection of Bryant Street and Sterling Street; and,

WHEREAS, The SFMTA Sustainable Streets Transportation Engineering Group met with the community, along with Caltrans and WalkSF, and determined that traffic signals would be a feasible and desirable option to address the concerns of traffic and pedestrian safety at the intersection; and,

WHEREAS, Group I, sponsor of the 340 Bryant Street Development Project, recognizes the community benefits of traffic signals at Bryant Street and Sterling Street and has offered to donate to the SFMTA \$200,318 for the construction of these traffic signals; and,

WHEREAS, The proposed signalization of the Bryant Street and Sterling Street intersection is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for Existing Facilities Class 1(c) (Minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities), as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On November 22, 2016, the Planning Department determined (Case Number 2016-015051ENV) that the proposed signalization of the Bryant Street and Sterling Street intersection is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The SFMTA Board of Directors approved construction of new traffic signals at the intersection of Bryant Street and Sterling Street (Resolution No. 170117-007) on January 17, 2017; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors accepts a gift of \$200,318 from Group I, sponsor of the 340 Bryant Street Development Project, for the construction of traffic signals at Bryant Street and Sterling Street; and be it further

RESOLVED, That should the SFMTA decide not to construct the traffic signals within five years from the date of this Resolution, the SFMTA shall return the entire gift; provided further, that if the total construction costs are less than \$200,318, the SFMTA shall return the remainder of the unspent funds.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 20, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2. Offer Letter from Group I

Group I

500 Sansome Street
Suite 750
San Francisco, CA 94111

Office
415 394-7027
Fax
415 394-6095

January 5, 2018

Mr. Tom Maguire
Director, Sustainable Streets Division
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Gift to SFMTA for the Bryant Street and Sterling Street Traffic Signal

Dear Mr. Maguire:

Group i would like to donate a gift of \$200,318 to the San Francisco Municipal Transportation Agency (SFMTA) to be applied toward the construction costs of signalizing the Bryant Street and Sterling Street intersection in San Francisco. We understand that the SFMTA will cover the design and any construction costs above \$200,318 for Bryant and Sterling through the Contract 64 New Signals Project. To that end, we have enclosed a check, made out to SFMTA, to be delivered to Kwai Chan in the Finance & Information Technology Division.

This contribution is not intended to fulfill any requirement for development approvals. This offer is voluntarily made, based on the benefits of intersection signalization to the 340 Bryant Street residents and others, responding to community concerns.

We understand that the SFMTA Board of Directors will need to accept this gift. However, if the SFMTA decides to not install the traffic signal within five years of the date of this letter, we would like the money returned to Group I. Similarly, if construction of the signal system costs less than \$200,000, we request that the remaining funds be returned to Group I.

By sending this letter, Group I agrees to abide by the requirements of section 67.29-6 from the City and County of San Francisco Administration Code regarding sources of outside funding.

If you have any questions, please contact Leigh Chang at Group I (Leigh@groupi.com). Thank you very much.

If you have any questions, please contact myself at yvonne@groupi.com or Yvonne Ho ([yvonne@groupi.com](mailto:yvonney@groupi.com)) at Group I. Thank you very much.

Sincerely,

Joy Ou
President, Group I

Cc: Kwai Chan, SFMTA, Finance & Information Technology
Timothy Manglicmot, SFMTA, Finance & Information Technology
Alice Rogers

Enclosure: \$200,318 check to SFMTA

Enclosure 3. Costs and Funding Table for the Signalization of Bryant/Sterling

Project Sponsor	Percentage of Costs	<i>Voluntary contribution</i>	Grant Funding	Total
DESIGN				
SFMTA	100%		\$140,000	\$140,000
CONSTRUCTION				
Group I	22.3%	\$200,318		\$ 200,318
SFMTA	77.7%		\$699,682	\$699,682
TOTAL	100%	\$200,318	\$699,682	\$900,000
PROJECT TOTAL				
TOTAL		\$200,318	\$839,682	\$1,040,000