

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.5**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Authorizing the San Francisco Municipal Transportation Agency, through its Director of Transportation (or his designee), to accept and expend up to \$511,848 in FY 2015/16 Transportation Development Act, Article 3 funds for bicycle facility projects, as set forth in the TDA Article 3 Project Application Form.

**SUMMARY:**

- SFMTA requests authority to accept and expend up to \$511,848 in FY 2015/16 Transportation Development Act (TDA) grant funds for bicycle facility projects.
- The choice of funded projects is based on input SFMTA received from various community groups, such as the San Francisco Bicycle Coalition, the Board of Supervisors' Bicycle Advisory Committee, and the SFMTA Capital Improvement Program (CIP).
- The acceptance and expenditure of these grant funds also requires approval from the Board of Supervisors because these projects are combined with projects from the San Francisco Public Works (SFPW, formerly DPW) to be presented to the Metropolitan Transportation Commission (MTC) as a countywide program of projects using these funds.
- MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with the MTC's policies governing project delivery.

**ENCLOSURES:**

1. SFMTAB Resolution
2. TDA Article 3 Project Application Form

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

5/18/15

SECRETARY \_\_\_\_\_

5/18/15

**ASSIGNED SFMTAB CALENDAR DATE:** May 19, 2015

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### **PURPOSE**

Authorizing the SFMTA to accept and expend up to \$511,848 in FY 2015/16 TDA funds for bicycle facility projects.

### **GOAL**

This request supports the following SFMTA Strategic Plan Goal:

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

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 3.3 - Allocate capital resources effectively.

Objective 3.5 – Reduce capital and operating structural deficits.

### **DESCRIPTION**

Article 3 of the TDA authorizes disbursement of funds for bicycle and pedestrian purposes. Within the nine-county Bay Area, the MTC administers TDA funds. Funds are to be split between SFPW for pedestrian facilities and the SFMTA for bicycle projects. As in past years, SFPW and the SFMTA are jointly preparing a unified, countywide TDA Article 3 request for funding, consistent with MTC’s directions.

The SFMTA proposes to use these funds for the bicycle facility projects detailed on the TDA Article 3 Project Application Form (Bicycle Facility Projects) (Enclosure 2), which include:

1. Vision Zero Bike Safety Spot Improvements
2. Bicycle Strategy Route Upgrades

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

1. That the SFMTA will commit adequate staffing resources to complete the bicycle facility projects.
2. A review of the bicycle facility projects has resulted in the consideration of all pertinent matters, including those related to environmental review and right-of-way permits attendant to the successful completion of the project(s).
3. Issues attendant to securing environmental review and right-of-way permits for the bicycle facility projects have been reviewed or will be reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.

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4. That the bicycle facility projects will comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.). SFMTA will provide documentation of CEQA clearance for the bicycle facility projects as they are approved for implementation. Such documentation will be provided to MTC with invoices for project reimbursement.
5. That as portrayed in the budgetary description(s) of the bicycle facility projects, the sources of funding other than TDA will be either programmed or allocated and adequate for completion of the project(s).
6. That the FY 15/16 TDA funds will be used for capital construction and/or design engineering of bicycle facility projects.
7. That the bicycle facility projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370, et seq.).
8. That the bicycle facility projects are ready to commence implementation during the fiscal year of the requested allocation.
9. That the SFMTA agrees to maintain, or provide for the maintenance of, the bicycle facility projects for the benefit of and use by the public.

**PUBLIC OUTREACH**

The projects selected for the TDA claim derived from the SFMTA Capital Improvement Program (CIP) which was approved by the SFMTA Board in May 2014. The bicycle-related projects in the CIP were based on input the SFMTA received from various community groups, such as the San Francisco Bicycle Coalition and the Board of Supervisors' Bicycle Advisory Committee. The Board of Supervisor's Bicycle Advisory Committee will provide a Resolution of Support for the TDA Bicycle Facility Projects on May 18, 2015.

**ALTERNATIVES CONSIDERED**

The two alternatives are not to pursue the TDA funds, which will leave the SFMTA's capital program in deficit, or to find alternative funds from other capital programs to fund the proposed projects.

**FUNDING IMPACT**

No matching funds are required.

**ENVIRONMENTAL REVIEW**

The bicycle facility projects to be funded by TDA are from a pool of projects identified in the Capital Improvement Plan approved by the SFMTA Board in May 2014. MTC requires that the SFMTA 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.

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 impacts.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The acceptance and expenditure of these grant funds require approval from the Board of Supervisors because these projects are combined with projects from SFPW to be presented to the MTC as a countywide program of projects using TDA Article 3 funds.

The City Attorney has reviewed this report.

