

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.2**

**MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION:** Parking and Traffic Division

**BRIEF DESCRIPTION:** Approving traffic modifications itemized below

**SUMMARY:**

- These Parking and Traffic items are being submitted for approval by the SFMTA Board.
- Before Proposition A, Stop signs and traffic items were approved by the Board of Supervisors. After Proposition A was passed, items I through L were returned by the Clerk of the Board to the SFMTA for approval.

**Benefit to the SFMTA 2008 – 2012 Strategic Plan:**

- Goal 1 – Customer Focus
  - 1.1 – Improve safety and security across all modes of transportation
- Goal 2 – Customer Focus
  - 2.4 – Reduce congestion through major corridors
  - 2.5 – Manage parking supply to align with SFMTA and community goals

**ENCLOSURES:**

1. MTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

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EXECUTIVE DIRECTOR/CEO

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SECRETARY

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ASSIGNED MTAB CALENDAR DATE: \_\_\_\_\_

## ITEMS:

- A. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME - Yerba Buena Avenue, north side, from the Miraloma Drive crosswalk to 35 feet westerly. **PH: 1/11/08 Requested by: SFMTA**
- B. ESTABLISH - NO STOPPING ANYTIME - Persia Avenue, south side, from Paris Street to 31 feet westerly and Lisbon Street, west side, from Silver Avenue to 75 feet southerly. **PH: 1/11/08 Requested by: SFMTA**
- C. ESTABLISH - PERPENDICULAR (90-DEGREE ANGLE) PARKING - McCoppin Street, south side, from 25 feet east of Stevenson Street to 25 feet west of Jessie Street. **PH: 1/11/08 Requested by: DPW**
- D. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME - Jessie Street, west side, from McCoppin Street to 108 feet southerly; Stevenson Street, east side, from McCoppin Street to 228 feet southerly; Elgin Park, west side, from Duboce Avenue to 114 feet northerly. **PH: 1/11/08 Requested by: DPW**
- E. RESCIND - NO PARKING ANYTIME - Jessie Street, east side, from McCoppin Street to 40 feet southerly; Stevenson Street, west side, from McCoppin Street to 160 feet southerly; Elgin Park, east side, from Duboce Avenue to 46 feet northerly. **PH: 1/11/08 Requested by: DPW**
- F. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME - Divisadero Street, east side, from Geary Boulevard to 83 feet southerly. **PH: 1/18/08 Requested by: DPW**
- G. ESTABLISH - SIDEWALK WIDENING - Beckett Street, east side, from 47 feet to 232 feet north of Jackson Street. (Widening the sidewalk from 5-feet to 7.5-feet) and Wentworth Place, west side, from 47 feet to 237 feet north of Washington Street.(Widening the sidewalk from 5-feet to 10- feet). **PH: 1/11/08 Requested by: DPW**
- H. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME - Wentworth Place, west side, from Washington Street to Jackson Street. **PH: 1/11/08 Requested by: Resident**
- I. ESTABLISH - UNMETERED MOTORCYCLE PARKING - 27th Avenue, west side, from driveway of 671 27th Avenue to 5.5 feet northerly. **PH: 12/10/07 Requested by: Resident**
- J. ESTABLISH - NO LEFT TURN –Ocean Avenue, eastbound at Howth Street. **PH: 12/10/07 Requested by: SFMTA**
- K. ESTABLISH - NO LEFT TURN AFTER BALLPARK EVENTS - Armstrong Avenue, westbound, at 3rd Street . **PH: 12/10/07 Requested by: SFMTA**
- L. ESTABLISH - STOP SIGNS -Wayland Street at Girard Street, stopping Wayland Street, making this intersection an All-Way STOP; 18th Street and San Carlos Street, stopping San Carlos Street; Byxbee and Shields Streets, stopping Shields Street, making this intersection an All-Way STOP; Ralston and Shields Streets, stopping Shields Street, making this intersection an All-Way STOP; Ostego and Santa Ynez Avenues, stopping Santa Ynez Avenue, making this intersection an All-Way STOP; Marview Way and Palo Alto Avenue, stopping westbound Palo Alto Avenue; Annapolis Terrace at Turk Boulevard; Roselyn Terrace at Turk Boulevard; Kittredge Terrace at Turk Boulevard; Temescal Terrace at Turk Boulevard; Delano and Santa Ynez Avenues, stopping Delano Avenue, making this intersection an All-Way STOP; and Delano and San Juan Avenues, stopping Delano Avenue, making this intersection an All-Way STOP. **PH: 12/10/07 Requested by: SFMTA**

