

Attachment A

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2015/16                      Applicant: City and County of San Francisco

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Contact person: Suzanne Sui Wang, Principal Analyst

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Secondary Contact (in event primary not available): Luis Montoya, Acting Section Leader, Livable Streets

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**Short Title Description of Project:** Bicycle Facility Projects

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Amount of claim: \$511,848

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

Short Title	Functional Description	TDA 3.0 Amount	Total Project Cost
Vision Zero Bike Safety Spot Treatments	This project would implement 1-2 spot improvements related to bicycle safety on the Vision Zero High Injury Corridors (HIC). The HICs were identified primarily through the crash analysis, bike strategy, and requests from stakeholders. Improvements could include but not be limited to: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements like safe hit posts and concrete islands, addition of colored markings, bike boxes, bike turn lanes etc.	\$ 270,000	\$ 270,000
Bicycle Strategy Route Upgrades	This project would implement the enhancement of 1-2 existing corridors included in the bicycle strategy. Corridors have been identified through analysis of crash data, comfort studies, and community outreach input. Improvements could include but not be limited to: striping and signing changes, signal hardware or timing modifications, addition/modification of raised elements like safe hit posts and concrete islands, addition of colored markings, bike boxes, bike turn lanes etc.	\$ 241,848	\$ 241,848
	<b>Total</b>	<b>\$ 511,848</b>	<b>\$ 511,848</b>

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$511,848			\$511,848
list all other sources:					
1.					
2.					
3.					
<b>Totals</b>		<b>\$511,848</b>			<b>\$511,848</b>

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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	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). **	No
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 2018 _____	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

\*\* (E) 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. 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.