File No. 130679 Committee Item No. 13
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee **Date:** 07/10/2013

Board of Supervisors Meeting **Date:** _____

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OTHER **(Use back side if additional space is needed)**

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Completed by: Victor Young **Date** July 5, 2013
Completed by: Victor Young **Date** _____

FILE NO. 130679 RESOLUTION NO.

[Accept and Expend Grant - Pedestrian and Bicycle Projects - $865,864]

Resolution authorizing the acceptance and expenditure of State Transportation Development Act Article 3 grant funds for various pedestrian and bicycle projects in San Francisco in FY2013-2014, totaling $865,864 including $432,932 for the Department of Public Works and $432,932 for the Municipal Transportation Agency for the period of September 1, 2013, through August 31, 2016.

WHEREAS, Article 3 of the Transportation Development Act (TDA), California Public Utilities Code Section 99230 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, The Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised, requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated request from each county in the San Francisco Bay region; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) and the Department of Public Works (DPW) are eligible to request allocations of TDA Article 3 funds pursuant to Sections 99233.3 and 99234 of the California Public Utilities Code; and

WHEREAS, SFMTA and DPW desire to submit a request to MTC for an allocation of TDA Article 3 funds to support eligible projects that are for the exclusive benefit and/or use of pedestrians and/or bicyclists; and

WHEREAS, The SFMTA has identified $432,932 in projects for the engineering, construction, maintenance and project management of bicycle facility projects in San Francisco to be funded from Fiscal Year 2013-2014 TDA Article 3 funds; and

WHEREAS, There is no legal impediment or pending or threatened litigation that might adversely affect the implementation of bicycle facility projects; and

WHEREAS, The City's Planning Department has determined that the SFMTA's actions contemplated in this Resolution are in compliance with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*), which decision has been upheld by the Board of Supervisors; said determination is on file with the Clerk of the Board of Supervisors in File No. 130679 and is incorporated herein by reference; and

WHEREAS, The SFMTA Board of Directors adopted Resolution No. 13-065 at its June 4, 2013 meeting, authorizing the Director of Transportation of the SFMTA (or his designee) to accept and expend $432,932 of FY 2013-2014 TDA Article 3 funds for bicycle facility projects; and

WHEREAS, DPW has identified $216,466 in work for the preliminary engineering and design of curb ramps to be constructed at various locations throughout San Francisco, as required by the federal Americans with Disabilities Act, to be funded from FY 2013-2014 TDA Article 3 funds; and

WHEREAS, DPW has identified $216,466 in work to repair public sidewalks at various locations throughout San Francisco to be funded from FY 2013-2014 TDA Article 3 funds; and

WHEREAS, There is no legal impediment or pending or threatened litigation that might adversely affect DPW's projects described above, or that might impair the ability of DPW to implement the projects; and

WHEREAS, Environmental and right-of-way issues have been reviewed, and will not jeopardize DPW's ability to meet fund obligations deadlines; and

WHEREAS, The City's Planning Department has determined that DPW's actions contemplated in this Resolution are in compliance with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 *et seq.*); said determination is on file with the Clerk of the Board of Supervisors in File No.130679 and is incorporated herein by reference; and

WHEREAS, The SFMTA's and DPW's staffing resources are adequate to complete the projects; and

WHEREAS, Adequate local funding is available to complete the projects; and

WHEREAS, The projects are ready to commence implementation during the fiscal year of the requested allocation; and

WHEREAS, The SFMTA and DPW agree to maintain or provide for the maintenance of the projects for the benefit of and use by the public; and

WHEREAS, DPW's proposed grant budget includes indirect costs of $179,000 and the SFMTA's grant budget includes indirect costs of $160,000; now, therefore, be it

RESOLVED, That this Board of Supervisors authorizes the San Francisco Municipal Transportation Agency and the Department of Public Works to accept and expend up to $865,864 in state TDA Article 3 funds for FY 2013-2014 for the projects described above and to execute all required documents for receipt of such funds pursuant to San Francisco Administrative Code section 10.170-1.

Recommended:

Approved: _____
Mayor

_____
Edward D Reiskin
Director of Transportation, SFMTA

Recommended:

Approved _____
Controller

_____
Mohammed Nuru
Director of Public Works

City and County of San Francisco

Edwin M. Lee, Mayor
Mohammed Nuru, Director

San Francisco Department of Public Works
Office of the Director
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102
(415) 554-6920 ■ www.sfdpw.org

TO: **Angela Calvillo, Clerk of the Board of Supervisors**

FROM: **Rachel Alonso, Department of Public Works**

DATE: **June 3, 2013**

SUBJECT: **Accept and Expend State Grant – DPW Contact Information Update**

GRANT TITLE: **Transportation Development Act, Article 3 (TDA 3)**

Note that DPW's primary point of contact for TDA 3 remains:

Ananda Hirsch, Transportation Finance Analyst

DPW IDC, 30 Van Ness Ave, 5th Floor

(e) ananda.hirsch@sfdpw.org

(p) 415.558.4034

However, any questions or comments regarding this submittal should also be directed to:

Rachel Alonso

DPW, 1 Dr. Carlton B. Goodlett Place, rm. 340

(e) rachel.alonso@sfdpw.org

(p) 415.554.4890

Thank you,

Rachel Alonso

City and County of San Francisc

San Fra. .sco Department of Public Works
Office of the Director
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102
(415) 554-6920 ■ www.sfdpw.org

Edwin M. Lee, Mayor
Mohammed Nuru, Director

TO: **Angela Calvillo, Clerk of the Board of Supervisors**

FROM: **Mohammed Nuru, Director of Public Works** MCW

DATE: **June 3, 2013**

SUBJECT: **Accept and Expend State Grant**

GRANT TITLE: **Transportation Development Act, Article 3 (TDA 3)**

Attached please find the original and 4 copies of each of the following:

- ☑ Proposed grant resolution; original signed by Departments
- ☑ Grant information form, including disability checklist
- ☑ Draft SFMTA Board of Directors' Resolution for SFMTA bicycle projects
- ☑ Grant applications for three projects: one for SFMTA, two for DPW
- ☑ Grant budgets for DPW curb ramp and sidewalk repair projects
- ☑ CEQA Notices of Exemption for DPW and SFMTA
- ☑ MTC Resolution 4086, Page 6 (fund estimate for San Francisco)

Special Timeline Requirements:

Departmental representative to receive a copy of the adopted resolution:

Name: Ananda Hirsch (ananda.hirsch@sfdpw.org) Phone: 415-558-4034

Interoffice Mail Address: DPW, IDC 30 Van Ness Ave, 5th Floor

Certified copy required ☐Yes ☑ No

Transportation Development Act, Article 3

State Grant Funds

Summary

The Municipal Transportation Agency and the Department of Public Works request authorization to accept and expend $865,864 Transportation Development Act, Article 3 (TDA 3) state funds available for County bicycle and pedestrian projects. SFMTA will use $432,932 for bicycle education programs, as well as bicycle facility engineering, implementation and maintenance. DPW will use $432,932 for planning and design of curb ramps, as well as sidewalk repair at various sites throughout the City.

