

THIS PRINT COVERS CALENDAR ITEM NO. 10.2

**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 \$831,876 in Fiscal Years 2022 and 2023 Transportation Development Act Article 3 (TDA3) funds for the 13th Street Safety Project, as set forth in the TDA3 Project Application Form submitted to the Metropolitan Transportation Commission (MTC).

SUMMARY:

- The Fiscal Year (FY) 23-27 Capital Improvement Program (CIP) includes FY 22-23 and FY 23-24 revenues of \$831,876 in Transportation Development Act Article 3 funds (TDA3 funds) for the 13th Street Safety Project (CIP Project ID ST177).
- The 13th Street Safety Project is a series of transportation improvements, including protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor along 13th Street between Folsom and Valencia Streets safer, more comfortable, and accessible.
- All TDA funds are administered by the Metropolitan Transportation Commission (MTC).
- To access the TDA3 funds, MTC requires that the SFMTA submit a TDA3 Project Application Form and the SFMTA Board pass a resolution describing how the SFMTA will comply with the MTC's project delivery policies. A compliant TDA3 Project Application Form and resolution are attached.
- MTC also requires that the City's Bicycle Advisory Committee (SF BAC) issue a resolution in support of the TDA3 claim. The SFBAC issued the required resolution on February 27, 2023. See attached.
- The Planning Department has determined that the 13th Street Safety Project is statutorily exempt from the California Environmental Quality Act (CEQA). See enclosure.

ENCLOSURES:

1. SFMTAB Resolution
2. TDA Article 3 Project Application
3. Resolution of Support from the SF BAC

APPROVALS:

DATE

DIRECTOR _____

SECRETARY _____

ASSIGNED SFMTAB CALENDAR DATE: April 4, 2023

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PURPOSE

Authorizing the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to \$831,876 in Fiscal Years 2022 and 2023 Transportation Development Act Article 3 (TDA3) funds for the 13th Street Safety Project, as set forth in the TDA3 Project Application Form submitted to the Metropolitan Transportation Commission (MTC).

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This request supports the following SFMTA Strategic Plan Goals:

Goal 4: Make Streets Safer for Everyone

Goal 5: Deliver Reliable and Equitable Transportation Services

Goal 6: Eliminate Pollution and Greenhouse Gas Emissions By Increasing Use Of Transit, Walking And Bicycling.

Goal 9: Fix Things Before They Break, and Modernize Systems and Infrastructure

This request supports the following Transit First Policies:

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. 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.
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 California Transportation Development Act (TDA) authorizes disbursement of funds for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers all TDA funds within the nine-county Bay Area, splitting TDA Article 3 funds for San Francisco between San Francisco Public Works (SFPW), for pedestrian facilities, and the SFMTA, for bicycle and pedestrian improvements. The acceptance and expenditure of TDA3 funds by the SFMTA requires that the SFMTA submit a TDA3 Project Application Form and that the SFMTA Board approve a resolution describing how the SFMTA will comply with the MTC's project delivery policies. Board of Supervisors (BOS) approval is not required.

The FY 23-27 Capital Improvement Program (CIP) includes FY 22-23 and FY 23-24 revenues of \$831,876 in TDA3 funds for the 13th Street Safety Project (CIP Project ID ST177).

The 13th Street Safety Project (Project) is proposed along 13th Street between Folsom and Valencia Streets. 13th Street is an east-west street that borders the South of Market neighborhood and the Mission District and runs underneath the elevated Central Freeway. On the ground level, 13th Street serves motor vehicle traffic traveling on and off the Central Freeway. Locally, this corridor connects travelers to and from the Mission District, the Design District, Mission Bay, and the South of Market neighborhoods. The 13th Street corridor is part of the Vision Zero High Injury Network, which is the 13 percent of streets that disproportionately account for 75 percent of severe and fatal traffic collisions. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users.

To access TDA3 funds, MTC requires the SFMTA submit a TDA3 Project Application Form and the SFMTA Board pass a resolution describing how the SFMTA will comply with the MTC's project delivery policies. The required Project Application is attached. As noted in the attached resolution, the SFMTA will comply with MTC's project delivery policies by committing adequate staffing resources, assuring adequate funds for project completion, and completing the work before the funds expire.

