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**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support that stipulates how the SFMTA will comply with the Metropolitan Transportation Commission’s policies governing project delivery and any cost overruns for a grant of up to \$4,448,000 from the Regional Active Transportation Program for the i) Vision Zero Safety Investment and ii) Accessible Transit Wayfinding Toolkit projects.

SUMMARY:

- The Metropolitan Transportation Commission (MTC) programs grant funds for the Regional Active Transportation Program (ATP), the purpose of which is to promote active transportation such as bicycling and walking, with specific focuses on school children and disadvantaged communities.
- The Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit Projects were not originally programmed with ATP funds, but were placed on a contingency list. It is now likely that up to \$4,448,000 (the original amount requested) will become available for these projects.
- As part of the Regional ATP grant application process, MTC requires that the grantee adopt a Resolution of Local Support that stipulates how the SFMTA will comply with MTC’s policies governing project delivery and any cost overruns.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 6/9/15

SECRETARY _____ 6/9/15

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2015

PURPOSE

Adopting a Resolution of Local Support that stipulates how the SFMTA will comply with the Metropolitan Transportation Commission's policies governing project delivery and any cost overruns for a grant of up to \$4,448,000 from the Regional Active Transportation Program for the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects.

GOAL

This action supports the following SFMTA Strategic Plan Goals and Objectives:

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

Objective 2.1: Improve customer service and communications.

Objective 2.3: Improve use of all non-private auto modes.

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

Objective 3.2: Increase the transportation system's positive impact on the economy.

Objective 3.3: Allocate capital resources effectively.

Objective 3.5: Reduce capital and operating structural deficits.

DESCRIPTION

When the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) was passed in July 2012, many existing transportation federal funding sources were reorganized under the Active Transportation Program (ATP) at the State and Regional levels. On May 21, 2014, the MTC issued a competitive call for projects for Regional ATP funds under its purview.

The SFMTA responded to the Regional ATP call for projects with four grant applications totaling \$7,287,111 for the following projects: 1) San Francisco Safer Streets Campaign, 2) San Francisco Citywide Bicycle Wayfinding, 3) Vision Zero Safety Investment, and 4) Accessible Transit Wayfinding Toolkit. Subsequently, in August 2014, the San Francisco Safer Streets Campaign project was selected to receive State ATP funding and was removed from consideration for the regional grant program.

MTC programmed \$30 million in FY14/15 and FY 15/16 ATP funds (including FHWA funds administered by Caltrans) on September 24, 2014.

During the application scoring process, MTC informed the SFMTA that the San Francisco Citywide Bicycle Wayfinding, the Vision Zero Safety Investment, and Accessible Transit Wayfinding toolkit projects would be put onto a contingency list to be funded should there be savings from other grantees. Because other grantees have had difficulty obligating all the funds, have ineligible costs, or have found alternative delivery paths, MTC notified the SFMTA that our Citywide Bicycle Wayfinding project was to be funded by the end of the federal fiscal year (September 30, 2015), and the SFMTA Board passed a Resolution of Support for that project on March 3, 2015. Subsequently, MTC notified the SFMTA that our two remaining Regional ATP projects, the Vision Zero Safety Investment and the Accessible Transit Wayfinding Toolkit projects, would likely also receive funding.

As originally scoped in our 2014 grant application, the funds for the Vision Zero Safety Investment project would have been entirely used to procure materials needed to implement Vision Zero's mandate to improve safety for all transportation modes, especially for pedestrians and cyclists. These treatments traditionally include pedestrian signals, signs and lighting, bulb-outs, visible colored pavement, and separation posts for bicycle lanes. In recent weeks, SFMTA staff learned that Caltrans ATP program management does not recognize the procurement of materials (as opposed to installation of materials) as a project. According to Caltrans, for the SFMTA to receive these funds, the SFMTA must define specific locations and treatments that can be reviewed and cleared under federal environmental requirements (National Environmental Policy Act or NEPA) before they will provide funds for materials. SFMTA staff sees no such mandates in the ATP program guidance.