Background

The TDA of 1971 earmarked ¼ percent of the general state sales tax for transit and created a Local Transportation Fund (LTF) in each county to receive the funds. The State Board of Equalization returns the general sales tax revenues to each county's Local Transportation Fund according to the sales tax collected in each county.

Article 3 of the TDA apportions 2% of the ¼ cent sales tax for the purpose of funding bicycle facility, education and safety projects as well as pedestrian, and street & road development projects. The funds are allocated by the Metropolitan Transportation Commission (MTC) annually and disbursed under TDA Article 3 to the nine Bay Area counties. The grant does not have a matching fund requirement.

The net amount available for allocation in FY 13-14 is $865,864 and includes MTC's FY 13-14 revenue estimate for San Francisco of $818,125 and $47,739 which is carried over from prior years. SFMTA and DPW will split FY 13-14 and the prior years' carryover equally.

Project Selection

MTA proposes to use:

- $432,932 for the engineering, implementation, and maintenance of various bicycle facilities. The choice of projects is based on the SFMTA Capital Improvement Program and input the SFMTA received from various community groups, such as the San Francisco Bicycle Coalition and the Board of Supervisors' Bicycle Advisory Committee.

DPW proposes to use:

- $216,466 to repair public sidewalks at various locations in San Francisco. Sites for repair will be selected from DPW's list of public requests and prioritized based on condition of sidewalk, extent of damage, level of pedestrian use, accidents and complaints.

- $216,466 for preliminary engineering (planning and design) of curb ramps at various sites throughout the City. Locations will be selected from a list developed by DPW and the Mayor's Office of Disability (MOD). The city prioritizes curb ramp locations using guidelines established under the Americans with Disabilities Act (ADA) and the City's ADA Transition Plan for curb ramps and sidewalks. The top priorities are locations that residents with disabilities have identified as ramps they need in order to safely get to transit stops, civic buildings, and to and from work. Additionally, DPW prioritizes public requests from areas with higher populations of people with disabilities and low numbers of usable curb ramps.

For questions, please contact Ananda Hirsch, DPW Transportation Finance Analyst, 415-558-4034.

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Ordinance Information Form
(Effective May 2011)

Purpose: Accompanies proposed Board of Supervisors ordinances authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying ordinance:

1. Grant Title: Transportation Development Act (TDA) Article 3

2. Department: Municipal Transportation Agency and Public Works

3. Contact Person: Ananda Hirsch Telephone: 415.558.4034

4. Grant Approval Status (check one):

[ ] Approved by funding agency [X] Not yet approved

5. Amount of Grant Funding Approved or Applied for: $865,864

6a. Matching Funds Required: none
b. Source(s) of matching funds (if applicable):

7a. Grant Source Agency: Metropolitan Transportation Commission

b. Grant Pass-Through Agency (if applicable):

8. Proposed Grant Project Summary:

SFMTA: Bicycle safety education programs; Bicycle facility engineering, implementation and maintenance

DPW: Preliminary engineering (planning and design) of curb ramps for compliance with the Federal Americans with Disabilities Act; Public sidewalk reconstruction and replacement.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: September 1, 2013 End-Date: August 31, 2016

10. Number of new positions created and funded: none

11. Explain the disposition of employees once the grant ends?

12a. Amount budgeted for contractual services: none

b. Will contractual services be put out to bid? N/A

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? N/A

d. Is this likely to be a one-time or ongoing request for contracting out? N/A

13a. Does the budget include indirect costs? [X] Yes (DPW and MTA)

b1. If yes, how much? $179,000 DPW, $160,000 MTA
b2. How was the amount calculated? DPW: Indirect Cost Plan

c. If no, why are indirect costs not included?
[ ] Not allowed by granting agency [ ] To maximize use of grant funds on direct services
[X] Other (please explain):
SFMTA: Indirect costs will be absorbed by the department's operating budget

c2. If no indirect costs are included, what would have been the indirect costs?

14. Any other significant grant requirements or comments:

****Disability Access Checklist*****

15. This Grant is intended for activities at (check all that apply):

[✓] Existing Site(s)	[✓] Existing Structure(s)	[✓] Existing Program(s) or Service(s)
[✓] Rehabilitated Site(s)	[✓] Rehabilitated Structure(s)	[ ] New Program(s) or Service(s)
[✓] New Site(s)	[✓] New Structure(s)	

16. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

KEVIN W. JENSEN
(Name)

ADA/DISABILITY ACCESSIBILITY COORDINATOR
(Title)

Date Reviewed: 22 MAY 2013

(Signature Required)

Overall Department Head or Designee Approval:

MOHAMMED NURU

(Name)

DIRECTOR OF PUBLIC WORKS

(Title)

Date Reviewed: 5/24/17

(Signature Required)

THIS PRINT COVERS CALENDAR ITEM NO. : 10.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Director of Transportation (or his designee), to accept and expend up to $432,932 in FY 2013/14 Transportation Development Act, Article 3 (TDA) funds for bicycle facility projects.

SUMMARY:

- SFMTA requests authority to accept and expend up to $432,932 in FY 2013/14 TDA grant funds for bicycle facility projects.
- The choice of funded projects is based on input SFMTA received from various community groups, such as the San Francisco Bicycle Coalition and the Board of Supervisors' Bicycle Advisory Committee.
- The acceptance and expenditure of these grant funds also requires approval from the Board of Supervisors because these projects are combined with projects from DPW to be presented to the Metropolitan Transportation Commission (MTC) as a countywide program of projects using these TDA 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. Proposed FY14 TDA 3 Project List

APPROVALS: **DATE**

DIRECTOR _____ _____

SECRETARY _____ _____

ASSIGNED SFMTAB CALENDAR DATE: June 4, 2013

PURPOSE

Authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Director of Transportation (or his designee), to accept and expend up to $432,932 in FY 2013/14 Transportation Development Act, Article 3 (TDA) funds for bicycle facility projects.

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 Metropolitan Transportation Commission (MTC) administers TDA funds. Funds are to be evenly split between the Department of Public Works (DPW) for pedestrian facilities and the SFMTA for bicycle projects. This year, like most years, DPW and the SFMTA are jointly preparing a unified, countywide TDA Article 3.0 request for funding, consistent with MTC's directions.