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME - Yerba Buena Avenue, north side, from the Miraloma Drive crosswalk to 35 feet westerly.
- B. ESTABLISH - NO STOPPING ANYTIME - Persia Avenue, south side, from Paris Street to 31 feet westerly and Lisbon Street, west side, from Silver Avenue to 75 feet southerly.
- C. ESTABLISH - PERPENDICULAR (90-DEGREE ANGLE) PARKING - McCoppin Street, south side, from 25 feet east of Stevenson Street to 25 feet west of Jessie Street
- D. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME - Jessie Street, west side, from McCoppin Street to 108 feet southerly; Stevenson Street, east side, from McCoppin Street to 228 feet southerly; Elgin Park, west side, from Duboce Avenue to 114 feet northerly.
- E. RESCIND - NO PARKING ANYTIME - Jessie Street, east side, from McCoppin Street to 40 feet southerly; Stevenson Street, west side, from McCoppin Street to 160 feet southerly; Elgin Park, east side, from Duboce Avenue to 46 feet northerly.
- F. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME - Divisadero Street, east side, from Geary Boulevard to 83 feet southerly.
- G. ESTABLISH - SIDEWALK WIDENING - Beckett Street, east side, from 47 feet to 232 feet north of Jackson Street. (Widening the sidewalk from 5-feet to 7.5-feet) and Wentworth Place, west side, from 47 feet to 237 feet north of Washington Street. (Widening the sidewalk from 5-feet to 10- feet).
- H. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME - Wentworth Place, west side, from Washington Street to Jackson Street.
- I. ESTABLISH - UNMETERED MOTORCYCLE PARKING - 27th Avenue, west side, from driveway of 671 27th Avenue to 5.5 feet northerly.
- J. ESTABLISH - NO LEFT TURN –Ocean Avenue, eastbound at Howth Street.
- K. ESTABLISH - NO LEFT TURN AFTER BALLPARK EVENTS - Armstrong Avenue, westbound, at 3rd Street .
- L. ESTABLISH - STOP SIGNS -Wayland Street at Girard Street, stopping Wayland Street, making this intersection an All-Way STOP; 18th Street and San Carlos Street, stopping San Carlos Street; Byxbee and Shields Streets, stopping Shields Street, making this intersection an All-Way STOP; Ralston and Shields Streets, stopping Shields Street, making this intersection an All-Way STOP; Ostego and Santa Ynez Avenues, stopping Santa Ynez Avenue, making this intersection an All-Way STOP; Marview Way and Palo Alto Avenue, stopping westbound Palo

Alto Avenue; Annapolis Terrace at Turk Boulevard; Roselyn Terrace at Turk Boulevard; Kittredge Terrace at Turk Boulevard; Temescal Terrace at Turk Boulevard; Delano and Santa Ynez Avenues, stopping Delano Avenue, making this intersection an All-Way STOP; and Delano and San Juan Avenues, stopping Delano Avenue, making this intersection an All-Way STOP.

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Executive Director/CEO and the Director of Parking and Traffic, does hereby approve the changes as attached.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of

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Secretary, Municipal Transportation Agency Board

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.3**

**MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:** Resolution authorizing the Executive Director/CEO or his designee to submit project applications to the Metropolitan Transportation Commission for the Transit Capital Priority process to programs capital funding for FY 2009 for the Federal formula funding programs and for Surface Transportation Program funds.

**SUMMARY:**

- The Metropolitan Transportation Commission (MTC) has issued a call for transit operators in the region to submit project applications to receive Federal formula funds and Surface Transportation Program (STP) funds for capital projects.
- Federal formula and STP funds are primary sources of funding for the San Francisco Municipal Railway's capital program.
- In order to receive such funding, the SFMTA must submit capital project applications to MTC for consideration in the Federal Transit Administration (FTA) Section 5307 formula program, Section 5309 Fixed Guideway formula program, and STP program.
- MTC also requires an authorizing resolution from this Board committing the SFMTA to provide the necessary local match for the projects and providing assurances of SFMTA's capacity to complete the projects.

**ENCLOSURES:**

1. MTAB Resolution

**APPROVALS:**

**DATE**

DEPUTY OF DIVISION  
PREPARING ITEM

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FINANCE

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DIRECTOR

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SECRETARY

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ADOPTED RESOLUTION  
BE RETURNED TO

Margurite Fuller

ASSIGNED MTAB CALENDAR DATE: \_\_\_\_\_

**EXPLANATION:**

In its role as the region's designated metropolitan planning organization, MTC has issued a call for projects from eligible federal grantees. MTC requires lists of projects from transit operators in order to program the annual regional apportionment of Federal formula funds for FY2009 FTA Section 5307 formula funds, Section 5309 Fixed Guideway funds, and STP funding. These funds are the primary sources of federal funding for Muni's capital program.

In order to be eligible for capital funding from these federal programs, MTC requires that the SFMTA submit an SFMTA Board resolution authorizing the Executive Director/CEO to file project applications for these funds. The resolution should provide assurances that the SFMTA will have the capacity to match federal funds with non-federal funds and be able to complete the projects. The SFMTA will secure the required non-federal matching funds separately by tapping into various state, regional and local fund sources.

The established projects submitted to MTC incorporate and are consistent with Muni's priorities as established by the SFMTA Board in the adopted FY 2008 Short Range Transit Plan and Capital Improvement Program. The projects are as follows:

- Central Control & Communications (C3) Facility
- Subway PA & Passenger Display Systems Replacement (C3)
- Cable Car Infrastructure Rehabilitation Program 1998-2009
- Cable Car Vehicle Renovation
- Escalator Rehabilitation
- Historic Vehicle Rehabilitation
- Motor Coach Replacement – 45-40' Alternate Fuels Vehicles
- Overhead Rehabilitation Program 1998-2009
- Rail Replacement Program 1998-2009
- Wayside Fare Collection Equipment Rehab/Replacement
- Wayside/Central Train Control Program
- Woods Division Vehicle Lifts Rehab/Replacement
- Miscellaneous. Security Improvements & Graffiti Prevention
- Neoplan Clean Diesel Vehicle Rehabilitation – 170 Vehicles

MTC will program funds for FY 2009 using a distribution formula that was developed in cooperation with the Region's transit operators as part of the regional Transit Capital Priorities (TCP) process. The SFMTA will not receive the total amount requested; rather, the SFMTA will receive a portion of the requested funds based on the TCP distribution formula.