SFMTA staff is working both with Caltrans and its new oversight agency, the California State Transportation Agency, to chart a programmatic approval path through the NEPA process to avoid a treatment-by-treatment evaluation of the Vision Zero work. At this time, staff has not made final decisions on locations of individual treatments, and requires the flexibility to provide the treatments at those locations that would most benefit from them. Therefore, the item being presented to the SFMTA Board states that the SFMTA will deliver the projects as generally described in the ATP grant applications. The word "generally" is added so that if the Director of Transportation determines that the grant application scope needs to be modified to better deliver a Vision Zero project using ATP funds, we can still proceed with the grant-funded project. One example now being discussed with MTC is to use \$4,058,000 of ATP funds not just to procure Vision Zero materials, but for implementation of portions of the project as well, consistent with federal rules.

If we are unable to work out a satisfactory project delivery path with Caltrans, we will explore alternate funding for Vision Zero, and the DOT will report this to the Board.

The funds for the Accessible Transit Wayfinding Toolkit project will be used to develop and install a critically needed “toolkit” of wayfinding elements to improve pedestrian safety and transit access for people who are blind or have low vision. The SFMTA will conduct an investigation of wayfinding techniques in the US and abroad to identify the most effective, proven, state-of-the-art approaches. The SFMTA toolkit will include a variety of architectural, graphic, audible and tactile elements, along with guidelines for installation. The toolkit elements will exceed the minimal ADA requirements for blind and low vision accessibility and be piloted with the implementation of the Van Ness Bus Rapid Transit (BRT) project.

MTC requires that the SFMTA Board of Directors approve a Resolution of Local Support for the SFMTA’s Regional ATP projects. The Board is requested to approve in the Resolution that:

1. SFMTA will commit the necessary local match funds of up to \$525,757 for the Vision Zero Safety Investment project and up to \$50,529 for the Accessible Transit Wayfinding Toolkit project;
2. Any cost increases must be funded by the SFMTA, and that the SFMTA does not expect any cost increases to be funded with additional regional discretionary funds;
3. The SFMTA will comply with the procedures, delivery milestones and funding deadlines specified in the MTC’s Regional Project Funding Delivery Policy (Resolution No. 3606, revised);
4. The SFMTA will implement the projects as generally described in the submitted applications and in this resolution, subject to environmental clearance, and if approved, for the amounts programmed in the MTC federal Transportation Investment Program (TIP);
5. The SFMTA will have adequate staffing resources to deliver and complete the projects within the schedule submitted with the revised project applications;
6. The SFMTA will comply with all project-specific requirements as set forth in the Regional ATP program;
7. The SFMTA has assigned, and will maintain a single point of contact for, all FHWA- and California Transportation Commission (CTC)- funded projects to coordinate within the agency and with the respective Congestion Management Agency (the San Francisco County Transportation Authority), MTC, Caltrans, FHWA, and CTC on all communications that might arise during the federal programming and delivery process for the ATP-funded project to be implemented by the SFMTA.

PUBLIC OUTREACH

The discussion regarding the need for the Accessible Transit Wayfinding Toolkit project arose during the SFMTA public outreach process for the Van Ness BRT project. Focus groups for blind and low vision individuals were held at the LightHouse for the Blind on November 2, 2011 and February 9, 2013 to get input about plans for the Van Ness BRT. These meetings were attended by 16 and 30 people, respectively. A smaller meeting of LightHouse staff and clients, SFMTA staff, and San Francisco County Transportation Authority (SFCTA) planning staff was held on November 12, 2013 to collect more specific proposals for improving pedestrian and transit access on Van Ness. As part of the planning process for Geary BRT, a focus group was held at the LightHouse on March 25, 2014.

The Vision Zero Safety Investment project is part of the City's larger Vision Zero policy, which is based on years of conversations with people who walk and bike in San Francisco. In 2013 alone, SFMTA performed over 100 hours of community outreach to prioritize the Bicycle Strategy and WalkFirst networks, engaging over 3,200 citizens, stakeholders and key community advocates.