### **RECOMMENDATION**

Staff recommends that the SFMTA Board authorize the SFMTA to accept and expend up to \$511,848 in FY 2015/16 TDA funds for various bicycle facility projects 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 San Francisco Municipal Transportation Agency (SFMTA) has identified a need for various bicycle projects and programs to improve and enhance bicycling as a safe, viable transportation option; and,

WHEREAS, The SFMTA has applied to the Metropolitan Transportation Commission (MTC) for up to \$511,848 in FY15/16 Transportation Development Act, Article 3 (TDA) funds for bicycle facility projects; and,

WHEREAS, The SFMTA intends to fund the following bicycle facility projects (Bicycle Facility Projects) with the FY15/16 TDA funds, which projects are described in detail on the TDA Article 3 Project Application Form:

1. Vision Zero Bike Safety Spot Improvements
2. Bicycle Strategy Route Upgrades; and,

WHEREAS, The Bicycle Facility Projects to be funded by TDA are from a pool of projects identified in the Capital Improvement Plan approved by the SFMTA Board in May 2014; and,

WHEREAS, 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 impacts; and,

WHEREAS, SFMTA will provide documentation of California Environmental Quality Act (CEQA) clearance for the Bicycle Facility Projects as they are approved for implementation; and,

WHEREAS, As part of the application for TDA grant funds, MTC requires a resolution adopted by the SFMTA Board stating the following:

1. That the SFMTA will commit adequate staffing resources to complete the Bicycle Facility Projects;

2. A review of the Bicycle Facility Projects has resulted in the consideration of all pertinent matters, including those related to environmental review and right-of-way permits attendant to the successful completion of the project(s);
3. Issues attendant to securing environmental and right-of-way permits and clearances for the Bicycle Facility Projects have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested;
4. That the Bicycle Facility Projects will comply with the requirements of CEQA (Public Resources Code Sections 21000, *et seq.*);
5. That as portrayed in the budgetary description(s) of the Bicycle Facility Projects, the sources of funding other than TDA are assured and adequate for completion of the project(s);
6. That the FY 15/16 TDA funds will be used for capital construction and/or design engineering of bicycle facility projects;
7. That the Bicycle Facility Projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370, *et seq.*);
8. That the Bicycle Facility Projects will be ready to commence implementation during the project performance period of the requested allocation and will be completed before the funds expire;
9. That the Bicycle Facility Projects that are bikeways meet mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual;
10. That the SFMTA agrees to maintain, or provide for the maintenance of, the Bicycle Facility Projects for the benefit of and use by the public; and

WHEREAS, If any of the projects and programs do not receive funding, this will not affect 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 his designee), to accept and expend up to \$511,848 in FY15/16 Transportation Development Act, Article 3 funds for Bicycle Facility Projects, 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 Bicycle Facility Projects; (2) a review of the Bicycle Facility Projects has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s); (3) issues attendant to securing environmental and right-of-way permits and clearances for the Bicycle Facility Projects have been reviewed or will be reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested; (4) the Bicycle Facility Projects will comply with the requirements of CEQA, Public Resources Code Sections 21000, *et seq.*; (5) as portrayed in the budgetary description(s) of the Bicycle Facility Projects, the sources of funding other than TDA will be assured and adequate for completion of the project(s); (6) the FY 15/16 TDA Funds will be used for capital construction and/or design

engineering of bicycle facility projects; (7) the Bicycle Facility Projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370, *et seq.*); (8) the Bicycle Facility Projects will be ready to commence implementation during the project performance period of the requested allocation and will be completed before the funds expire; (9) that the Bicycle Facility Projects that are bikeways meet mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual; and (10) the SFMTA agrees to maintain, or provide for the maintenance of, the Bicycle Facility Projects for the benefit of and use by the public; 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, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Attachment A

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2015/16                      Applicant: City and County of San Francisco

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Contact person: Suzanne Sui Wang, Principal Analyst

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Mailing Address: 1 South Van Ness Avenue, 8<sup>th</sup> FL, San Francisco, CA 94103

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E-Mail Address: Suzanne.Wang@sfmta.com                      Telephone: (415) 701-4541

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Secondary Contact (in event primary not available): Luis Montoya, Acting Section Leader, Livable Streets

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E-Mail Address: Luis.Montoya@sfmta.com                      Telephone: (415) 701-4376

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**Short Title Description of Project:** Bicycle Facility Projects

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Amount of claim: \$511,848

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**Functional Description of Project and Financial Plan:**

Short Title	Functional Description	TDA 3.0 Amount	Total Project Cost
Vision Zero Bike Safety Spot Treatments	This project would implement 1-2 spot improvements related to bicycle safety on the Vision Zero High Injury Corridors (HIC). The HICs were identified primarily through the crash analysis, bike strategy, and requests from stakeholders. Improvements could include but not be limited to: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements like safe hit posts and concrete islands, addition of colored markings, bike boxes, bike turn lanes etc.	\$ 270,000	\$ 270,000
Bicycle Strategy Route Upgrades	This project would implement the enhancement of 1-2 existing corridors included in the bicycle strategy. Corridors have been identified through analysis of crash data, comfort studies, and community outreach input. Improvements could include but not be limited to: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements like safe hit posts and concrete islands, addition of colored markings, bike boxes, bike turn lanes etc.	\$ 241,848	\$ 241,848
<b>Total</b>		<b>\$ 511,848</b>	<b>\$ 511,848</b>

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$511,848			\$511,848
list all other sources:					
1.					
2.					
3.					
<b>Totals</b>		<b>\$511,848</b>			<b>\$511,848</b>



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).	Yes
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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
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). **	No
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2018 _____	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: _____ )	Yes

\*\* (E) 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. 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 impacts.