STAKEHOLDER ENGAGEMENT

The SFMTA conducted outreach with community stakeholders throughout the course of the planning, outreach, and conceptual design phases of the project. Outreach activities included an initial feedback survey to better understand how people currently use 13th Street and a curb use survey to learn about business loading and operational needs. Staff also posted physical notices along the corridor, conducted site visits, and sent mailers and e-mail updates to subscribers to promote upcoming events related to the project. Because of ongoing health and safety concerns associated with COVID-19, the project team also conducted outreach and engagement using online methods. The Project team conducted meetings, made presentations, and sent correspondence to the District 6 Supervisor Office, District 9 Supervisor Office, San Francisco Bicycle Coalition, Walk San Francisco, California Department of Transportation (Caltrans), Division Circle Navigation Center, Rainbow Grocery, and other businesses. In Spring 2022, the SFMTA also held a two-week virtual open house with accompanying online and in-person office hour sessions to provide an opportunity for the public to learn more about proposed changes on 13th Street and Duboce Avenue. Additionally, on August 19, 2022, the SFMTA held an engineering public hearing to consider proposed protected bikeways, curb extensions, signal modifications, lane reductions, and on-street parking and loading modifications for the Project.

Based on feedback collected throughout the public outreach process, the Project team considered and adjusted proposed designs to better address concerns and requests that were raised prior to submitting the proposed project to the SFMTA Board of Directors for approval. In October 2022, the SFMTA Board of Directors approved the Project. The Project is currently undergoing

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detailed design, and construction is anticipated to begin in early 2024.

Please see <https://www.sfmta.com/13thStreetSafety> for more details.

ALTERNATIVES CONSIDERED

Alternatives to seeking TDA3 funds are to 1) not complete the project for lack of funds, or to 2) prioritize this project over other funded CIP projects. Given the safety impact of the project staff does not recommend alternatives one and two.

FUNDING IMPACT

The Project funding plan is sufficient to complete the Project as shown:

Funding Source	Prior Years Funds	FY 2023 Funds	Future Funding	Total Funding
Regional Funds				
• TDA Article 3 (Subject Action)		\$831,876		\$831,876
Local Funds				
• Prop L San Francisco Transportation Sales Tax		\$1,000,000		\$1,000,000
• Prop B Population Baseline	\$778,000	\$1,196,124		\$1,974,124
• Developer Fees	\$123,100		\$1,000,000	\$1,123,100
State Funds				
• Affordable Housing Sustainable Communities	\$486,900	\$1,813,100		\$2,300,000
• Local Partnership Program		\$550,000		\$550,000
• State Highway Operations & Protection Program		\$2,115,000		\$2,115,000
Totals	\$1,388,000	\$7,469,032	\$1,000,000	\$9,894,100

The project budget covers three phases:

Phase	Amount
Planning	\$149,522
Design	\$1,266,478
Construction	\$8,478,100
Total	\$9,894,100

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ENVIRONMENTAL REVIEW

The 13th Street Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25. The Planning Department determined, on August 17, 2022, that the 13th Street Project (Case Number 2022-005736ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2022-005736ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

MTC requires that the City's Bicycle Advisory Committee (SF BAC) issue a resolution in support of the TDA3 claim. The SFBAC unanimously approved the required resolution on February 27, 2023.

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 \$831,876 in FY 2022 and 2023 TDA3 funds for the 13th Street Safety Project, as set forth in the TDA3 Project Application Form.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (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 will apply to the Metropolitan Transportation Commission (MTC) for up to \$831,876 in Fiscal Year (FY) 2022 and 2023 Transportation Development Act, Article 3 (TDA3) funds for the 13th Street Safety Project, as identified in the SFMTA's Capital Improvement Program; and,

WHEREAS, The 13th Street Safety Project Plan that the SFMTA proposes for funding will be listed in the TDA3 Project Application; and,

WHEREAS, The proposed 13th Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on August 17, 2022, that the 13th Street Project (Case Number 2022-005736ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; 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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2022-005736ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, As part of the application for TDA3 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 Designated Improvements;
2. That as portrayed in the budgetary description(s) of the 13th Street Safety Project, the sources of funding other than TDA3 are assured and adequate for completion of the Improvements;
3. That the 13th Street Safety Project 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 San Francisco Municipal Transportation Agency Board of Directors authorizes the SFMTA, through its Director of Transportation (or designee), to accept and expend up to \$831,876 in Fiscal Year 2022 and 2023 Transportation Development Act, Article 3 funds for the 13th Street Safety Project, as set forth in the TDA3 Project Application form; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this resolution, affirms that (1) the SFMTA will commit adequate staffing resources to complete the 13th Street Safety Project Plan; (2) as portrayed in the budgetary description(s) of the 13th Street Safety Project Plan, the sources of funding other than TDA3 will be assured and adequate for completion of the Improvements; and (3) the 13th Street Safety Project Plan will be completed before the funds expire; 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; 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 April 4, 2023.