SFMTA has applied to MTC for funding, and is committed to providing non-federal match for that funding, up to the amounts shown below:

Federal funds	\$64,435,098
Non-federal matching funds	<u>16,108,774</u>
TOTAL	\$80,543,872

SFMTA's TCP submission helps to ensure financial stability and effective resource utilization

(Goal 4 in the SFMTA's 2008-2012 Strategic Plan) by maintaining a continuing capital funding revenue stream.

The City Attorney has reviewed this calendar item.

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law Public Law 109-59, August 10, 2005) continues the Federal Transit Administration Formula Programs (23 U.S.C. §53) and Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, Pursuant to SAFETEA-LU, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) Formula or Surface Transportation Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

WHEREAS, SFMTA is an eligible project sponsor for FTA Section 5307, FTA Section 5309 FG, or Surface Transportation Program funds; and

WHEREAS, SFMTA wishes to submit grant applications to MTC for funds from the FY 2008-09 FTA Section 5307, FTA 5309 FG, and/or Surface Transportation Program funds for the following projects (the "Projects"):

- Central Control & Communications (C3) Facility
- Subway PA & Passenger Display Systems Replacement (C3)
- Cable Car Infrastructure Rehabilitation Program 1998-2009
- Cable Car Vehicle Renovation
- Escalator Rehabilitation
- Historic Vehicle Rehabilitation
- Motor Coach Replacement – 45-40' Alternate Fuels Vehicles
- Overhead Rehabilitation Program 1998-2009
- Rail Replacement Program 1998-2009
- Wayside Fare Collection Equipment Rehab/Replacement
- Wayside/Central Train Control Program
- Woods Division Vehicle Lifts Rehab/Replacement
- Miscellaneous. Security Improvements & Graffiti Prevention
- Neoplan Clean Diesel Vehicle Rehabilitation – 170 Vehicles; and



WHEREAS, MTC requires, as part of the application, a resolution from the SFMTA's governing board stating that the sponsor will commit to providing the necessary local matching funds of at least 20% for FTA Section 5307 and FTA Section 5309 FG and 11.47% for Surface Transportation Program funds; and

WHEREAS, The sponsor understands that the FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funding is fixed at the programmed amount, and therefore, any cost increase cannot be expected to be funded from FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funds; and

WHEREAS, The sponsor provides assurances that it will complete the project as described in the application, and if approved, as programmed in MTC's TIP; and

WHEREAS, The sponsor understands that FTA funds must be obligated within three years of programming and the Surface Transportation Program funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program; and

WHEREAS, SFMTA's Transit Capital Priorities submission helps to ensure financial stability and effective resource utilization (Goal 4 in the SFMTA's 2008-2012 Strategic Plan) by maintaining a continuing capital funding revenue stream; now, therefore, be it

RESOLVED, That SFMTA is authorized to execute and file applications for funding under the FTA Section 5307, FTA Section 5309 FG, and/or Surface Transportation Program of SAFETEA-LU in the amount of \$59,403,116 for the following Projects (the "Projects"):

- Central Control & Communications (C3) Facility
- Subway PA & Passenger Display Systems Replacement (C3)
- Cable Car Infrastructure Rehabilitation Program 1998-2009
- Cable Car Vehicle Renovation
- Escalator Rehabilitation
- Historic Vehicle Rehabilitation
- Motor Coach Replacement – 45-40' Alternate Fuels Vehicles
- Overhead Rehabilitation Program 1998-2009
- Rail Replacement Program 1998-2009
- Wayside Fare Collection Equipment Rehab/Replacement
- Wayside/Central Train Control Program
- Woods Division Vehicle Lifts Rehab/Replacement
- Miscellaneous. Security Improvements & Graffiti Prevention
- Neoplan Clean Diesel Vehicle Rehabilitation – 170 Vehicles; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors affirms that the SFMTA will provide \$16,108,774 in various local, regional, and state matching funds for the Projects; and be it

FURTHER RESOLVED, That the SFMTA understands that the FTA Sections 5307 and 5309 FG and STP funding for the Projects is fixed at \$64,435,098, and that any cost increases must be funded by the SFMTA from various local, regional, and state matching funds, and that SFMTA does not expect any cost increases to be funded with FTA Sections 5307 and 5309 FG and Surface Transportation Program funds; and be it

FURTHER RESOLVED, That the Projects will be built and/or implemented as described in this resolution and, if approved, for the amount shown in the MTC TIP with obligation occurring within the timeframe established below; and be it

FURTHER RESOLVED, That the program funds are expected to be obligated by September 30 of the year for which the project is programmed in the TIP; and be it

FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Section 5307 and 5309 FG or Surface Transportation Program funded project in the TIP; and be it

FURTHER RESOLVED, That MTC is requested to support the application for the projects described in the resolution and to program the Projects, if approved, in MTC's TIP.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

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Secretary, Municipal Transportation Agency Board

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

**MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:**

Authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Executive Director/CEO (or his designee), to accept and expend \$36,000 in regional Transportation for Clean Air funds for design and construction of the 7<sup>th</sup> Avenue Traffic Calming Project.

