



RESOLUTION APPROVING THE FISCAL YEAR 2015/16 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR \$896,237 IN FISCAL YEAR 2015/16 FUNDS AND TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As Local Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which was submitted to the Air District on March 3, 2015; and

WHEREAS, After netting out 5% (\$38,514) for administrative expenses as allowed by Air District guidelines and including deobligated and previously unallocated funds, the Transportation Authority is expected to have \$857,723 in Fiscal Year 2015/16 TFCA funds to program to eligible projects; and

WHEREAS, On February 25, 2015, the Transportation Authority solicited applications for projects from eligible project sponsors for Fiscal Year 2015/16 TFCA funds, and by April 30, 2015, received six applications requesting a total of approximately \$1,490,986 in TFCA funds; and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for



each project, and other factors; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Resolution 15-38); and

WHEREAS, Transportation Authority staff recommended fully funding two projects and partially funding three projects as shown in Table A of Attachment 2; and

WHEREAS, On May 27, 2015, the Citizens Advisory Committee was briefed on the staff recommendation for San Francisco's Fiscal Year 2015/16 TFCA Program of Programs and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On June 16, 2015, the Plans and Programs Committee was briefed on the subject action and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the Fiscal Year 2015/16 TFCA Program of Projects as shown in Table A of Attachment 2; and be it further

RESOLVED, That the Executive Director is authorized to execute any agreements with the Air District necessary to secure \$857,723 for projects and \$38,514 for administrative expenses for a total of \$896,237 in Fiscal Year 2015/16 TFCA Program Manager funds; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.

Attachment:

1. Fiscal Year 2015/16 TFCA Program of Projects – Detailed Recommendation



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of June, 2015, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Nays: (0)

Absent: (0)

Scott Wiener 6/25/15

Scott Wiener
Chair

Date

ATTEST:

Tilly Chang 7/2/15

Tilly Chang
Executive Director

Date

Attachment 1
San Francisco County Transportation Authority
Draft Fiscal Year 2014/2015 TFCA Program of Projects – Detailed Staff Recommendation

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type and cost-effectiveness (CE) ratio]

No.	Sponsor ¹	Project Description	District	Project Priority ²	CE Ratio ³	CO ₂ Reduction ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<p>Short-Term Bicycle Parking - SFMTA will plan, design, environmentally clear, and install 500 bicycle parking racks in San Francisco, providing an additional 1,000 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Project sites will be selected in response to requests from business owners and citizens submitted through the SFMTA website.</p> <p>Notes: Because of TFCA program oversubscription, staff is recommending that this project be funded at 74% of the requested amount. SFMTA staff have confirmed that this funding level would allow the project to advance (revised number of racks pending) while additional funding sources are identified (e.g. Prop K, ATP, Regional TFCA).</p>	Citywide	1	\$87,426	1729.2	\$542,928	\$495,528	\$ 366,925
2	SFE	<p>Emergency Ride Home - Provides reimbursement for taxi, carshare or rental car ride home in cases of emergency or supervisor-approved unscheduled overtime for employees who use alternative modes to get to work. This program provides one year of funding.</p> <p>Notes: Staff costs are higher than prior years because SFE plans to implement a system to allow participants to register directly rather than through employers. The Emergency Ride Home Program has been supported by TFCA since Fiscal Year 2005/06.</p>	Citywide	1	\$89,396	229.9	\$42,991	\$42,991	\$ 42,991
3	SFMTA	<p>New Resident Outreach - SFMTA will provide information to new San Francisco residents about available transportation options (e.g., rideshare, biking, transit) with the intention of reducing single occupancy vehicle (SOV) use before travel habits are established. SFMTA would send mailers to all new residents, then self-selecting respondents would receive further information and engagement. Goal is to reduce ten percent of total SOV vehicles miles traveled by new residents.</p> <p>Notes: Revised cost-effectiveness inputs per Air District guidance for this project type resulted in a staff recommended amount \$7,000 lower than requested by the SFMTA.</p>	Citywide	1	\$89,991	723.5	\$250,500	\$250,500	\$ 243,500

No.	Sponsor ¹	Project Description	District	Project Priority ²	CE Ratio ³	CO ₂ Reduction ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
4	SFMTA	<p>8th and Market Bikeway Improvement - Project will improve bicyclist safety and comfort at the intersection of Market, Grove, Hyde, and 8th Streets. Improvements include two-stage left turn boxes for turns onto eastbound Market Street and onto southbound 8th Street, and a new separated bike facility on 8th Street just south of Market Street, including a transit island for the 19 and 83X bus routes. Project treatments would reduce conflicts between turning bicyclists and motorists, as well as conflicts between bicyclists and transit. SFMTA will plan, environmentally clear, design, and construct the improvements. Construction is anticipated to begin as early as summer 2016.</p> <p>Notes: Revised cost-effectiveness inputs per Air District guidance for this project type resulted in a staff recommended amount \$13,013 lower than requested by the SFMTA.</p>	6	1	\$89,999	944.2	\$175,401	\$175,401	\$ 162,388
5	SFDPH	<p>San Francisco General Hospital Shuttle: BART Loop Expansion Pilot - Provides three years of funding for the addition of a single early morning run to existing shuttle service that connects SFGH to 24th Street BART station. According to the 2013 SFGH Transportation Commute Survey, 20% of employees arrive at the hospital at 6:00 AM, before comparable MUNI bus service begins. The shuttle would be open to the public. Funds will be used for shuttle operations contract and DPH labor for marketing and evaluation.</p> <p>Notes: To meet Air District cost effectiveness requirements, this pilot project must result in a minimum of 10 daily trips the first year, 20 daily trips the second year, and 40 daily trips the third year.</p>	10 (6,9)	2	\$249,505	61.3	\$41,919	\$41,919	\$ 41,919

TOTAL \$1,053,739 \$1,006,339 \$857,723

Total TFCA Funding Available for Projects: \$857,723

Total TFCA Recommended: \$857,723

Surplus/(Shortfall) \$0

No.	Sponsor ¹	Project Description	District	Project Priority ²	CE Ratio ³	CO ₂ Reduction ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
TABLE B--PROJECT NOT RECOMMENDED FOR TFCA FUNDS									
6	SFDPH	<p>San Francisco General Hospital Shuttle: Pilot Loop to Caltrain and Transbay Terminal - Would provide three years of funding for a shuttle bus pilot project to connect SFGH directly to the 4th and King Caltrain Station and the Transbay Terminal to encourage more regional commuters to take advantage of public transit. According to the 2013 SFGH Transportation Commute Survey, 56% of SFGH commuters drive alone to work. The shuttle would operate 4 hours during both the morning and afternoon commute hours, and would consist of two buses, each with a 35-passenger capacity able to make 12 trips per vehicle per day.</p> <p>Notes: Project not recommended for funding because of project type priority order and size of request. Staff believes the project would be effective in reducing emissions and will work with DPH and Air District staff to explore funding options with Regional TFCA funding in early Fiscal Year 2015/16.</p>	10 (6,9)	2	\$116,568	2166.7	\$729,840	\$484,647	\$ -
Total:							\$729,840	\$484,647	\$ -

¹ Sponsor acronyms include Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Health (SFDPH).

² Priority based on project type is established in the Local Expenditure Criteria.

³ The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. Most projects must have a CE ratio that is \$90,000 or less to be eligible for Fiscal Year 2015/16 funds. Pilot shuttle projects in Community Air Risk Evaluation (CARE) Program areas must have a CE ratio that is \$500,000 or less during the first year, \$250,000 or less by the end of the second year and \$125,000 or less by the end of the third year to be eligible.

⁴ CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.