The SFMTA proposes to use these funds for the bicycle facility projects detailed on the Proposed FY14 TDA 3 Project List that include:

1. Regional Bicycle Sharing Pilot
2. Bicycle Parking
3. Bicycle Projects Coordination with Near Term Repaving Projects
4. Post Construction Evaluation
5. General Bicycle Facility Fund

MTC requires that the SFMTA Board Resolution describe how the SFMTA will comply with the MTC's policies governing project delivery. These requirements include:

1. That the SFMTA is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of TDA funds, nor is the SFMTA legally impeded from undertaking the project(s) described in the "Proposed FY14 TDA 3 Project List" of this resolution.
2. That the SFMTA will commit adequate staffing resources to complete the project(s) described in the Proposed FY14 TDA 3 Project List.

3. A review of the project(s) described in the Proposed FY14 TDA 3 Project List 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).
4. Issues attendant to securing environmental review and right-of-way permits for the projects described in the Proposed FY14 TDA 3 Project List 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.
5. That the project(s) described in the Proposed FY14 TDA 3 Project List will comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in the Proposed FY14 TDA 3 Project List, the sources of funding other than TDA will be either programmed or allocated and adequate for completion of the project(s). Most projects will be 100% TDA funded.
7. That the project(s) described in the Proposed FY14 TDA 3 Project List are for capital construction and/or design engineering of bicycle facility projects.
8. That the project(s) described in the Proposed FY14 TDA 3 Project List which are bicycle projects 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.).
10. That the project(s) described in the Proposed FY14 TDA 3 Project List are ready to commence implementation during the fiscal year of the requested allocation.
11. That the SFMTA agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in the Proposed FY14 TDA 3 Project List, for the benefit of and use by the public.

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.

FUNDING IMPACT

No matching funds are required.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The bicycle facility projects to be funded by TDA listed in the Proposed FY14 TDA 3 Project List are from a pool of projects identified in the 2009 SFMTA Bicycle Plan for which a Notice of Determination was issued by the San Francisco Planning Department (Planning Department) on August 14, 2009.

In addition, the Planning Department determined that Regional Bicycle Sharing Pilot project was categorically exempt from environmental review under Class 6: information collection activities which do not result in a serious or major disturbance to an environmental resource on May 18, 2012. A copy of these determinations is on file with the Secretary for the SFMTA Board of Directors.

With respect to the Regional Bicycle Sharing Pilot project, the SFMTA and the contractor for the project will be working with DPW to obtain any required permits for implementation of the project in the public rights-of-way.

The acceptance and expenditure of these grant funds requires approval from the Board of Supervisors because these projects are combined with projects from DPW 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 San Francisco Municipal Transportation Agency (SFMTA), through its Director of Transportation (or his designee), to accept and expend up to $432,932 in FY 2013/14 Transportation Development Act, Article 3 (TDA) funds for various the bicycle facility projects as set forth in the Proposed FY14 TDA 3 Project List.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 13-065

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is submitting an application to the Metropolitan Transportation Commission (MTC) for $2,380,000 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA), such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (collectively referred to as Regional Discretionary Funding) for the County Priority Development Area Planning and Implementation Program and

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP-21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

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

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

WHEREAS, MTC is the MPO and RTPA 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 federal funds; and

WHEREAS, The MTC has designated $20,000,000 for Regional PDA Planning to be distributed to the county Congestion Management Agencies with $2,380,000 allocated to the San Francisco Planning Department; and

WHEREAS, The PDA planning funds will support planning in, or support of PDAs, such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management; and

WHEREAS, The San Francisco Planning Department is not an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, The SFMTA, as an eligible sponsor for Regional Discretionary Funding, will be the Fiscal Agent for those PDA funds allocated to the San Francisco Planning Department; and

WHEREAS, The overall PDA planning work to be performed will be submitted to MTC as one Planning Project (Project); and

WHEREAS, The SFMTA, as the Project's fiscal agent, will administer portions of the grant on behalf of the Planning Department and expects to receive $100,000 for grant administration; and

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following: the commitment of any required matching funds; and that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and that the project will comply with all project-specific requirements as set forth in the Program; and that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; now, therefore, be it,

RESOLVED, The SFMTA Board of Directors authorizes the Director of Transportation to accept and, through the Department of City Planning, expend up to $2.38 million in Regional Discretionary Funding from the Metropolitan Transportation Commission for various planning projects; and, be it further,

RESOLVED, That the SFMTA will submit to MTC a list of planning projects to be funded under the Program; and be it further,

RESOLVED, That the SFMTA, by adopting this resolution, states that: The SFMTA will provide any required matching funds; and the SFMTA understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the SFMTA and the Planning Department from other funds, and that the SFMTA does not expect any cost increases to be funded with additional Regional Discretionary Funding; and 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, inquiries or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by the SFMTA; and the Project will be completed as described in the completed application and in this resolution and, if approved, for the amount approved by MTC and

programmed in the federal TIP; and the SFMTA and the Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and the SFMTA (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and be it further,

RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further,

RESOLVED, That the MTC is requested to support the application for $2,380,000 and to include the Project, if approved, in MTC's federal TIP;

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 4, 2013.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2013/14 Applicant: City and County of San Francisco

Contact person: Suzanne Sui Wang, Principal Analyst

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

E-Mail Address: Suzanne.Wang@sfmta.com Telephone: (415) 701-4541

Secondary Contact (in event primary not available): Seleta Reynolds, AICP, Section Leader, Livable Streets

E-Mail Address: Seleta.Reynolds@sfmta.com Telephone: (415) 701-4551

Short Title Description of Project: Bicycle Facility Projects

Amount of claim: $432,932

Functional Description of Project and Financial Plan:

Short Title	Functional Description	TDA 3.0 Amount	Total Project Cost
Regional Bicycle Sharing Pilot	The SFMTA will spend the TDA Article 3.0 funds on the San Francisco-based scope of the regional bicycle bike sharing project. Bike sharing will reduce single-occupancy vehicle travel to transit stops by offering bicycles as a first- and last-mile transportation alternative, thereby reducing vehicle miles traveled and greenhouse gas emissions and improving local air quality. Additionally, it will provide an alternative to overburdened transit for short, quick trips.	$ 200,000	$ 2,900,000
Bicycle Parking	The SFMTA will spend the TDA Article 3.0 funds on bicycle parking implementation, including the purchase and installation of bicycle racks, wheel stops, bollards and other measures to facilitate bicycle parking at various locations in San Francisco as requested by the public and as identified by staff. In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals, which consists of bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk.	$ 50,000	$ 50,000
Bicycle Project Coordination with Near Term Repaving Projects	The SFMTA will spend the TDA Article 3.0 funds on bicycle facility design and implementation that can be coordinated with DPW repaving contracts as part of the Proposition B General Obligation Bond Streetscape Project list. "Notice of Intent" documents will be reviewed by MTA staff. The review process will likely follow the current Prop B program development where projects are reviewed by SF Public Works, SF Planning, and SFMTA and discussed with the San Francisco Bicycle Coalition, Walk SF, and SF Beautiful. Potential treatments to evaluate include but are not limited to: sharrows, buffered bicycle lanes, bicycle boulevards, bicycle boxes, bicycle parking, cycle tracks, bicycle signals.	$ 50,000	$ 50,000
Post Construction Evaluation	The SFMTA will spend the TDA Article 3.0 funds on evaluation studies to determine the effects of constructing various innovative bicycle treatments not currently used routinely in SF.	$ 15,000	$ 15,000
General Bicycle Facility Fund	The SFMTA will spend the TDA Article 3.0 funds on various bicycle project activities including engineering, construction, maintenance, and project management of bicycle facility projects in San Francisco.	$ 117,932	$ 117,932
	Total	$ 432,932	$ 3,132,932