**SUMMARY:**

- SFMTA requests authority to accept and expend \$36,000 in regional Transportation for Clean Air (TFCA) funds for design and construction of the 7th Avenue Traffic Calming Project.
- The purpose of the TFCA grant program is to reduce emissions from motor vehicles.
- This proposal is part of the area-wide traffic calming project for the Inner Sunset neighborhood.
- The City Attorney has reviewed this report.

**ENCLOSURES:**

1. Resolution

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

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FINANCE

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EXECUTIVE DIRECTOR /CEO

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SECRETARY

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ADOPTED RESOLUTION  
BE RETURNED TO

Eileen C. Ross, SFMTA Finance

**ASSIGNED SF MTAB CALENDAR DATE:** \_\_\_\_\_

**EXPLANATION:**

The San Francisco Municipal Transportation Agency (SFMTA) was awarded funds for the 7th Avenue Traffic Calming Project by the Bay Area Air Quality Management District (BAAQMD) on November 7, 2007 as part of the regional Transportation for Clean Air (TFCA) grant program. The purpose of the TFCA grant program is to reduce emissions from motor vehicles. This project helps improve access and safety for pedestrians and public transit in the Inner Sunset neighborhood.

The SFMTA Traffic Calming Program will redesign and re-stripe 7th Avenue between Laguna Honda Boulevard and Lincoln Way. Regional TFCA funds would be used to re-stripe 7th Avenue and retime the signals along 7th Avenue.

This proposal helps pedestrians by calming traffic and creating space for a pedestrian island on 7th Avenue at Moraga Street to ease crossings at this mid-block crosswalk leading to a transit stop. This work is part of a larger area-wide traffic calming plan for the Inner Sunset neighborhood to reduce cut-through traffic, discourage speeding, improve safety, and improve access to the neighborhood commercial district and key transit lines. SFMTA worked with key stakeholders in the neighborhood as part of the area-wide traffic calming study. The 7th Avenue Traffic Calming Project has a high level of community support.

The 7<sup>th</sup> Avenue Traffic Calming Project will further the following goals and objectives of the Strategic Plan:

- Goal 1 – Customer Focus
  - 1.1 – Improve safety and security across all modes of transportation
  - 1.5 – Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, rideshare)
- Goal 2 – Customer Focus
  - 2.3 – Fulfill bicycle and pedestrian network connectivity
- Goal 4 – Financial Capacity
  - 4.2 – Ensure efficient and effective use of resources

The City Attorney's Office has reviewed this calendar item.

Staff recommends that the SFMTA Board approve the attached resolution authorizing the SFMTA, through its Executive Director/CEO or his designee, to accept and expend \$36,000 in Regional TFCA funds for the 7<sup>th</sup> Avenue Traffic Calming Project.

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) was awarded \$36,000 in funds for the 7<sup>th</sup> Avenue Traffic Calming Project by the Bay Area Air

Quality Management District (BAAQMD) on November 7, 2007 as part of the regional Transportation for Clean Air (TFCA) grant program; and

WHEREAS, The purpose of the TFCA grant program is to reduce emissions from motor vehicles; and

WHEREAS, The SFMTA Traffic Calming Program will redesign and re-stripe 7<sup>th</sup> Avenue between Laguna Honda Boulevard and Lincoln Way and retime the signals along 7<sup>th</sup> Avenue; and

WHEREAS, This work is part of a larger area-wide traffic calming plan for the Inner Sunset neighborhood to reduce cut-through traffic, discourage speeding, improve safety, and improve access to the neighborhood commercial district and key transit lines; now, therefore, be it

RESOLVED, That the Board of Directors authorizes the SFMTA, through its Executive Director/CEO (or his designee), to accept and expend \$36,000 in Regional TFCA funds for the 7<sup>th</sup> Avenue Traffic Calming Project; and be it further

RESOLVED, That the Board of Directors authorizes the Executive Director/CEO (or his designee) to execute agreements and other documents required for receipt of these funds.

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

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\_\_\_\_\_  
Secretary, SF Municipal Transportation Agency  
Board

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.5**

**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:**

Amending previously adopted SFMTA Board accept and expend resolutions for approximately \$3.175 million in grant funds that included language requiring Board of Supervisors approval.

**SUMMARY:**

- On November 6, 2007, the voters of the City and County of San Francisco passed Proposition A. As a result of the passage of Proposition A, the SFMTA now has the exclusive authority to accept and expend grant funds without approval by the Board of Supervisors.
- This Board approved seven accept and expend resolutions for approximately \$3.175 million in grant funds that contained language regarding approval of the acceptance and expenditure of the funds by the Board of Supervisors.
- As Board of Supervisors approval is no longer necessary, these seven accept and expend grant awards require re-approval by the SFMTA Board without the language requiring Board of Supervisor's approval.
- The City Attorney has reviewed this calendar item.

**ENCLOSURES:**

1. Resolutions

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

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FINANCE

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EXECUTIVE DIRECTOR /CEO

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SECRETARY

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ADOPTED RESOLUTION  
BE RETURNED TO

Joel C. Goldberg, Grants Procurement Manager

ASSIGNED SFMTA BOARD CALENDAR DATE: \_\_\_\_\_

**EXPLANATION:**

At various SFMTA Board meetings prior to the November 6, 2007 passage of Proposition A, the SFMTA Board approved the seven following accept/expend resolutions that included language requesting the Board of Supervisors to approve SFMTA’s acceptance and expenditure of approximately \$3.175 million in grant funds. As a result of the passage of Proposition A, the SFMTA now has the exclusive authority to accept and expend grant funds without approval by the Board of Supervisors. Therefore, it is necessary to remove language in the previously adopted resolutions about Board of Supervisors required approval.

