

THIS PRINT COVERS CALENDAR ITEM NO.: 10.6

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the SFMTA, through its Director of Transportation (or designee), to accept and expend up to \$942,286 in Fiscal Years (FY) 2024 and 2025 Transportation Development Act (TDA) Article 3 funds for the 13th Street Safety Project as set forth in the TDA Article 3 Project Application Form that is submitted to the Metropolitan Transportation Commission (MTC).

SUMMARY:

- The 13th Street Safety Project is a \$13.6M series of transportation improvements including protected bike facilities, bike boxes, bike signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor along 13th Street between Folsom and Valencia streets more safe, comfortable, and accessible for all road users.
- All TDA funds are administered by the MTC and, to access TDA funds, MTC requires the SFMTA to submit a TDA Article 3 Project Application Form and the SFMTA Board to pass a resolution describing how the SFMTA will comply with 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 TDA Article 3 claim; the SF BAC issued the required resolution on August 26, 2024.
- The Planning Department has determined that the proposed 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 for MTC
3. Resolution of Support from the SF BAC

APPROVALS:

DATE

DIRECTOR _____

SECRETARY _____

ASSIGNED SFMTAB CALENDAR DATE: December 3, 2024

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PURPOSE

Authorizing the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to \$942,286 in Fiscal Years (FY) 2024 and 2025 Transportation Development Act (TDA), Article 3 funds for the 13th Street Safety Project as set forth in the TDA Article 3 Project Application Form that is 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:

- Goal 1: Ensure quality of life and economic health in San Francisco, and the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- Goal 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.
- Goal 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.
- Goal 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 MTC administers TDA funds within the nine-county Bay Area, splitting 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 these TDA funds does not require approval from the Board of Supervisors. SFPW and SFMTA present their projects for approval to MTC. A resolution of support is required to be considered for allocation from MTC, which is the impetus for this SFMTA Board item.

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The 13th Street Safety Project is proposed along 13th Street between Folsom and Valencia Streets, where the Central Freeway is overhead for a large portion of the project area and where 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, 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.

MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with MTC policies governing project delivery. As required by MTC, the SFMTA will commit adequate staffing resources to complete the 13th Street Safety Project Plan, will perform this work in coordination with Caltrans, and will partner on this effort closely with SF Public Works. Non-TDA funds will be either programmed or allocated and will be adequate for completion of the project.

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 on-going health and safety concerns associated with COVID-19, the project team also conducted outreach and engagement using online methods. SFMTA conducted meetings, presentations, and correspondences with 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. SFMTA also held a two-week virtual open house with accompanying online and in-person office hour sessions in spring 2022. Additionally, SFMTA held an engineering public hearing was held in summer 2022 to consider proposed protected bikeways, curb extensions, signal modifications, lane reductions, and on-street parking and loading modifications.

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. In October 2022, the SFMTA Board of Directors approved the 13th Street Safety Project. The project is currently in the pre-construction phase and construction is anticipated to begin in late 2024.

Please see <https://www.sfmta.com/projects/13th-street-safety-project> for more details.

ALTERNATIVES CONSIDERED

The SFMTA considered declining to apply for TDA funds for the 13th Street Safety Project. This alternative would either leave the 13th Street Safety Project with insufficient funding or would require defunding other Streets capital projects to fund the 13th Street Safety Project.

FUNDING IMPACT

The total project cost is \$13,639,578. Of that cost, \$12,697,292 or 94% is funded as described below, leaving a funding gap of \$942,286 or approximately 6%. The remainder of the project funding plan is dependent on the receipt of TDA Article 3 funds to fully fund construction. With the commitment of TDA funds described in this memo, the project has a complete fundings plan through construction.

