

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the Director of Transportation (or his designee), to accept and expend up to \$486,169 in Fiscal Year 2020 Transportation Development Act (TDA) Article 3 funds for Vision Zero Bike and Pedestrian Improvements.

SUMMARY:


- The SFMTA chooses Vision Zero bike and pedestrian projects based on input 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.
- The acceptance and expenditure of these TDA funds also requires approval from the Board of Supervisors, because San Francisco Public Works (SFPW) and the SFMTA jointly present their respective Vision Zero bike and pedestrian projects to the Metropolitan Transportation Commission (MTC) for funding.
- The MTC requires the SFMTA Board resolution to describe how the SFMTA will comply with the MTC's project delivery policies.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR  May 13, 2019

SECRETARY  May 13, 2019

ASSIGNED SFMTAB CALENDAR DATE: May 21, 2019

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PURPOSE

Authorizing the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to \$486,169 in Fiscal Year 2020 TDA funds for Vision Zero Bike and Pedestrian Improvements.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This request supports the following SFMTA Strategic Plan Goals:

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1: Improve transit service.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

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

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

Objective 3.5: Achieve financial stability for the agency.

This item will support the following Transit First Policy Principles:

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.
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 and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and encourage travel by foot.
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 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 SFPW, for pedestrian facilities, and the SFMTA, for bicycle and pedestrian improvements. As in previous years, SFPW and the SFMTA are preparing a joint, countywide TDA Article 3 request for funding, consistent with MTC's directions.

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The designated Vision Zero Bike and Pedestrian Improvements projects were identified as specific capital projects in the SFMTA Capital Improvement Plan. These improvements could include but are not limited to: striping and signing changes, signal hardware and/or timing modifications, bulb-outs, flashing or High Intensity Activated Crosswalk (HAWK) beacons, safe hit posts, concrete islands, colored markings, bike boxes, and bike turn lanes. The project(s) that will be selected are referred to as “Designated Improvements” in the SFMTA’s application documents.

The MTC requires that the SFMTA Board resolution state the following prior to approval of each of the Designated Improvements and subject to review under the California Environmental Quality Act:

1. That the SFMTA will commit adequate staffing resources to complete the Designated Improvements.
2. A review of the Designated Improvements will consider 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 Designated Improvements 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 Designated Improvements will comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.). The SFMTA will provide documentation of CEQA clearance for the Designated Improvements 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 Designated Improvements, 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 2020 TDA funds will be used for capital construction and/or design engineering of the Designated Improvements.
7. That the Designated Improvements have been included in a detailed bicycle and pedestrian element of an adopted capital improvement program or plan.
8. That the Designated Improvements will be completed before the funds expire.
9. That the SFMTA agrees to maintain, or provide for the maintenance of, the Designated Improvements for the benefit of and use by the public.

STAKEHOLDER ENGAGEMENT

The Designated Improvements will be within the Bike and Pedestrian Improvement categories of the CIP. The project(s) to be selected are 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 FY 2020 TDA Article 3 funding opportunity for bicycle and pedestrian projects was presented to the Bicycle Advisory Committee on March 25, 2019.

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ALTERNATIVES CONSIDERED

The two alternatives are to not pursue 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.

ENVIRONMENTAL REVIEW

On April 10, 2019, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b) because the action would not result in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

The SFMTA will not proceed with any particular 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 reduce significant adverse environmental impacts; (2) select feasible alternatives that 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.

The SFMTA will provide CEQA determinations for individual bicycle and pedestrian projects prior to their approval for implementation in accordance with CEQA and San Francisco Administrative Code Chapter 31.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The acceptance and expenditure of these grant funds require approval from the Board of Supervisors because Vision Zero Bike and Pedestrian Improvements 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.

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RECOMMENDATION

Staff recommends that the SFMTA Board authorize the Director of Transportation or his designee, to accept and expend up to \$486,169 in FY 2020 TDA funds for Vision Zero Bike and Pedestrian Improvements.

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

WHEREAS, The SFMTA has applied to the Metropolitan Transportation Commission (MTC) for up to \$486,169, in Fiscal Year (FY) 2020 Transportation Development Act, Article 3 (TDA) funds for the designated Vision Zero Bike and Pedestrian Improvements projects, as identified in the Capital Improvement Plan (Designated Improvements); and,

WHEREAS, The Designated Improvements that the SFMTA proposes for funding are listed in the TDA Article 3 Project Application; and,

WHEREAS, On April 10, 2019, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; 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 reduce significant adverse environmental impacts; (2) select feasible alternatives that 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, The SFMTA will provide CEQA determinations for individual bicycle and pedestrian projects prior to their approval for implementation in accordance with CEQA and San Francisco 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 Designated Improvements;
2. A review of the Designated Improvements will consider 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 Designated Improvements 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 Designated Improvements 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 Designated Improvements, the sources of funding other than TDA are assured and adequate for completion of the Improvements;
6. That the FY 2020 TDA funds will be used for capital construction and/or design engineering of the Designated Improvements;
7. That the Designated Improvements have been included in a detailed bicycle and pedestrian element included in an adopted capital improvement program or plan;
8. That the Designated Improvements will be completed before the funds expire;
9. That the Designated Improvements 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 Designated Improvements 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 the SFMTA's other projects and programs; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation (or designee), to accept and expend up to \$486,169 in Fiscal Year 2020 Transportation Development Act, Article 3 funds for Vision Zero Bike and Pedestrian Improvements; 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 Designated Improvements; (2) a review of the Designated Improvements will consider all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to

the successful completion of the Improvements; (3) issues attendant to securing environmental and right-of-way permits and clearances for the Designated Improvements 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 Designated Improvements will comply with the requirements of CEQA, Public Resources Code Sections 21000, *et seq.*); (5) as portrayed in the budgetary description(s) of the Designated Improvements, the sources of funding other than TDA will be assured and adequate for completion of the Improvements; (6) the FY 2020 TDA Funds will be used for capital construction and/or design engineering of the Designated Improvements; (7) the Designated Improvements have been included in a detailed bicycle and pedestrian element of an adopted bicycle and pedestrian program or plan; (8) the Designated Improvements will be completed before the funds expire; (9) that the Designated Improvements 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 Designated Improvements 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 21, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency