

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 \$497,762 in FY 2016/17 Transportation Development Act, Article 3 funds for bicycle and pedestrian project categories, as set forth in the TDA Article 3 Project Application Form.

SUMMARY:

- SFMTA requests authority to accept and expend up to \$497,762 in FY 2016/17 Transportation Development Act (TDA) grant funds for bicycle and pedestrian project categories.
- The choice of funded project categories 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 project categories are combined with projects from San Francisco Public Works (SFPW) 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

APPROVALS:

DATE

DIRECTOR _____

4/11/16

SECRETARY R. Boomer _____

4/11/16

ASSIGNED SFMTAB CALENDAR DATE: April 19, 2016

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PURPOSE

Authorizing the SFMTA to accept and expend up to \$497,762 in FY 2016/17 TDA funds for bicycle and pedestrian project categories.

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 for San Francisco are to be split between SFPW for pedestrian facilities and the SFMTA for bicycle and pedestrian project categories. 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 project categories were identified in the SFMTA Capital Improvement Program (CIP) in May 2014. Actual individual projects within these project categories will be identified at a future time. The SFMTA proposes to use these funds for the bicycle facility project categories detailed on the TDA Article 3 Project Application Form (Bicycle and Pedestrian Project Categories) (Attachment A), which include:

1. Vision Zero Bike and Pedestrian Safety Spot Treatments
2. Bicycle Strategy Corridor Improvements

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 and pedestrian projects.
2. A review of the bicycle and pedestrian 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 individual project(s) within the bicycle project categories.

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3. Issues attendant to securing environmental review and right-of-way permits for the bicycle and pedestrian projects within the project categories 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. That the individual bicycle and pedestrian projects within the project categories 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 and pedestrian 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 and pedestrian projects within the project categories, 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 2016/17 TDA funds will be used for capital construction and/or design engineering of bicycle and pedestrian projects within the project categories.
7. That the bicycle projects within the project categories 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 and pedestrian projects within the project categories 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 and pedestrian projects within the project categories for the benefit of and use by the public.

PUBLIC OUTREACH

The project categories selected for the TDA claim derived from the SFMTA Capital Improvement Program (CIP) that was approved by the SFMTA Board in May 2014. The bicycle- and pedestrian-related categories 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 Supervisors' Bicycle Advisory Committee provided a Resolution of Support for the TDA bicycle and pedestrian projects on March 28, 2016.

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 project categories.

FUNDING IMPACT

No matching funds are required.

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ENVIRONMENTAL REVIEW

The specific, though undetermined bicycle and pedestrian projects within the project categories 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 California Environmental Quality Act (CEQA) clearance for the bicycle and pedestrian projects as they are approved for implementation. Such documentation will be procured in accordance with CEQA and S. F. Administrative Code Chapter 31, as well as provided with invoices for project reimbursement to MTC.

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 project categories 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 \$497,762 in FY 2016/17 TDA funds for various bicycle and pedestrian project categories 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 and pedestrian project categories and programs to improve and enhance bicycling and walking as a safe, viable transportation option; and,

WHEREAS, The SFMTA has applied to the Metropolitan Transportation Commission (MTC) for up to \$497,762 in FY 2016/17 Transportation Development Act, Article 3 (TDA) funds for bicycle and pedestrian project categories; and,

WHEREAS, The SFMTA intends to fund the following bicycle and pedestrian project categories (Bicycle and Pedestrian Project Categories) with the FY 2016/17 TDA funds, which projects are described in detail on the TDA Article 3 Project Application Form:

1. Vision Zero Bike and Pedestrian Safety Spot Treatments
2. Bicycle Strategy Corridor Upgrades; and,

WHEREAS, The bicycle and pedestrian projects to be funded by TDA are from a pool of project categories 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 California Environmental Quality Act (CEQA) determinations for individual bicycle and pedestrian projects as they are approved for implementation in accordance with CEQA and S. F. Administrative Code Chapter 31; 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 and pedestrian projects within the project categories;

2. A review of the bicycle and pedestrian projects within the project categories 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 and pedestrian 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 and pedestrian projects within the project categories 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 and pedestrian project categories, the sources of funding other than TDA are assured and adequate for completion of the project(s);
6. That the FY 2016/17 TDA funds will be used for capital construction and/or design engineering of bicycle and pedestrian projects within the project categories;
7. That the bicycle facility projects within the project categories 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 and pedestrian projects within the project categories 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 and pedestrian projects within the project categories 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 and pedestrian facility projects for the benefit of and use by the public; and

WHEREAS, If any of the projects within the project categories 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 \$497,762 in FY 2016/17 Transportation Development Act, Article 3 funds for bicycle and pedestrian project categories, 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 and pedestrian projects within the project categories; (2) a review of the bicycle and pedestrian 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 and pedestrian 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 and pedestrian 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 and pedestrian project categories, the sources of funding other than TDA will be assured and adequate for completion of the project(s); (6) the FY 2016/17 TDA Funds will be used for capital construction and/or design engineering of bicycle and pedestrian project categories; (7) the bicycle facility project categories 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 and pedestrian 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 and pedestrian 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 and pedestrian 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 April 19, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure A

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2016/17 Applicant: City and County of San Francisco – SF Municipal Transportation Agency

Contact person: Suzanne Sui Wang, Principal Analyst

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

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Short Title Description of Project: Bicycle and Pedestrian Project Categories

Amount of claim: \$497,762

Functional Description of Project Categories and Financial Plan:

Short Title	Functional Description	TDA 3.0 Amount	Total Project Cost
Vision Zero Bike and Pedestrian Safety Spot Treatments	This project category would implement 1-3 spot improvements related to bicycle and pedestrian safety on the Vision Zero High Injury Corridors (HIC). The Pedestrian HICs include six percent of streets and intersections that accounted for 60 percent of severe and fatal pedestrian injuries, while the Cyclist HICs include four percent of San Francisco's street miles, and include 60 percent of severe and fatal cyclist injuries and 50% of total cyclist injuries. Improvements could include, but not be limited to: striping and signing changes, signal hardware and/or timing modifications, bulb-outs, flashing or HAWK beacons, safe hit posts, concrete islands, colored markings, bike boxes, bike turn lanes, etc.	\$ 248,881	\$ 248,881
Bicycle Strategy Corridor Improvements	This project category 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.	\$ 248,881	\$ 248,881
	Total	\$ 497,762	\$ 497,762

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$497,762			\$497,762
list all other sources:					
1.					
2.					
3.					
Totals		\$497,762			\$497,762

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: http://www.dot.ca.gov).	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) <u>June 2018</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: _____)	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.