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		$432,932			$432,932
list all other sources:					
1. BACI		2,700,000			$2,700,000
2.					
3.					
Totals		3,132,932			$3,132,932

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).	Yes
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	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

Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2013-2014 Applicant: City and County of San Francisco

Contact person: Ananda Hirsch

Mailing Address: Department of Public Works, 30 Van Ness Avenue, Suite 5100, San Francisco, CA 94102

E-Mail Address: Ananda.hirsch@sfdpw.org Telephone:415.558.4034

Secondary Contact (in event primary not available) Ken Spielman

E-Mail Address: Kenneth.spielman@sfdpw.org Telephone: (415) 437-7002

Short Title Description of Project: Preliminary engineering (planning and design) of curb ramps

Amount of claim: $216,466

Functional Description of Project:
Preliminary engineering of curb ramps for compliance with the Federal Americans with Disabilities Act.

Financial Plan:
TDA funds will pay for curb ramp program planning and preliminary engineering of curb ramps at various locations throughout the City. Locations will be based on public requests and prioritized by the DPW Disability Access Coordinator and Mayor's Office of Disability. In 2013-2014 TDA Article 3 funds will allow DPW to design approximately 98 curb ramps and continue the curb ramp planning process. These Curb ramps will be constructed in the following fiscal year using grant funds provided through the local sales tax measure.

Project Elements: Preliminary engineering and construction of curb ramps

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		$216,466			
list all other sources:					
1. Local Sales Tax		$867,000			
2.					
3.					
4.					
Totals		$1,083,466			

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.	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).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	No – N/A
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? Enter the anticipated completion date of project (month and year) June 30, 2013	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

Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2013-2014 Applicant: City and County of San Francisco

Contact person: Ananda Hirsch

Mailing Address: Department of Public Works, 30 Van Ness Avenue, Suite 5100, San Francisco, CA 94102

E-Mail Address: Ananda.Hirsch@sfdpw.org Telephone:415.558.4034

Secondary Contact (in event primary not available) Liz Lerma

E-Mail Address:Liz.Lerma@sfdpw.org Telephone: 415.641.2627

Short Title Description of Project: Public sidewalk repair and reconstruction

Amount of claim: $216,466

Functional Description of Project:
Public sidewalk repair and reconstruction

Financial Plan:
TDA funds will pay for labor and materials for public sidewalk repair and reconstruction.

Project Elements: The Department of Public Works estimates an average cost of $16 per square foot for sidewalk repair. In 2013-2014 TDA Article 3 funds will allow DPW to repair approximately 13,529 square feet of sidewalk.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		$216,466			
list all other sources:					
1. Local Sales Tax		$625,000			
2.					
3.					
4.					
Totals		$841,466			

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).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	N/A
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? Enter the anticipated completion date of project (month and year) June 30, 2013	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

FY 2013/14 Transportation Deveopment Act, Article 3 (TDA) Budget
DPW Curb Ramp Planning and Design Services

Position	Hourly Rate	Fully Burdened Hourly Rate (including MFB & Overhead)	Hours	Amount
Engineer (5211)	$ 70.65	$ 186.19	177.92	$ 33,128
Associate Engineer (5207)	$ 52.73	$ 138.96	286.10	$ 39,758
Assistant Engineer (5203)	$ 45.33	$ 119.46	638.50	$ 76,277
Junior Engineer (5201)	$ 40.10	$ 105.68	315.54	$ 33,346
Student Intern (5382)	$ 26.60	$ 70.10	198.98	$ 13,949
Civil Engineering Associate I (5364)	$ 37.46	$ 98.72	202.67	$ 20,008
Total BOE			**1,820**	**$216,466**

Note: Hourly rates include fringe benefits and departmental overhead but not COWCAP

DPW Sidewalk Repair Services
Summary of TDA Grant Cost Estimates
FY 2013/14

Position	Fully Burdened Hourly Rate (including MFB & Overhead)	Hours	Amount
Cement Mason Supervisor (7227)	$ 120.33	84	$ 10,073
Cement Mason (7311)	$ 89.31	632	$ 56,408
General Laborer (7514)	$ 74.42	1,308	$ 97,370
Truck Driver (7355)	$ 88.63	227	$ 20,146
Subtotal - DPW Labor			$ 183,996
Materials - Cement Mix and Lumber			$ 32,470
Subtotal - Materials			$ 32,470
Total BUF		**2,251**	**$216,466**

Note: Hourly rates include fringe benefits and departmental overhead and city overhead

SAN FRANCISCO
PLANNING DEPARTMENT

270523

ENDORSED
FILED
San Francisco County Clerk
AUG 05, 2008
by: MARIBEL JALDON
Deputy County Clerk

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Attached:
___ **$50.00 County Clerk Filing Fee**

NOTICE OF EXEMPTION

TO: _X_ County Clerk, City and County of San Francisco
City Hall - Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco CA 94102

State of California
Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Exemption is transmitted to you for filing. At the end of the posting period, please return this Notice to the Contact Person with a notation of the period it was posted.

File Number and Project Title: 2008.0865E, MTC TDA Article 3 Grant
Address: Not Applicable

Project Description: The proposed project would fund sidewalk repairs, and curb ramps at various locations throughout the city for compliance with Americans with Disabilities Act (ADA) requirements.

Lead Agency: City and County of San Francisco, Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103-2414

Contact Person: Viktoriya Wise **Telephone:** (415) 575-9049
Project Applicant: Simone Jacques, Department of Public Works

The MTC decided to carry out or approve the project on July 23, 2008. A copy of the document(s) may be examined at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, in File No. 2008.0865E

1. A Exemption from Environmental Review has been prepared pursuant to the provisions of CEQA. It is available to the public and may be examined at the Planning Department at the above address.
2. A determination has been made that the project in its approved form will not have a significant effect on the environment.

