

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.4**

**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 \$463,238 in Fiscal Year 2019 Transportation Development Act (TDA), Article 3 funds for Vision Zero Bike and Pedestrian Improvements, as set forth in the TDA Article 3 Project Application Form.

**SUMMARY:**

- The SFMTA bases its choice of Vision Zero bike and pedestrian projects on input the SFMTA receives 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 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.
- 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:**

	<b>DATE</b>
DIRECTOR  _____	<u>4/25/2018</u>
SECRETARY  _____	<u>4/24/2018</u>

**ASSIGNED SFMTAB CALENDAR DATE:** May 1, 2018

## **PAGE 2.**

### **PURPOSE**

Authorizing the SFMTA, through its Director of Transportation (or his designee), to accept and expend up to \$463,238 in Fiscal Year 2019 TDA funds for Vision Zero Bike and Pedestrian Improvements, as set forth in the TDA Article 3 Project Application Form.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

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.

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. Within the nine-county Bay Area, the MTC administers TDA funds. Funds for San Francisco are split between SFPW, for pedestrian facilities, and the SFMTA, for bicycle and pedestrian facilities. As in past years, SFPW and the SFMTA are preparing a unified, countywide TDA Article 3 request for funding, consistent with MTC's directions.

The designated Vision Zero Bike and Pedestrian Improvements projects were identified as specific capital projects in the SFMTA CIP. 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. An example of a project that is being

## **PAGE 3.**

considered is the Brannan Street Road Diet (see Enclosure 2). The project(s) that will be selected are referred to as the “Designated Improvements.”

MTC requires that the SFMTA Board resolution describe how the SFMTA will comply with the following MTC policies governing project delivery. That the SFMTA will commit adequate staffing resources to complete the Designated Improvements:

1. A review of the Designated Improvements 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);
2. Issues attendant to securing environmental and right-of-way permits and clearances for the Designated Improvements 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;
3. 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.
4. 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).
5. That the FY 2019 TDA funds will be used for capital construction and/or design engineering of the Designated Improvements.
6. That the Designated Improvements have been included in a detailed bicycle and pedestrian element of an adopted capital improvement program or plan.
7. That the Designated Improvements will be completed before the funds expire.
8. 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 FY18-19 TDA Article 3 funding opportunity for bicycle and pedestrian projects was presented to the Bicycle Advisory Committee on March 26, 2018.

## **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.

**PAGE 4.**

## **FUNDING IMPACT**

No matching funds are required.

## **ENVIRONMENTAL REVIEW**

On March 14, 2018, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not defined as 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 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.

The SFMTA will provide CEQA determinations for individual bicycle and pedestrian projects prior to their approval for implementation in accordance with CEQA and S.F. 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.

## **RECOMMENDATION**

Staff recommends that the SFMTA Board authorize the SFMTA, through the Director of Transportation or his designee, to accept and expend up to \$463,238 in FY 2019 TDA funds for Vision Zero Bike and Pedestrian Improvements 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 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 \$463,238 in Fiscal Year (FY) 2019 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 March 14, 2018, the SFMTA, under authority delegated by the Planning Department, determined that acceptance of the TDA Article 3 grant funds is not defined as 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 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, 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 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, The SFMTA will provide CEQA determinations for individual bicycle and pedestrian projects prior to their approval 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 Designated Improvements;
2. A review of the Designated Improvements 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 Designated Improvements 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 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 2019 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 SFMTA Board of Directors authorizes the SFMTA, through its Director of Transportation (or designee), to accept and expend up to \$463,238 in Fiscal Year 2019 Transportation Development Act, Article 3 funds for Vision Zero Bike and Pedestrian Improvements, 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 Designated Improvements; (2) a review of the Designated Improvements 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 Improvements; (3) issues attendant to securing environmental and right-of-way permits and clearances for the Designated Improvements 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 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 2019 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 1, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Enclosure 2

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2018/19    Applicant: City and County of San Francisco – SF Municipal  
Transportation Agency

Contact person: David Wang, Senior Analyst

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

E-Mail Address: David.Wang@sfmta.com                      Telephone: (415) 646-2575

Secondary Contact (in event primary not available): Timothy Manglicmot

E-Mail Address: Timothy.Manglicmot@sfmta.com    Telephone: (415) 646-2517

**Short Title Description of Project:** Vision Zero Bike and Pedestrian Improvements

Amount of claim: \$463,238

**Functional Description of Project Category and Financial Plan:**

Short Title	Functional Description	TDA 3.0 Amount	Total Project Cost
Vision Zero Bike and Pedestrian Improvements (such as the Brannan Street Road Diet project)	This project category would implement 1-3 spot or corridor improvements related to bicycle and pedestrian safety to support San Francisco's Vision Zero goal of zero traffic related deaths by 2024. 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.	\$ 463,238	\$ 463,238
Total		<b>\$ 463,238</b>	<b>\$ 463,238</b>

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$463,238			\$463,238
list all other sources:					
1.					
2.					
3.					
<b>Totals</b>		\$463,238			\$463,238

<b>Project Eligibility:</b>	<b>YES?/NO?</b>
<b>A.</b> Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	The project is in the CIP.
<b>B.</b> Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
<b>C.</b> 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
<b>D.</b> Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
<b>E.</b> 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
<b>F.</b> Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 2020</u>	Yes
<b>G.</b> 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) The 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. 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.