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: 2021-23

Applicant: City and County of San Francisco / SFMTA

Contact person: Joel Goldberg, Manager, Programming and Grants

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

E-Mail Address: joel.goldberg@sfmta.com

Telephone: 415.646.2520

Secondary Contact (in event primary not available) Mark Lui

E-Mail Address: mark.lui@sfmta.com

Telephone: 415.646.2516

Short Title Description of Project: 13th Street Safety Project (Construction Phase)

Amount of claim: \$831,876

Functional Description of Project:

The 13th Street Safety Project is proposed along 13th Street between Folsom Street and Valencia Street, where the Central Freeway is overhead for a large portion of the project area and freeway on and off ramps can be directly accessed. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, pedestrian safety and access improvements, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users.

Financial Plan:

Short Title	TDA 3 Amount	Total Project Cost
13 th Street Safety Project	\$831,876	\$149,522 (PL) \$1,266,478 (DD) \$ 8,478,100 (CON)
Total	\$ 831,876	\$ 9,894,100

Project Elements: 35% / 65% / 95% / 100% Plans, Specifications and Estimates (PS&E); Public Outreach & Engagement activities including stakeholder meetings, web/email/social media update, and a public open house to review and comment on draft designs; contract preparation & bid/award.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$831,876			\$831,876
list all other sources:					
1. Prop L		\$1,000,000			\$1,000,000
2. Prop B	\$778,000	\$1,196,124			\$1,974,124
3. AHSC Cap & Trade	\$486,900	\$1,813,100			\$2,300,000
4. SB1 LPP Formula		\$550,000			\$550,000
5. SHOPP		\$2,115,000			\$2,115,000
4. Developer Fees	\$123,100	0	\$1,000,000		\$1,123,100
Totals	1,388,000	\$7,469,032	\$1,000,000		\$9,894,100

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 Spring 2022-approved CIP.</u>	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: 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: Reviewed, Jan 2023, approved 2/27/2023.	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).	YES
F. Will the project be completed before the allocation expires (Spring 2025)? Enter the anticipated completion date of project (month and year). Complete detailed design December 2022. Start future construction phases August 2023.	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



San Francisco Bicycle Advisory Committee

Room 408, City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Resolution in Support of the SFMTA Transportation Development Act Article 3 Request for Fiscal Years 2021-22 and 2022-23.

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 and pedestrian improvements to enhance bicycling and walking as safe, viable transportation options; and,

WHEREAS, The Metropolitan Transportation Commission (MTC) requires that each city and county request for Transportation Development Act Article 3 (TDA3) funds for bicycle network and pedestrian improvements be reviewed and approved by the local Bicycle Advisory Committee; and,

WHEREAS, San Francisco Public Works and SFMTA propose to split the funds available to the City and County of San Francisco in FYs 21-22 and 22-23 between the two departments, as they have in past years; and,

WHEREAS, The SFMTA plans to submit a claim for up to \$831,876 in combined Fiscal Years 2022 and 2023 Transportation Development Act, Article 3 (TDA) funds to the MTC for the construction of the 13th Street Safety Project as funds previously planned for the Central Embarcadero Safety Project have been offset by recent competitive grant funding.

WHEREAS, The TDA Article 3 Project Application Form for 13th Street Safety Project proposes funding the following project related improvements:

- A. Improve the traffic safety and comfort for all who travel on the 13th Street corridor.
- B. Reduce the number of conflicts between those who walk, bike and drive along this corridor.
- C. Increase the connectivity of San Francisco's bicycle network.
- D. Pedestrian safety & accessibility, protected bike lanes, traffic signal upgrades, parking and loading changes.

RESOLVED, The San Francisco Bicycle Advisory Committee endorses and supports the City and County of San Francisco's Municipal Transportation Agency's FY21-23 TDA3 claim for these worthwhile needs.

District 1: Kristin Tieche - Absent
 District 2: Whitney Ericson - Yes
 District 3: Marc Brandt - Yes
 District 4: Open
 District 5: Melyssa Mendoza - Yes
 District 6: Mary Kay Chin - Absent

District 7: Bert Hill - Yes
 District 8: Diane Serafini - Yes
 District 9: Brandon Powell - Yes
 District 10: Paul Wells - Yes
 District 11: Jeffrey Taliaferro - Yes

Signed *Bert Hill*
 Bert Hill, Chair

Date: February 27, 2023