John Rahaim
Director of Planning

by Bill Wycko
Acting Environmental Review Officer

cc: Sue C. Hestor, 870 Market St. #1128, San Francisco, CA 94102
Project Sponsor

SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Determination

Approval Date:	08/12/09
Case No.:	2007.0347E
Project Title:	San Francisco Bicycle Plan
Project Address:	N/A, Citywide, primarily within the public right-of-way
Zoning:	N/A
Block/Lot:	N/A, Citywide, primarily within the public right-of-way
Lead Agency:	San Francisco Planning Department
Project Sponsor:	Damon Curtis, Bicycle Program Manager San Francisco Municipal Transportation Agency One South Van Ness Avenue San Francisco, CA 94103
Staff Contact:	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

To: County Clerk, City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

State of California
Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Determination is transmitted to you for filing. At the end of the posting period, please return this Notice to the Staff Contact with a notation of the period it was posted.

Attached fee:

X $50 filing fee AND X $ 2,768.25 EIR Fee

PROJECT DESCRIPTION:

The project encompasses various locations within San Francisco city limits primarily within the public right-of-way, 34 miles of bicycle lanes and 75 miles of sharrows (shared roadway bicycle markings intended to alert drivers that bicyclists share the traffic lane). The locations include some areas within the jurisdiction of the Port of San Francisco and the Recreation and Parks Department. The project area is generally bounded by: North Point Street to the north; Geneva Avenue to the south; The Embarcadero to the east; and The Great Highway to the west.

To make bicycling a more viable and sustainable alternative transportation option, the San Francisco Municipal Transportation Agency (MTA) proposes a comprehensive 2009 San Francisco Bicycle Transportation Plan (2009 Bicycle Plan), which consists of an update to prior Bicycle Plan documents; sixty near-term bicycle route network improvement projects (near-term improvements), long-term and other minor bicycle route network improvement projects; as well as amendments to the *San Francisco General Plan* and *San Francisco Planning Code* to implement goals contained in the Bicycle Plan.

270602

ENDORSED
FILED
San Francisco County Clerk
AUG 14, 2009
by: JENNIFER WONG
Deputy County Clerk

SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Determination

Approval Date:	08/12/09
Case No.:	2007.0347E
Project Title:	**San Francisco Bicycle Plan**
Project Address:	N/A, **Citywide, primarily within the public right-of-way**
Zoning:	N/A
Block/Lot:	N/A, **Citywide, primarily within the public right-of-way**
Lead Agency:	San Francisco Planning Department
Project Sponsor:	Damon Curtis, Bicycle Program Manager San Francisco Municipal Transportation Agency One South Van Ness Avenue San Francisco, CA 94103
Staff Contact:	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

To: County Clerk, City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

State of California
Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

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To make bicycling a more viable and sustainable alternative transportation option, the San Francisco Municipal Transportation Agency (MTA) proposes a comprehensive 2009 San Francisco Bicycle Transportation Plan (2009 Bicycle Plan), which consists of an update to prior Bicycle Plan documents; sixty near-term bicycle route network improvement projects (near-term improvements), long-term and other minor bicycle route network improvement projects; as well as amendments to the *San Francisco General Plan* and *San Francisco Planning Code* to implement goals contained in the Bicycle Plan.

1. An Environmental Impact Report has been prepared pursuant to the provisions of CEQA. It is available to the public and may be examined at the Planning Department at the above address.
2. A determination has been made that the project in its approved form will have a significant effect on the environment and findings were made pursuant to Section 15091 and a statement of overriding considerations was adopted.
3. Mitigation measures were made a condition of project approval.

John Rahaim
Planning Director

Rick Cooper, for

By Bill Wycko
Environmental Review Officer

cc: Damon Curtis, Bicycle Program Manager, SFMTA
Mary Miles, Coalition for Adequate Review
Catherine Liddell, South Beach – Rincon – Mission Bay Neighborhood Association
Sue Hestor

State of California—The Resource Agency
DEPARTMENT OF FISH AND GAME

2009 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT # 270602

STATE CLEARING HOUSE # *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY: SAN FRANCISCO PLANNING DEPARTMENT

DATE: 8/14/2009

COUNTY/STATE AGENCY OF FILING: SAN FRANCISCO, CA

DOCUMENT NUMBER: 346669

PROJECT TITLE: SAN FRANCISCO BICYCLE PLAN

PROJECT APPLICANT NAME: DEBRA DWYER

PHONE NUMBER: (415)575-9031

PROJECT APPLICANTADDRESS: 1650 MISSION STREET, STE. 400

CITY: SAN FRANCISCO

STATE: CA

ZIP CODE: 94103

PROJECT APPLICANT *(Check appropriate box):*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☒ Environmental Impact Report	$2,768.25	$ 2768.25
☐ Negative Declaration	$1,993.00	$
☐ Application Fee Water Diversion *(State Water Resources Control Board Only)*	$850.00	$
☐ Projects Subject to Certified Regulatory Programs	$941.25	$
☒ County Administrative Fee	$50.00	$ 50.00
☐ Project that is exempt from fees		
☐ Notice of Exemption		
☐ DFG No. Effect Determination (Form Attached)		
☐ Other _____		$

PAYMENT METHOD:

☐ Cash ☐ Credit ☒ Check ☒ Other JEPK10000001

TOTAL RECEIVED $ 2818.25

SIGNATURE X

Printed Name: JENNIFER WONG

TITLE: Deputy County Clerk

ORIGINAL - PROJECT APPLICANT COPY - DFG/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK FG 753.5a (Rev. 7/08)

FY 2013-14 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

FY 2012-13 TDA Revenue Estimate Adjustment		
FY 2012-13 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 11)	39,194,100	
2. Revised County Auditor Estimate (Feb, 11)	40,596,030	
3. Revenue Adjustment (Lines 2-1)		1,401,930
FY 2012-13 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	7,010	
5. County Administration (0.5% of Line 3)	7,010	
6. MTC Planning (3.0% of Line 3)	42,058	
7. Total Charges (Lines 4+5+6)		56,078
8. Adjusted Generations Less Charges (Lines 3-7)		1,345,852
FY 2012-13 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	26,917	
10. Funds Remaining (Lines 8-9)		1,318,935
11. Article 4.5 Adjustment (5.0% of Line 10)	65,947	
12. Article 4 Adjustment (Lines 10-11)		1,252,988

FY 2013-14 TDA Estimate		
FY 2013-14 County Auditor's Generation Estimate		
13. County Auditor Estimate		42,610,680
FY 2013-14 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	213,053	
15. County Administration (0.5% of Line 13)	213,053	
16. MTC Planning (3.0% of Line 13)	1,278,320	
17. Total Charges (Lines 14+15+16)		1,704,426
18. TDA Generations Less Charges (Lines 13-17)		40,906,254
FY 2013-14 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	818,125	
20. Funds Remaining (Lines 18-19)		40,088,129
21. Article 4.5 (5.0% of Line 20)	2,004,406	
22. TDA Article 4 (Lines 20-21)		38,083,723