Funding Source	Committed Funds	Percent of Total	Uncommitted Funds	Total
Prop B SF General Funds	\$1,513,703	11%	-	\$1,513,703
AHSC Cycle X	\$2,300,000	17%	-	\$2,300,000
SBI LPP Formula	\$1,400,000	10%	-	\$1,400,000
SHOPP	\$2,115,000	16%	-	\$2,115,000
Prop L Sales Tax	\$3,350,000	25%	-	\$3,350,000
SFPW Cost Chare	\$1,186,713	9%	-	\$1,186,713
TDA Article 3	\$831,876	6%	\$942,286	\$1,774,162
Total	\$12,697,292	94%	\$942,286	\$13,639,578

ENVIRONMENTAL REVIEW

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.

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. On January 18, 2024, the Planning Department modified the statutory exemption to include additional improvements between Folsom Street and Isis Street.

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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

At its meeting of August 26, 2024, the City's Bicycle Advisory Committee unanimously endorsed the 13th Street Safety Project action. City Bicycle Advisory Committee review is part of MTC's approval process.

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board authorize the SFMTA, through the Director of Transportation or designee, to accept and expend up to \$942,286 in FY 2024 and 2025 TDA funds for the 13th Street Safety Project, as set forth in the TDA Article 3 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 \$942,286 in (FY) 2024 and 2025 Transportation Development Act, Article 3 (TDA) 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 TDA Article 3 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 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 Designated Improvements;
2. That as portrayed in the budgetary description(s) of the 13th Street Safety Project, the sources of funding other than TDA 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 \$942,286 in Fiscal Year 2024 and 2025 Transportation Development Act, Article 3 funds for the 13th Street Safety Project, as set forth in the TDA Article 3 Project Application Form; and be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, by adopting this resolution, does affirm 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 TDA will be assured and adequate for completion of the Improvements; (3) the 13th Street Safety Project Plan will be completed before the funds expire; and be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency 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 December 3, 2024.

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: 2024-2025 Applicant: City and County of San Francisco

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) Mary Jarjoura

E-Mail Address: mary.jarjoura@sfmta.com Telephone: 415.646.2765

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

Amount of claim: \$942,286

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, 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.

Financial Plan:

Short Title	TDA 3 Amount	Total Project Cost
13 th Street Safety Project	\$942,286	\$317,622 (PL) \$1,070,378 (DD) \$ 12,374,678 (CON)
Total	\$942,286	\$ 13,639,578

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	\$942,286			\$1,774,162
list all other sources:					
1. Prop B	\$806,000	\$707,703			\$1,513,703
2. AHSC Cap n Trade	\$2,300,000				\$2,300,000
3. SB1 LPP Formula		\$1,400,000			\$1,400,000
4. SHOPP		\$2,115,000			\$2,115,000
5. Prop L Sales Tax		\$3,350,000			\$3,350,000
6. SFPW Cost Share		\$1,186,713			\$1,186,713
Totals	\$3,937,876	\$9,701,702			\$13,639,578

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 for FY23-27</u>	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	YES*
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: 8/26/2024	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 2027)? Enter the anticipated completion date of project (month and year). Complete detailed design December 2022. Start future construction phases by December 2024.	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: SF DEPARTMENT OF PUBLIC WORKS)	YES

* (B) On May 24, 2023, the Metropolitan Transportation Commission approved allocation of TDA Article 3 funds to the SFMTA for the 13th Street Safety Project in the amount of \$831,876 for Fiscal Years 2022 and 2023.



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 2023-24 and 2024-25.

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 23-24 and 24-25 between the two departments, as they have in past years; and,

WHEREAS, The SFMTA plans to submit a claim for up to \$965,616 in combined Fiscal Years 2024 and 2025 Transportation Development Act, Article 3 (TDA) funds to the MTC for the construction of the 13th Street Safety Project.

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, use non-motorized user-propelled vehicles, 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 FY23-25 TDA3 claim for these worthwhile needs.

District 1: Kristin Tieche – Aye
 District 2: Whitney Ericson - Aye
 District 3: Vanessa Day - Absent
 District 4: Joshua Kelly - Aye
 District 5: Melyssa Mendoza - Aye
 District 6: Mary Kay Chin - Absent

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

Signed Bert Hill
Bert Hill, Chair

Date: 8/26/2024