To prioritize projects within the Bicycle Strategy and the WalkFirst programs, SFMTA took a multi-step approach for each plan. WalkFirst developed an award-winning community outreach website at walkfirst.sfplanning.org, engaging over 3,100 people through a multilingual website. SFMTA received direct feedback from over 400 people in San Francisco from November 2013 to January 2014 through the online site and from small focus group meetings. One hundred people attended nine focus groups held across the City, with 33% either mono-lingual Chinese or Spanish speakers, 36% self-classifying as senior or person with disability, and over half of total participants coming from a disadvantaged community.

SFMTA's Bicycle Strategy was a citywide effort that included several public outreach opportunities with the community, advocacy groups, and citywide agencies. In late 2012 and early 2013, SFMTA staff worked across departments to host three workshops to gather feedback on priorities for bicycling in San Francisco. These workshops were held to develop the draft Bicycle Strategy. The first workshop was attended by members from the city, county, and regional agencies, as well as members of the bicycle community. Representatives attended from SF Planning, the San Francisco Bicycle Coalition (SFBC), BART, SFCTA, and SF Environment. The second workshop hosted members of the accessibility community to ask about the needs of seniors and people with disabilities. Attendees included representatives from the Mayor's Office on Disability, Department of Public Works, Aging and Adult Service, LightHouse for the Blind, and SF Paratransit. The third workshop hosted members of the San Francisco taxi community, including major taxi companies, the SFBC, and the Muni Accessibility Advisory Committee.

The outcome of this robust participation made clear the need to use quick and effective tools across the walking and cycling networks. The vast majority of all WalkFirst participants wanted SFMTA to act quickly and implement measures that are cost effective; 80% of all respondents wanted SFMTA to fix the City's most dangerous intersections and high injury corridors for pedestrian safety first. As a result, SFMTA is recommending the suite of tools for procurement to be applied at key priority locations where the tools are most appropriate and will most effectively improve safety for people who walk and bicycle. To keep citizens informed of how their input has shaped City priorities, the Mayor announced the launch of WalkFirst priority locations in March 2014 at a press conference that resulted in over 20 news articles and television spots the following week.

ALTERNATIVES CONSIDERED

These projects are consistent with the Board adopted Capital Improvement Program (CIP). By applying for discretionary grant funds, we grow the amount of available revenue for the entire agency. One alternative is to wait until a future solicitation is announced. However these projects, if selected for funding, would allow us to advance priority safety improvements needed now. The second alternative is to use revenues in hand which would require reprioritization of projects and programs in our CIP.

FUNDING IMPACT

The Vision Zero Safety Investment project will be funded with up to \$4,058,000 in Regional ATP funds and will require a local match of up to \$525,757 (11.47%). The Accessibility Transit Wayfinding Toolkit project will be funded with up to \$390,000 in Regional ATP funds and will require a local match of up to \$50,529.

ENVIRONMENTAL REVIEW

MTC requires that the SFMTA provide documentation of CEQA and NEPA clearance for the two projects prior to receiving our CTC allocation and submitting the request for funding to Caltrans.

The Accessibility Transit Wayfinding Toolkit project scope was environmentally cleared as part of the Van Ness Bus Rapid Transit Environmental Impact Report and a Record of Decision dated December 20, 2013.

The SFMTA will begin seeking environmental clearance for the Vision Zero Safety Investment project as soon as the project is officially approved in the Transportation Investment Program (TIP).

SFMTA will not proceed with any Vision Zero project until there has been complete compliance with CEQA, the City's Environmental Quality Regulations, and NEPA. 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

MTC adopted its Regional ATP list in late September 2014. The recommended Regional ATP project list with contingency projects received programming approval from the CTC at its December 10, 2014 meeting.

When MTC is better able to determine the program savings from other grantees, it will notify the SFMTA if it is able to fund our projects, which are currently on the contingency list. In order to have the proposed funds allocated, the SFMTA will require approvals from Caltrans and the CTC.