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2012	FY 2011-12	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	6/30/2013	FY 2013-14	FY 2013-14
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	628,786	9,209	637,996	(1,369,700)	0	752,527	26,917	47,739	818,125	865,864
Article 4.5	284,705	264	284,969	0	(2,105,136)	1,843,690	65,947	89,470	2,004,406	2,093,876
SUBTOTAL	**913,491**	**9,474**	**922,965**	**(1,369,700)**	**(2,105,136)**	**2,596,217**	**92,864**	**137,209**	**2,822,531**	**2,959,740**
Article 4										
SFMTA	5,412,104	28,522	5,440,626	(42,108,455)	2,105,136	35,030,119	1,252,988	1,720,414	38,083,723	39,804,137
SUBTOTAL	**5,412,104**	**28,522**	**5,440,626**	**(42,108,455)**	**2,105,136**	**35,030,119**	**1,252,988**	**1,720,414**	**38,083,723**	**39,804,137**
GRAND TOTAL	**$6,325,595**	**$37,996**	**$6,363,591**	**($43,478,155)**	**$0**	**$37,626,336**	**$1,345,852**	**$1,857,623**	**$40,906,254**	**$42,763,8**

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.

Date: November 26, 1980
W.I.: 51410
Referred By: GR&AC
Revised: 11/24/82-C 11/26/86-C
09/23/87-C 03/24/88-C
12/18/91-C 11/25/92-C
01/28/98-C 09/27/00-C
05/23/01-C 11/20/02-C
04/28/04-C 03/23/05-C

ABSTRACT

Resolution No. 875, Revised

This resolution adopts the "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects" delineating procedures for submission of claims for Article 3 funding for pedestrian and bicycle facilities and stating criteria by which the claims will be evaluated as required by the Transportation Development Act in Public Utilities Code Section 99401.(a).

This resolution was revised November 24, 1982, to incorporate changes to the procedures and criteria recommended in the Regional Bicycle Plan, adopted September 22, 1982 and other changes.

This resolution was revised November 26, 1986 to incorporate changes in procedures and criteria required by SB 949 (Chapter 988, Statutes of 1986).

This resolution was revised September 23, 1987 to incorporate changes in procedures and criteria required by SB100 (Chapter 313, Statutes of 1987).

This resolution was revised March 24, 1988 to incorporate changes in procedures and criteria required by SB100 (Chapter 313, Statutes of 1987).

This resolution was revised on December 18, 1991 to incorporate changes in procedures and criteria required by State Transportation Control Measure 9 (adopted by MTC on November 28, 1990.

This resolution was revised on November 25, 1992 to incorporate changes in procedures and criteria required by AB 3090 (Chapter 1243, Statues of 1992).

This resolution was revised on January 28, 1998 to incorporate changes in procedures and criteria required by SB 506, the Senate Transportation Committee's annual Omnibus Bill Of Non-

controversial And Technical Provisions (Chapter 619, Statues of 1997), as well as to make modifications to the procedures that reduce the amount of paperwork and processing for MTC and claimants, yet still meet state requirements and MTC's overall coordination, planning and funding objectives.

This resolution was revised on September 27, 2000 to incorporate changes in procedures required by changes in MTC's annual fund estimate procedures and schedule.

This resolution was revised on May 23, 2001 to eliminate the requirement for an attorney certification of projects and instead to specify certain findings to be included in the agency resolutions.

This resolution was revised on November 20, 2002 to clarify the eligibility of joint powers agencies to apply for funds, to clarify the location of reference documents for safety design criteria and for TDA program information, and specify the timing and sequence of steps for approving applications and for requesting reimbursement of costs incurred.

This resolution was revised on April 28, 2004 to reflect delegated authority to the Executive Director by Resolution No. 3620 for approval of allocations and rescissions of TDA funds under certain conditions, and at the same time to clarify the acceptable age limit for CEQA documentation, and specify that more than one allocation can be issued for a single bicycle or pedestrian plan.

This resolution was revised on March 23, 2005 to specify which projects require environmental documents, clarify role of countywide bicycle advisory committee review of bike projects, require self-certification of safety standards compliance and implementation schedules, and to modify procedures for rescission and subsequent reallocation of TDA funds under certain conditions.

Further discussion of these procedures and criteria are contained in the MTC "Staff Evaluations" dated November 20, 1986, March 10, 1988, December 6, 1991, October 30, 1992, January 14, 1998, September 13, 2000, May 9, 2001, November 13, 2002, April 14, 2004, and March 2, 2005.

Date: November 26, 1980
W.I.: 1002.30.01
W.A.: 1293R
Referred By: GR&AC

RE: Transportation Development Act. Article 3. Pedestrian/Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 875

WHEREAS, the Transportation Development ACT, Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian bicycle facilities; and

WHEREAS, MTC desires to update said procedures to allow the Association of Bay Area Governments (ABAG) to receive a one-time payment of Article 3 funds from each county to prepare a plan for a bicycle and hiking trail around San Francisco Bay and mandated by Senate Bill 100 (Chapter 313, Statutes of 1987).

RESOLVED, that the attached Attachment A shall supersede the procedure previously adopted by MTC; and be it further

RESOLVED, that MTC Resolution No. 762 is rescinded and is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

_____

William R. "Bill" Lucius, Chairman

The above resolution was
entered into by the
Metropolitan Transportation
Commission at a regular meeting
of the Commission held in
Oakland, CA, on November 26, 1980

Date: November 26, 1980
W.I.: 51410
Referred By: GR&AC
Revised: 11/24/82-C 11/26/86-C
09/23/87-C 03/24/88-C
12/18/91-C 11/25/92-C
01/28/98-C 09/27/00-C
05/23/01-C 11/20/02-C
04/28/04-C 03/23/05-C

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3, PEDESTRIAN/BICYCLE PROJECTS
Procedures and Project Evaluation Criteria

PROCEDURES

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for pedestrian/bicycle purposes. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by counties or congestion management agencies.

All cities and counties in each of the nine MTC region counties are eligible to claim funds under TDA Article 3. Joint powers agencies are also eligible.

Application

1. Counties or congestion management agencies will be responsible for putting together an annual program of projects, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.

2. Claimants will send one or more copies to the county or congestion management agency (see "Priority Setting" below).

3. A project is eligible for funding if:

    a. The project sponsor submits a resolution of its governing board that addresses the following six points:
    1. There are no legal impediments regarding the project.
    2. Jurisdictional or agency staffing resources are adequate to complete the project.

3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
5. Adequate local funding is available to complete the project.
6. The project has been conceptually reviewed to the point that all contingent issues have been considered.

b. the project is construction and/or engineering of a capital project; is to maintain a Class I bikeway which is closed to motorized traffic; is for a bicycle safety education program; is to develop comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years); or for the purposes of restriping Class II bicycle lanes.

c. the claimant is eligible to claim TDA Article 3 funds under Section 99233.3 of the Public Utilities Code;

d. if it is a Class I, II or III bikeway project it meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page); or if it is a pedestrian facility, it meets the mandatory minimum safety design criteria published in Chapter 100 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page);

e. the project is ready to implement within the next fiscal year;

f. *if* the project *includes construction, that it* meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.

g. a jurisdiction agrees to maintain the facility.

h. the bicycle project is included in one or more of the following: a detailed bicycle circulation element or plan included in a general plan or an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).