Resolution Number	Date	Fund Amount and Recap	Language to be deleted
07-143	September 4, 2007	\$1,438,590 of Caltrans funds for its Safe Routes to Schools program	“; and, be it FURTHER RESOLVED, That the MTA Board of Directors commends this matter to the Board of Supervisors for its review and approval”
07-144	September 4, 2007	\$180,000 for TransLink rollout	“and WHEREAS, Under Section 10.171, the department must obtain approval by the Board of Supervisors for acceptance and expenditure of grant funds;”
07-155	October 2, 2007	\$500,000 for the Eastern Neighborhoods Transportation Plan	“FURTHER RESOLVED, That the MTA Board of Directors commends this matter to the Board of Supervisors for its review and approval.”
07-163	October 16, 2007	\$200,000 for Addison and Digby Traffic Circle Project	“; and be it further RESOLVED, That the SFMTA Board of Directors recommends that the Board of Supervisors approve the acceptance and expenditure of the RTIP funds for this Project”

Resolution Number	Date	Fund Amount and Recap	Language to be deleted
07-172	November 6, 2007	\$181,200 for Safe Routes to Transit	“and WHEREAS, Under Section 10.171, the department must obtain approval by the Board of Supervisors for acceptance and expenditure of grant funds;” [and] “; and be it further RESOLVED,

			That the SFMTA Board of Directors recommends that the Board of Supervisors approve the acceptance and expenditure of the RM-2 funds for this project”
07-176	November 20, 2007	\$120-130,000 per year for five years from the Transportation Security Administration for canine bomb detection program	“; and, be it further RESOLVED, That the SFMTA Board of Directors commends this matter to the Board of Supervisors for its review and approval”
07-177	November 20, 2007	\$50,000 in Regional Signal Timing Program funds for 63 intersections along the Third Street Light Rail Line	“RESOLVED, That the MTA Board commends this matter to the Board of Supervisors for its approval to accept and expend the aforementioned grant funds for this Project; and be it further...” [and] ... “pending approval of the Board of Supervisors”

The actions in front of SFMTA Board today would do the following:

- Amend seven previously approved SFMTA Board resolutions to remove language (as described above) urging the Board of Supervisors to approve the acceptance and expenditure of grant funds totaling approximately \$3.175 million; and,
- Allow members of the public an additional opportunity to address these projects because they may have otherwise wanted to do so before the Board of Supervisors. Therefore, SFMTA brings this matter back to the SFMTA Board so that members of the public may have a final opportunity to express their concerns about the matters.

This item is consistent with Goal 4 of the Strategic Plan, “To ensure financial stability and effective resource utilization.”

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, On September 4, 2007, the San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board) adopted Resolution No. 07-143, approving the acceptance and expenditure of \$1,438,590 of Caltrans funds for the Safe Routes to Schools program; and

WHEREAS, On September 4, 2007, the SFMTA Board adopted Resolution No. 07-144, approving the acceptance and expenditure of \$180,000 for the TransLink® rollout; and



WHEREAS, On October 2, 2007, the SFMTA Board adopted Resolution No. 07-155, approving the acceptance and expenditure of \$500,000 from the San Francisco Foundation for the Eastern Neighborhoods Transportation Plan; and

WHEREAS, On October 16, 2007, the SFMTA Board adopted Resolution No. 07-163, approving the acceptance and expenditure of \$200,000 for the Addison and Digby Traffic Circle Project; and

WHEREAS, On November 6, 2007, the SFMTA Board adopted Resolution No. 07-172, approving the acceptance and expenditure of \$181,200 in Safe Routes to Transit funds; and

WHEREAS, On November 20, 2007, the SFMTA Board adopted Resolution No. 07-176, approving the acceptance and expenditure from the Transportation Security Administration of \$120-130,000 per year for five years for SFMTA's canine bomb detection program; and

WHEREAS, On November 20, 2007, the SFMTA Board adopted Resolution No. 07-177, approving the acceptance and expenditure of \$50,000 in Regional Signal Timing Program funds for 63 intersections along the Third Street Light Rail Line; and

WHEREAS, The seven resolutions described above all contained language regarding required approval by the Board of Supervisors to accept and expend the requested grant funds; and

WHEREAS, As a result of the passage of Proposition A by the voters on November 6, 2007, SFMTA now has authority to accept and expend grant funds without approval by the Board of Supervisors; and

WHEREAS, Since members of the public may have anticipated discussing the seven requests for grant funds before the Board of Supervisors, the SFMTA would like to give them a final opportunity to comment about the items before the SFMTA Board; now, therefore be it

RESOLVED, That the SFMTA Board of Directors amends seven resolutions previously adopted by the SFMTA Board of Directors by deleting language regarding required approval by the Board of Supervisors to accept and expend the requested grant funds as follows:

- Resolution No. 07-143 – delete final “Resolved” clause;
- Resolution No. 07-144 – delete final “Whereas” clause;
- Resolution No. 07-155 – delete final “Resolved” clause;
- Resolution No. 07-163 – delete final “Resolved” clause
- Resolution No. 07-172 – delete final “Whereas” clause and final “Resolved” clause
- Resolution No. 07-176 – delete final “Resolved” clause
- Resolution No. 07-177 – delete the second “Resolved” clause and the following language from the third “Resolved” clause: “pending approval of the Board of Supervisors.”