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board authorizes the Director of Transportation or his designee to accept and expend up to \$4,448,000 in discretionary funding programmed by the Metropolitan Transportation Commission for the Regional Active Transportation Program for the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA submitted grant applications to the Metropolitan Transportation Commission (MTC) for up to \$4,448,000 in funding assigned to the MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Investment (CMAQ) funding, Transportation Alternatives (TA)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein referred to as the Regional Active Transportation Program) (Regional ATP) for the Vision Zero Safety Improvement and Accessible Transit Wayfinding Toolkit projects; and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6, 182.7, and 2381, and California Government Code 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally significant project shall submit applications first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional ATP funds; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is an eligible sponsor for Regional ATP funding and the Director of Transportation or his designee is authorized to submit grant applications on behalf of the SFMTA; and

WHEREAS, The SFMTA submitted applications to the Metropolitan Transportation Commission (MTC) for up to \$4,448,000 in Regional ATP funding for the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects; and

WHEREAS, As part of the application process for Regional ATP funding, MTC requires a resolution adopted by the responsible implementing agency, the SFMTA, stating:

1. The SFMTA commits the necessary local match funds consisting of up to \$525,757 (11.47%) for the Vision Zero Safety Investment project and \$50,529 (11.47%) for the Accessibility Transit Wayfinding Toolkit project; and
2. The SFMTA understands that Regional ATP funding is fixed at the programmed amount, and therefore any cost increases cannot be expected to be funded with additional Regional ATP funding; and
3. That the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. The SFMTA will complete the projects as generally described in the applications, subject to the environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. The project will have adequate staffing resources to deliver and complete the projects within the schedules submitted with the project applications; and
6. The projects will comply with all project-specific requirements as set forth in the Regional ATP funding; and
7. The SFMTA has assigned, and will maintain, a single point of contact for all FHWA and CTC funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquiries or issues that might arise during the federal programming and delivery process for all FHWA and CTC funded transportation projects implemented by the SFMTA; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with filing of the applications; and now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Local Support that stipulates how the SFMTA will comply with the Metropolitan Transportation Commission's policies governing project delivery and any cost overruns for a grant of up to \$4,448,000 from the Regional Active Transportation Program for the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects; and be it further

RESOLVED, That the SFMTA Board of Directors by adopting this resolution, does affirm that (1) the SFMTA commits the necessary local match funds consisting of up to \$525,757 (11.47%) for the Vision Zero Safety Investment project and up to \$50,529 (11.47%) for the Accessible Transit Wayfinding Toolkit project; (2) the SFMTA understands that Regional ATP funding is fixed at the programmed amount, and therefore any cost increases cannot be expected to be funded with additional Regional ATP funding; (3) that the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects will comply with the procedures,

delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); (4) the SFMTA will complete the projects as generally described in the applications, subject to the environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); (5) the project will have adequate staffing resources to deliver and complete the projects within the schedules submitted with the project applications; and (6) the projects will comply with all project-specific requirements as set forth in the Regional ATP funding; and (7) the SFMTA has assigned, and will maintain, a single point of contact for all FHWA and CTC funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquiries or issues that might arise during the federal programming and delivery process for all FHWA and CTC funded transportation projects implemented by the SFMTA; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that the SFMTA will provide up to \$576,286 in local match funds for the Vision Zero Safety Investment and Accessible Transit Wayfinding Toolkit projects; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that the SFMTA understands that the Regional ATP funding for the projects is fixed at the MTC approved programmed amount, that any cost increases must be funded by the SFMTA from other funds, and that the SFMTA does not expect any cost increases to be funded with additional Regional ATP funding; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that the SFMTA understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and the SFMTA has, and will retain, the expertise, knowledge and resources necessary to deliver federally funded transportation projects; and has assigned, and will maintain, a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by the SFMTA; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that if the SFMTA decides to implement the projects as described in the complete application and in this resolution, any such implementation is subject to completion of environmental review, and if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that the SFMTA has reviewed the projects and has adequate staffing resources to deliver and complete the projects within the schedule submitted with the projects; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that the projects will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Regional ATP program; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, states that the Director of Transportation was authorized to submit grant applications on behalf of the SFMTA; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in support of the project applications; and be it further

RESOLVED, That the SFMTA Board supports the projects described in the resolution, and if approved, will include the project in MTC's federal TIP upon submittal by the SFMTA for TIP programming.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.

Secretary, Board of Directors
San Francisco Municipal Transportation Agency