

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to \$608,000 in Fiscal Year 2021 Transportation Development Act (TDA) Article 3 funds for the San Francisco Active Communities Plan (BikeSF) as set forth in the enclosed TDA Article 3 Project Application Form.



SUMMARY:

- The San Francisco Active Communities Plan (BikeSF) is a community-driven, citywide planning process to foster broader acceptance and adoption of all forms of active mobility.
- The acceptance and expenditure of these TDA funds also requires approval from the Board of Supervisors because San Francisco Public Works (SFPW) and the SFMTA jointly present their respective bike and pedestrian projects to the Metropolitan Transportation Commission (MTC) for funding.
- MTC requires the SFMTA Board resolution to describe how the SFMTA will comply with the MTC's project delivery policies.

ENCLOSURES:

1. SFMTAB Resolution
2. TDA Article 3 Project Application

APPROVALS:

DIRECTOR 
SECRETARY 

DATE

May 11, 2020
May 11, 2020

ASSIGNED SFMTAB CALENDAR DATE: May 19, 2020

PAGE 2.

PURPOSE

Authorizing the SFMTA, through its Director of Transportation (or his designee) to accept and expend up to \$608,000 in Fiscal Year 2021 TDA funds for the San Francisco Active Communities Plan (BikeSF) as set forth in the enclosed TDA Article 3 Project Application Form.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This request supports the following SFMTA Strategic Plan Goals:

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2 – Enhance and expand use of the city’s sustainable modes of transportation.

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

Objective 3.1 – Use agency programs and policies to advance San Francisco’s commitment to equity.

Objective 3.2 – Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.3 – Guide emerging mobility services so that they are consistent with sustainable transportation principles.

Objective 3.4 – Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5 – Achieve financial stability for the agency.

This item will support 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. 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. 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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Article 3 of the Transportation Development Act (TDA) authorizes disbursement of funds for bicycle and pedestrian projects. The MTC administers TDA funds within the nine-county Bay Area, splitting funds for San Francisco between SFPW, for pedestrian facilities, and the SFMTA, for bicycle and pedestrian improvements. As in previous years, SFPW and the SFMTA are preparing a joint, countywide TDA Article 3 request for funding, consistent with MTC's directions.

The San Francisco Active Communities Plan (BikeSF) is within the SFMTA Capital Improvement Program. The goal of BikeSF is to build community-specific solutions to maximize mode-shift away from private vehicles, improve safety for all users, use personal mobility to actively further equity for San Francisco's most vulnerable residents, and reconfirm the City as a leader in active mobility planning. While the plan recommendations will be inclusive of the entire City, special focus and emphasis for outreach and outcomes will be centered on underserved communities vulnerable to transportation changes. The project will start in the fall of 2020 with an approximate 12-month public outreach period. The plan will be developed and adopted in the fall of 2022.

The MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with the following MTC policies governing project delivery:

- That the SFMTA will commit adequate staffing resources to complete the BikeSF Plan.

The SFMTA will perform this work in coordination with a planning and outreach consultant team that will include between three and six subcontracted community-based organizations (CBOs). The SFMTA will partner on this effort closely with the Mayor's Office and other critical partner agencies. The SFMTA will select a planning and outreach consultant team through a request for proposals (RFP) process. The RFP will require the inclusion of CBOs to inform and lead neighborhood-specific outreach in disadvantaged communities with high populations of low-income residents, residents of color, residents with low English proficiency, and other hard-to-reach groups.

BikeSF builds off of ongoing active transportation planning for ConnectSF. ConnectSF will provide an analytical foundation for bicycling in San Francisco that will better inform and streamline the BikeSF process.

- That as portrayed in the budgetary description of the BikeSF Plan, the sources of funding other than TDA will be either programmed or allocated and adequate for completion of the project(s). This will be done.
- That the BikeSF Plan will be completed before the funds expire. The project will be completed before the TDA Article 3 funds expire.

PAGE 4.

STAKEHOLDER ENGAGEMENT

The project team conducted stakeholder engagement for BikeSF in the fall of 2019. Stakeholder engagement was conducted for the purpose of informing and modifying the scope of work identified in a pending Caltrans grant. Because the nature of input was limited to scope approach for a plan process (and not tied directly to specific projects), engagement was limited to key stakeholders including: the Mayor's office, Supervisors' offices, the San Francisco Bicycle Coalition, City agencies expected to be active participants, CBOs in underserved communities identified in the Caltrans grant application, and Bert Hill, Chair of the Board of Supervisors' Bicycle Advisory Committee (BAC). This engagement is reflected in 11 letters of support provided in the Caltrans Sustainable Planning Grant application.

SFMTA staff planned to present the current scope of work for BikeSF to the BAC this spring to meet TDA Article 3 program eligibility rules, but BAC meetings have been suspended because of COVID 19. In lieu of a full BAC meeting, Chair Bert Hill is circulating scope materials individually with BAC members and interested members of the public for review and comment, which he plans to provide back to staff prior to the May 19th MTAB hearing. Staff has also committed to presenting the BikeSF scope of work at a future BAC meeting following the close of COVID 19 social distancing restrictions.

ALTERNATIVES CONSIDERED

The two alternatives are not to pursue the TDA Article 3 funds, which will leave the BikeSF in deficit, or to find alternative funds from other capital projects and programs to fund BikeSF.

FUNDING IMPACT

No matching funds are required. The SFMTA has applied for a complementary Caltrans Planning Grant to make BikeSF a richer effort. However, BikeSF can still be achieved solely with the TDA Article 3 funds.

ENVIRONMENTAL REVIEW

On April 16, 2020, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that acceptance and expenditure of the TDA Article 3 grant funds 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) because the action would not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

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

PAGE 5.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The acceptance and expenditure of these grant funds require approval from the Board of Supervisors because the San Francisco Active Communities Plan (BikeSF) is combined with projects from SFPW to be presented to the MTC as a countywide program of projects using TDA Article 3 funds.