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.6**

**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION: Transportation Planning and Development Division**

**BRIEF DESCRIPTION:**

Requesting authorization for the Executive Director/CEO to execute Agreement Modification No. 1 to SFMTA Contract No. 4128-06/07, Environmental Review of the Bicycle Plan Projects, with Wilbur Smith Associates, providing environmental review services adding an additional \$176,000 for a total contract amount not to exceed \$476,000.

**SUMMARY:**

- At its January 30, 2007 Meeting, the SFMTA Board of Directors adopted Resolution No. 07-012, authorizing the Executive Director/CEO to approve an agreement to perform environmental review services for the Bicycle Plan Projects.
- In March 2007, the SFMTA selected Wilbur Smith Associates as a contractor to provide environmental review services for the Bicycle Plan Projects.
- At its December 4, 2007 Meeting, the SFMTA Board of Directors adopted Resolution No. 07-185, endorsing changes to the Bicycle Plan Projects (composed of the Policy Framework and Network Improvement Documents and specific bicycle improvement projects) for purposes of environmental review; and approving a revised scope of the environmental review for these Projects.
- Both the City Attorney and the Office of Contract Compliance have reviewed this calendar item.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Agreement Modification No. 1

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

\_\_\_\_\_

\_\_\_\_\_

FINANCE

\_\_\_\_\_

\_\_\_\_\_

EXECUTIVE DIRECTOR/CEO

\_\_\_\_\_

\_\_\_\_\_

SECRETARY

\_\_\_\_\_

\_\_\_\_\_

ADOPTED RESOLUTION  
BE RETURNED TO

Dustin White, SFMTA, 1SVN, 7<sup>th</sup> Floor

\_\_\_\_\_

ASSIGNED SFMTAB CALENDAR DATE: \_\_\_\_\_

**EXPLANATION:**

At its January 30, 2007 meeting, the SFMTA Board of Directors endorsed the Bicycle Plan Projects for purposes of initiating environmental review, approved a proposed scope of work for the environmental review, and authorized the Executive Director/CEO to approve an agreement to perform environmental review services for the Bicycle Plan Projects. At its December 4, 2007 meeting, the SFMTA Board of Directors endorsed changes to the Bicycle Plan Projects for purposes of environmental review, and approved a revised scope of work for the environmental review.

The SFMTA selected Wilbur Smith Associates as a contractor to provide environmental review services for the Bicycle Plan Projects in March 2007 under SFMTA Contract No. 4128-06/07 at a cost not to exceed \$300,000, and for a term not to extend beyond June 30, 2009. SFMTA staff has been working closely with the contractor and the Planning Department's Division of Major Environmental Analysis (MEA) on the environmental review of the Bicycle Plan Projects.

The scope of the environmental review for the Bicycle Plan Projects has changed since the execution of Contract No. 4128-06/07. The study methodology has been refined in coordination with MEA to account for detailed analyses of transit, parking, pedestrian, and loading impacts along selected corridors that may result from implementation of Bicycle Plan Projects. Additionally, the scope of the projects being reviewed has expanded to include bicycle improvements proposed by other City agencies as part of ongoing planning efforts, and proposed by public comments received in response to a Public Scoping Meeting held in June 2007. Finally, to ensure quality work products, additional drafts of several contract deliverables have been added.

Specific scope changes include:

- The selection and analysis of morning study intersections
- Additional transit corridors and transit hot spots for transit impact analysis
- Additional loading and parking corridors for analysis
- Additional analysis of transit, parking, bicycle and pedestrian impacts for projects not included in specific corridor analyses
- Additional refinement of the Project Description
- Additional drafts of the Environmental Impact Report (EIR) Initial Study
- Additional drafts of the Consolidated Transportation Impact Study
- Additional drafts of the Draft EIR
- Additional drafts of the EIR Comments and Responses Document

The proposed amendment to Contract No. 4128-06/07 for environmental review services for the Bicycle Plan Projects will help further the following goals, objectives, and initiatives in the SFMTA Strategic Plan:

GOAL 1: Customer Focus

Objective 1.1 Improve safety and security across all modes of transportation  
Objective 1.5 Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, and rideshare)  
Initiative 1.5 Complete Bicycle and Pedestrian Master Plan

GOAL 2: Customer Focus

Objective 2.3 Fulfill bicycle and pedestrian network connectivity  
Initiative 1.5 Complete Bicycle and Pedestrian Master Plan

SFMTA staff recommends modifying SFMTA Contract No. 4128-06/07

Next Steps:

- Complete a draft EIR for the San Francisco Bicycle Plan Projects (anticipated by Fall 2008).
- Update the SFMTA Board periodically on the status of environmental review and planning related to the Bicycle Plan.
- After Planning Commission certification of the Final EIR, seek SFMTA Board approval of the Bicycle Plan and specific bicycle projects (anticipated by early 2009).