Priority Setting

1. The county or congestion management agency shall establish a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding. Each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle projects and to participate in the development and review of comprehensive bicycle plans. (BACs are mandated by State Transportation

Control Measure [STCM #9], adopted by MTC on November 28, 1990, MTC Resolution No. 2178, Revised).

A city BAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

Cities under 10,000 population who have difficulty in locating a sufficient number of qualified members, may apply to MTC for exemption from these requirements. Cities over 10,000 population may also apply to MTC for exemption from the city BAC requirement if they can demonstrate that the countywide BAC provides for expanded city representation.

A county BAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The County Board of Supervisors and/or Congestion Management Agency (CMA) will appoint BAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

(Note: The intent is that BACs be composed of bicyclists/pedestrians.)

2. The project lists developed by the City BACs shall be recommended to its City or Town Council. The Countywide Bicycle Advisory Committee will forward all city project lists to the County Public Works Department or congestion management agency for evaluation/prioritization. County Committees will, at a minimum, be responsible for evaluating *bicycle* projects within the unincorporated portions of the county and setting a countywide prioritization list (based on city and county project lists) for annual TDA Article 3 allocations. Either the Board of Supervisors or the Congestion Management Agency (CMA) will adopt the annual countywide list and forward it to MTC for approval.

3. The county or congestion management agency will forward to MTC a copy of the following:

   a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.*

   b) the complete priority list of projects with an electronic version to facilitate grant processing.

   c) an indication of how and when the projects were reviewed by city and county committees and representatives and what methods were used to contact interested members of the public; and

d) a Board of Supervisors' or CMA resolution approving the priority list and authorizing the claim.

MTC Staff Evaluation

If a recommended project is eligible for funding, and falls within the overall TDA Article 3 fund estimate level for that county, staff will recommend that the project be approved.

Allocation

The Commission will approve the priority list and allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and instructions for claiming disbursement.

Disbursement

1. When costs are incurred, the claimant shall submit to MTC the following, a minimum of one month before the grant expiration date:

   a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and requesting disbursement of funds;

   b) Documents showing that costs have been incurred during the period of time covered by the grant and, if applicable, that the project has been formally accepted as complete by the jurisdiction.

2. MTC will approve the disbursement and if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. If the funds that are rescinded are from a previous fiscal year, then those funds will be rolled over into the next fiscal year at the time that MTC adopts or revises the Fund Estimate.

Fiscal Audit

All claimants that have received an allocation of TDA funds are required to submit an annual certified fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not expended (that is, costs incurred) during a given fiscal year. However, the applicant should file a statement for MTC's records certifying that no TDA funds were expended during the fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations or disbursements will be made.

For Further Information

Claimants are encouraged to develop their claims with the MTC staff at an early date so that the formal claim process can be expedited. If you have any questions regarding the application forms or related matters, please contact the MTC staff liaison who is responsible for Article 3. Copies of the Transportation Development Act and the related regulations in the California Administrative Code are available from the funding section of MTC's web page.

SUGGESTED CRITERIA

The counties or congestion management agencies should consider the following criteria along with any explicit criteria the county or congestion management agency deems necessary when evaluating projects for the countywide priority list.

The basic objectives of the MTC suggested criteria are to give priority to projects that increase the safety, security, and efficiency of bicycle and pedestrian travel, and to the extent practicable provide for a coordinated system.

Consideration should be given to projects that can demonstrate one or more of the following objectives: (Not listed in priority order.)

1. Elimination or improvement of an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use, given the character of the users. For example, roadway widening, shoulder paving, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of Class I bicycle path to divert young bicyclists from a high traffic arterial; a pedestrian path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects to improve safety should be based on current traffic safety engineering knowledge.

2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of Class I paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of Class I, Class II, and Class III bikeways on routes identified as high demand access routes; bicycle route signs or bike lanes on selected routes which receive priority maintenance and cleaning.

3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain, and racks that accept U-shaped locks.

4. Other provisions that facilitate bicycle/transit trips. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals.

5. Maintenance of Class I bikeways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation) where county policy supports the use of Article 3 funds for this purpose.

6. Projects identified in a recent (within five years) comprehensive local bicycle or pedestrian plan. We encourage counties to establish a five-year plan for bicycle projects.

7. Projects that enhance or encourage bicycle or pedestrian commutes.

8. Projects in jurisdictions that have bicycle safety education and law enforcement, distribution of bicycle route information, a bicycle parking plan, and priority maintenance of bikeways.

9. Projects which have documented local support in terms of requests for improvement from bicyclists, employers, employees, or residents in the area; or local effort in terms of funding or preliminary studies.

10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.

11. Bicycle Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund a bicycle safety education program and staffing. For a given bicycle safety education project, no more than 50 percent shall be funded with Article 3 funds.

12. Comprehensive Bicycles and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle commuters rather than

recreational bicycle uses). A city or county would be eligible to receive allocations for these plans not more than once every five years.

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Grant Review and Allocations Committee DATE: January 14, 1998

FR: Executive Director

RE: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

SB 506, which is the Senate Transportation Committee's annual omnibus bill of noncontroversial and technical provisions, has recently become law. Among many other things, this law expands the authorized use of local transportation funds that have been set aside for the exclusive use of pedestrians and bicycles (TDA Article 3). Under this bill, up to 20 percent of the monies are now available for allocation to cities and counties for the purposes of restriping Class II bicycle lanes.

Previously, restriping of bicycle lanes was considered an operating or maintenance expense and therefore ineligible for TDA Article 3, which is primarily for construction. Now, it is an eligible expense, provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation.

Staff proposes revisions to MTC's Procedures and Project Evaluation Criteria (MTC Resolution No. 875, Revised) for TDA Article 3 funded pedestrian and bicycle projects in order to reflect the new eligibility requirements under SB 506. We have also proposed some modifications to the procedures that reduce the amount of paperwork and processing for MTC and claimants, yet still meet state requirements and our overall coordination, planning and funding objectives. In the resolution text, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles.

Staff recommends that GR&AC refer MTC Resolution No. 875, Revised to the Commission for approval.

Lawrence D. Dahms

LDD:MR
RES-0875.doc

Metropolitan Transportation Commission
Programming and Allocations Committee

September 13, 2000 **Item Number 2g**

Resolution No. 875, Revised

Subject: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

Background: Last year, MTC changed the way that it produces fund estimates for Transportation Development Act (TDA) Funds that are distributed to local applicants throughout the nine counties. In addition to the procedures by which these estimates are generated, the schedule was changed also.