The full scope of work for BikeSF is also contingent upon the awarding of a Caltrans Sustainable Planning Grant funding application. This application was submitted in October of 2019, with award announcements expected in April 2020. At the time of this Calendar Item's writing, no decision had been issued by Caltrans staff.

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board authorize the SFMTA, through the Director of Transportation or his designee, to accept and expend up to \$608,000 in Fiscal Year 2021 TDA funds for the San Francisco Active Communities Plan (BikeSF), as set forth in the TDA Article 3 Project Application Form.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, With input from the San Francisco Bicycle Coalition, the Board of Supervisors' Bicycle Advisory Committee, and community groups, the SFMTA has identified a need for various bicycle and pedestrian improvements to enhance bicycling and walking as safe, viable transportation options; and,

WHEREAS, The SFMTA has applied to the Metropolitan Transportation Commission (MTC) for up to \$608,000 in Fiscal Year 2021 Transportation Development Act Article 3 (TDA) funds for the San Francisco Active Communities Plan (BikeSF), as identified in the Capital Improvement Program; and,

WHEREAS, The BikeSF Plan that the SFMTA proposes for funding is listed in the TDA Article 3 Project Application; and,

WHEREAS, On April 16, 2020, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that acceptance and expenditure of the TDA Article 3 grant funds 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, As part of the application for TDA grant funds, MTC requires a resolution adopted by the SFMTA Board stating the following:

- That the SFMTA will commit adequate staffing resources to complete the designated improvements;
- That as portrayed in the budgetary description of the BikeSF Plan, the sources of funding other than TDA are assured and adequate for completion of the improvements;
- That the BikeSF Plan will be completed before the funds expire; and

WHEREAS, If any of the projects within the project categories and programs do not receive funding, this will not affect the SFMTA's other projects and programs; now, therefore, be it,

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA, through its Director of Transportation (or designee), to accept and expend up to \$608,000 in Fiscal Year 2021 Transportation Development Act Article 3 funds for the San Francisco Active Communities Plan, as set forth in the TDA Article 3 Project Application Form; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this resolution, does affirm that (1) the SFMTA will commit adequate staffing resources to complete the BikeSF Plan;

PAGE 7.

(2) as portrayed in the budgetary description of the BikeSF Plan, the sources of funding other than TDA will be assured and adequate for completion of the Improvements; and (3) the BikeSF Plan will be completed before the funds expire; and be it further

RESOLVED, That the SFMTA Board recommends that the Board of Supervisors approve the acceptance and expenditure of the aforementioned grant funds as part of a countywide application with San Francisco Public Works; and be it further

RESOLVED, That the SFMTA Board authorizes the Director of Transportation (or his designee) to execute agreements and provide documents required for receipt of these funds, pending approval of the Board of Supervisors; and be it further

RESOLVED, That the Director of Transportation (or his designee) shall transmit a copy of this resolution to the Metropolitan Transportation Commission.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 19, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Resolution No. _____
Attachment B
 page _____ of _____

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2020-21 Applicant: City and County of San Francisco

Contact person: Eileen Housteau, Principal Analyst

Mailing Address: San Francisco Municipal Transportation Agency, 1 South Van Ness Avenue, 8th floor, San Francisco, CA 94103

E-Mail Address: eileen.housteau@sfmta.com Telephone: 415.579.9713

Secondary Contact (in event primary not available) Joel Goldberg

E-Mail Address: Joel.Goldberg@sfmta.com Telephone: 415.646.2520

Short Title Description of Project: San Francisco Active Communities Plan (BikeSF)

Amount of claim: \$608,000

Functional Description of Project:

Citywide update to the 2009 Bicycle Plan

Financial Plan:

| Short Title | TDA 3 Amount | Total Project Cost |
|---|-------------------|---------------------|
| San Francisco Active Communities Plan (Bike SF) | \$ 608,000 | \$ 1,208,000 |
| Total | \$ 608,000 | \$ 1,208,000 |

Project Elements: Project Charter, Consultant Contract and RFP, Public Outreach Plan, Technical Analysis, Draft & Final Plan document, and
 Environmental documentation & clearance (as needed).

| Funding Source | All Prior FYs | Application FY | Next FY | Following FYs | Totals |
|-------------------------|---------------|----------------|---------|---------------|-----------|
| TDA Article 3 | | \$608,000 | | | \$608,000 |
| list all other sources: | | | | | |
| 1. | | | | | |
| 2. | | | | | |
| 3. | | | | | |
| 4. | | | | | |
| Totals | | \$608,000 | | | \$608,000 |

| Project Eligibility: | YES?/NO? |
|---|---------------------|
| A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated) <u>The project is in the department's CIP, which was approved on April 21, 2020.</u> | Yes May 19, 2020 |
| B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page. | NO |
| C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov). | YES |
| D. Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: <u>The project will be reviewed when public meetings resume once statewide shelter in place order is lifted and it is safe to do so.</u> | NO |
| E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction). | N/A |
| F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>Spring 2023</u> | YES |
| G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____) | N/A |

** (E) The SFMTA will provide documentation of CEQA clearance for the bicycle projects as they are approved for implementation. Such documentation will be provided with invoices for project reimbursement. The SFMTA will not proceed with any project until there has been complete compliance with CEQA and the City's Environmental Quality Regulations. Specifically, the SFMTA retains the 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; (4) reject the project if the economic and social benefits of the project do not outweigh otherwise unavoidable significant adverse environmental impacts; or (5) approve the project upon a finding that the economic and social benefits of the project outweigh otherwise unavoidable significant adverse impact.