The City Attorney's Office and the Office of Contract Compliance have reviewed this item.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, Completing environmental review of the Bicycle Plan Policy Framework and Network Improvement documents ("the Bicycle Plan") and specific projects contained within the Bicycle Plan (the Bicycle Plan and these specific projects are referred to collectively as the "Bicycle Plan Projects") are necessary steps in completion of the citywide bicycle route network that will encourage the use of sustainable alternatives to private motor vehicles in accordance with the San Francisco Municipal Transportation Agency's Strategic Plan Goal 1 and will provide the public with safe and convenient bicycle access throughout the City in accordance with the SFMTA's Strategic Plan Goal 2; and

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors authorized the Executive Director/CEO to approve an agreement to perform environmental review services for the Bicycle Plan Projects on January 30, 2007; and

WHEREAS, The SFMTA entered into Contract No. 4128-06/07, Environmental Review of the Bicycle Plan Projects, with Wilbur Smith Associates on March 30, 2007, in an amount not to exceed \$300,000, and for a term not to extend beyond June 30, 2009; and

WHEREAS, The scope of the environmental review for the Bicycle Plan Projects has changed since the execution of Contract No. 4128-06/07; now therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to execute Agreement Modification No. 1 to Contract No. 4128-06/07, Environmental Review of the Bicycle Plan Projects to Wilbur Smith Associates for an additional amount not to exceed \$176,000 for a total contract amount not to exceed \$476,000 after the Agreement has been approved by the Civil Service Commission.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

Board

\_\_\_\_\_  
Secretary, San Francisco Municipal Transportation Agency

MODIFICATION NO. 1

TO AGREEMENT FOR PROFESSIONAL SERVICES

WITH

WILBUR SMITH ASSOCIATES

FOR

ENVIRONMENTAL REVIEW SERVICES

CONTRACT NO. 4128-06/07

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

CITY & COUNTY OF SAN FRANCISCO

**MODIFICATION NO. 1**  
**TO PROFESSIONAL SERVICES AGREEMENT**

THIS AGREEMENT TO MODIFY, made and entered into this \_\_\_ day of \_\_\_\_\_, 2008, by and between the City and County of San Francisco (hereinafter referred to as “City”), acting by and through its Municipal Transportation Agency (hereinafter referred to as “SFMTA”), and Wilbur Smith Associates (hereinafter referred to as “Contractor”).

### **Recitals**

WHEREAS, The SFMTA entered into a professional services agreement with the Contractor to provide environmental review services for the Bicycle Plan Projects, San Francisco Municipal Transportation Agency; and

WHEREAS, approval for said Agreement was obtained from a Civil Service Commission Notice of Action for Contract Number **4128-06/07** on March 5, 2007; and

WHEREAS, The SFMTA desires to modify the Agreement to increase the compensation to the new amount of Four Hundred and Seventy Six Thousand dollars (\$476,000);

NOW, THEREFORE, IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. Section 5 of the Agreement, *Compensation*, is deleted in its entirety and shall be replaced with the following:

The breakdown of costs and schedule for payment based on Contractor's completion of contract milestones appears in Appendix B, “Calculation of Charges,” attached hereto and incorporated by reference as though fully set forth herein. SFMTA shall make payments to Contractors for completion of tasks listed in Appendix B that the Executive Director/CEO of the SFMTA concludes have been performed in accordance with this Agreement, in his or her sole discretion. In no event shall the amount of this Agreement exceed \$600,000.

No charges shall be incurred under this Agreement nor shall any payments become due to Contractor until reports, services, or both, required under this Agreement are received from Contractor and approved by the SFMTA as being in accordance with this Agreement. City may withhold payment to Contractor in any instance in which Contractor has failed or refused to satisfy any material obligation provided for under this Agreement.

In no event shall City be liable for interest or late charges for any late payments.

The Controller is not authorized to pay invoices submitted by Contractor prior to Contractor’s submission of HRC Progress Payment Form. If Progress Payment Form is not submitted with Contractor’s invoice, the Controller will notify the SFMTA, the Director of HRC and Contractor of the omission. If Contractor’s failure to provide HRC Progress Payment Form is not explained to the Controller’s satisfaction, the Controller will withhold 20% of the payment due pursuant to that invoice until HRC Progress Payment Form is provided.

Following City's payment of an invoice, Contractor has ten days to file an affidavit using HRC Payment Affidavit verifying that all subcontractors have been paid and specifying the amount.

2. Appendix A of the Agreement, *Services to be Provided by Contractor*, subsection (1), *Description of Services*, is deleted in its entirety and shall be replaced with the following:

Contractor agrees to perform the following services:

### **Scope of Services**

Task 1: Kickoff Meeting – Upon receipt of the Notice to Proceed from the Controller's Office, the Contractor shall conduct a project kick-off meeting with designated SFMTA project staff and MEA to discuss project specifics.

Deliverable: Project work plan including all tasks listed in this RFP.

Task 2: Public Scoping Meeting and Notice of Preparation – Contractor shall prepare and distribute the Notice of Preparation for the Bicycle Plan Environmental Impact Report (EIR). The San Francisco Planning Department's Major Environmental Analysis Section (MEA) will review and approve drafts of the public scoping meeting agenda and Notice of Preparation prior to issuance to the public. When the City approves the final Notice of Preparation, it shall be distributed by the Contractor in conformance with CEQA regulations. City may provide lists of community groups and interested parties; however Contractor shall be responsible for conducting adequate outreach to meet CEQA requirements, and for contacting all relevant community groups, public agencies and individuals to notify them of the public project scoping meeting. Contractor shall attend and shall retain court recorder services for one public project scoping meeting.

Deliverables:

- Draft Notice of Preparation;
- Final Notice of Preparation (100 copies);
- Public notice of public scoping meeting in accordance with CEQA requirements; and
- Minutes of public project scoping meeting.