Staff proposes revisions to MTC's Procedures and Project Evaluation Criteria (MTC Resolution No. 875, Revised) for TDA Article 3 funded pedestrian and bicycle projects in order to reflect the new schedule for TDA fund estimates. We have also proposed some minor grammatical modifications to the procedures.

In the resolution's Attachment A, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles.

Issues: None.

Recommendation: Refer MTC Resolution No. 875, Revised, to the Commission for approval as requested.

Attachments: Deputy Executive Director's Memorandum
MTC Resolution No. 875, Revised

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee DATE: September 13, 2000

FR: Deputy Executive Director

RE: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

Last year, MTC changed the way that it produced fund estimates for Transportation Development Act (TDA) Funds that are distributed to local applicants throughout the nine counties. In addition to the procedures by which these estimates are generated, the schedule was changed also.

Staff proposes revisions to MTC's Procedures and Project Evaluation Criteria (MTC Resolution No. 875, Revised) for TDA Article 3 funded pedestrian and bicycle projects in order to reflect the new schedule for TDA fund estimates. We have also proposed some minor grammatical modifications to the procedures.

In the resolution text, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles.

Staff recommends that the Committee refer MTC Resolution No. 875, Revised to the Commission for approval.

Steve Heminger

LDD:MR
RES-0875.doc

Metropolitan Transportation Commission
Programming and Allocations Committee

May 9, 2001 **Item Number 2l**

Resolution No. 875, Revised

Subject: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

Background: In order to reduce the expense and amount of paperwork submitted by project applicants, forwarded by the congestion management agencies, and then processed by MTC, San Mateo County's congestion management agency (C/CAG) has suggested that by incorporating an attorney certification into the governing body resolution approving the project, it can save paperwork but still meet the intent of addressing any legal certification by the project sponsor. C/CAG also had some suggestions about language to include in the governing body resolution to better ensure that project sponsors can deliver the projects as specified and within established fund deadlines.

The other congestion management agencies and MTC's programming staff agree that this change will simplify procedures while still generating a paper trail of accountability by project sponsors. The changes have been reviewed with MTC's legal staff.

In the resolution's Attachment A, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles. All of the changes are on the first and second pages of Attachment A to the resolution.

Issues: None.

Recommendation: Refer MTC Resolution No. 875, Revised, to the Commission for approval as requested.

Attachments: MTC Resolution No. 875, Revised

Metropolitan Transportation Commission
Programming and Allocations Committee

November 13, 2002 **Item Number 4b**

Resolution No. 875, Revised

Subject: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

Background: MTC has traditionally made TDA Article 3 funds available to cities and counties for pedestrian and bicycle projects. We have also provided funding to ABAG for the Bay Trail Plan as part of this program.

The Solano Transportation Authority has expressed an interest in applying for funds. Although not a county agency, they are a joint powers agency composed of the cities and the county. As such, it, as well as other joint powers agencies that are composed of cities and/or counties, are eligible to apply for TDA Article 3 funds. We therefore propose to amend MTC's procedures to reflect this finding.

At the same time, we are also taking the opportunity to make changes to the wording of the procedures to reflect current practices and the availability of reference manuals on the internet.

In the resolution's Attachment A, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles.

Issues: None.

Recommendation: Refer MTC Resolution No. 875, Revised, to the Commission for approval as requested.

Attachments: MTC Resolution No. 875, Revised

Metropolitan Transportation Commission
Programming and Allocations Committee

April 14, 2004 **Item Number 3d**

Resolution No. 875, Revised

Subject: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

Background: MTC makes TDA Article 3 funds available to cities, counties and joint powers agencies for pedestrian and bicycle projects.

MTC Resolution No. 3620 delegates authority to the MTC Executive Director to approve the allocation and rescission of funds over which MTC has allocation authority, including TDA Article 3. We, therefore, propose to amend MTC's procedures for allocating Article 3 funds to reflect this change.

In addition, two other changes to the procedures are proposed. One specifies that the environmental documents must be no older than three years. The purpose of this change is to discourage the practice whereby an applicant receives a TDA Article 3 grant, does no work on the project for the full three years of the grant, and then requests a rescission and reallocation for the same project to extend it an additional three years, resubmitting the same environmental document. Changes in the need for and scope of the project as well as resultant impacts should be assessed and documented.

The other change is to allow for the possibility of an applicant to receive allocations for a pedestrian or bicycle plan over two successive fund cycles, and apply both grants for the same plan preparation activity. This issue recently came up with the City of Berkeley. They received an allocation last year, but before starting preparation of their pedestrian safety plan, decided to augment the scope and budget. They now plan to contract out for a more comprehensive plan, using the funding from two different TDA grants.

In the resolution's Attachment A, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles.

Issues: None.

Recommendation: Refer MTC Resolution No. 875, Revised, to the Commission for approval as requested.

Attachments: MTC Resolution No. 875, Revised

Metropolitan Transportation Commission
Programming and Allocations Committee

March 2, 2005 **Item Number 4a**

Resolution No. 875, Revised

Subject: Pedestrian and Bicycle Project (TDA Article 3) Funding Procedures (MTC Resolution No. 875, Revised)

Background: The most recent Triennial Performance Audit of MTC recommends that MTC revise its procedures to ensure that allocations do not exceed apportionments. The audit cited TDA article 4 and 8 allocations that exceeded their respective fund estimates. Although there were no instances of noncompliance for article 3, MTC staff proposes a change to the article 3 procedures to ensure continued compliance with the TDA regulations. This relates to how funds from rescinded projects are accounted for.

Counties and congestion management agencies occasionally request MTC to rescind an allocation if a project will not be implemented for one reason or another. Sometimes a partial rescission is requested if a completed project expends less than the amount of the grant. In the past, funds freed up from rescinded projects were added to the amount of the fund estimate so they could be accessed immediately. Staff recommends this procedure be changed, and funds from rescissions of previous years' projects roll into the next year's fund estimate, or a revision to the current fund estimate. Therefore, the funding would only be available for allocation following the inclusion of the rescinded amount in an adopted fund estimate.

Three other changes to the procedures are proposed. One specifies that environmental documents will only be required for projects that entail construction. In the past, we have required that environmental documents be prepared and posted for some TDA article 3 funded activities that are not defined as projects by the California Environmental Quality Act.

Another change specifies that countywide bicycle advisory committees need to evaluate only bicycle (not pedestrian) projects for their unincorporated areas. This will make their role consistent with that of the city bicycle advisory committees. The final change outlines a self-certification procedure for safety standards and implementation schedule.

In the resolution's Attachment A, additions are shown in *italics* and deletions are shown in ~~strike-out~~ type styles.

Issues: None.

Recommendation: Refer MTC Resolution No. 875, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 875, Revised