Task 3: Initial Study – Contractor shall prepare administrative drafts and a final Initial Study in conformance with CEQA regulations. The Initial Study shall describe and discuss all possible environmental impacts of the Bicycle Plan. The administrative draft shall be reviewed and approved by MEA. MEA shall have at least ten working days to provide written comments on the administrative drafts of the Initial Study. The Contractor shall have ten working days to respond to MEA comments on the administrative drafts and prepare the final Initial Study for public distribution. The Contractor shall be responsible for distribution of the Initial Study.

Deliverables:



- Preliminary administrative draft of Initial Study;
- Revised administrative draft of Initial Study;
- Final administrative draft of Initial Study; and
- Final Initial Study (50 copies).

Task 4: Transportation Impact Study – The transportation impact study will address the traffic, transit, parking, pedestrian, bicycles, truck loading and other transportation impacts of a wide variety of bicycle improvement projects included in the Bicycle Plan. The analysis will include evaluations of existing, existing-plus-project, and future cumulative conditions with and without the project. For certain projects likely to have significant transportation impacts, at least two alternatives should be developed and fully analyzed: one alternative which groups options most likely to adversely affect one or more modes (e.g., such as by removal of mixed traffic lanes); and another alternative which groups options less likely to impact other modes such as by relying on parking removals instead of traffic lane removals, changes to sidewalks or alternate routing of bicycle routes. This approach would provide coverage of a wide variety of alternatives and the extent of impacts for each so that decision makers can make choices among options based on full disclosure of likely impacts. Level of service calculations for the PM peak period for the 58 intersections listed below, level of service calculations for the AM peak period for the 6 intersections listed below, and a detailed analysis of impacts on transit operations, truck loading, and parking along the study corridors listed below would be required for this task. Impacts on pedestrians will also be analyzed.

#### INTERSECTIONS FOR PM PEAK PERIOD LEVEL OF SERVICE ANALYSIS

- 2<sup>nd</sup> Street/Brannan Street
- 2<sup>nd</sup> Street/Bryant Street
- 2<sup>nd</sup> Street/Folsom Street
- 2<sup>nd</sup> Street/Harrison Street
- 2<sup>nd</sup> Street/Howard Street
- 2<sup>nd</sup> Street/Townsend Street
- 3<sup>rd</sup> Street/Townsend Street
- 4<sup>th</sup> Street/Harrison Street
- 4<sup>th</sup> Street/Townsend Street
- 5<sup>th</sup> Street/Brannan Street
- 5<sup>th</sup> Street/Bryant Street
- 5<sup>th</sup> Street/Folsom Street
- 5<sup>th</sup> Street/Harrison Street
- 5<sup>th</sup> Street/Howard Street
- 5<sup>th</sup> Street/Market Street
- 5<sup>th</sup> Street/Mission Street
- 6<sup>th</sup> Street/Brannan Street
- 7<sup>th</sup> Avenue/Kirkham Street
- 7<sup>th</sup> Street/Townsend Street
- 10<sup>th</sup> Street/Brannan Street/Division Street/Potrero Avenue

- 11<sup>th</sup> Street/Bryant Street/Division Street
- 14<sup>th</sup> Street/Church Street/Market Street
- 16<sup>th</sup> Street/Potrero Avenue
- 17<sup>th</sup> Street/Potrero Avenue
- 23<sup>rd</sup> Street/Potrero Avenue
- 48<sup>th</sup> Avenue/Point Lobos Avenue
- Alemany Boulevard/Bayshore Boulevard/Industrial Street
- Alemany Boulevard/Congdon Street/Justin Drive
- Alemany Boulevard/I-280 off-ramp/Putnam Street
- Alemany Boulevard/Ocean Avenue
- Alemany Boulevard/Sickles Avenue
- Bayshore Boulevard/Cortland Avenue
- Bayshore Boulevard/Jerrold Avenue/US 101 off-ramp
- Bayshore Boulevard/Oakdale Avenue
- Broadway/Van Ness Avenue
- Bryant Street/Cesar Chavez Street
- Cesar Chavez Street/Evans Avenue
- Cesar Chavez Street/Guerrero Street
- Cesar Chavez Street/I-280 off-ramp/Pennsylvania Avenue
- Cesar Chavez Street/Illinois Street
- Cesar Chavez Street/Mission Street
- Cesar Chavez Street/South Van Ness Avenue
- Clipper Street/Portola Drive
- Columbus Avenue/North Point Street
- Dewey Boulevard/Laguna Honda Boulevard/Woodside Avenue
- Evelyn Street/Portola Avenue
- Fell Street/Masonic Avenue
- Fowler Street/Portola Avenue
- Fremont Street/Howard Street
- Geary Boulevard/Masonic Avenue
- Geneva Avenue/Ocean Avenue/Phelan Avenue
- Illinois Street/Mariposa Street/Terry Francois Boulevard
- Market Street/Octavia Boulevard
- North Point Street/Polk Street
- North Point Street/The Embarcadero
- North Point Street/Van Ness Avenue
- O'Shaughnessy Boulevard/Portola Drive/Woodside Avenue
- Ocean Avenue/San Jose Avenue

#### INTERSECTIONS FOR AM PEAK PERIOD LEVEL OF SERVICE ANALYSIS

- 14<sup>th</sup> Street/Church Street/Market Street
- Bayshore Boulevard/Jerrold Avenue/US 101 off-ramp
- Cesar Chavez Street/Mission Street

- Geneva Avenue/Ocean Avenue/Phelan Avenue
- Market Street/Octavia Boulevard
- O’Shaughnessy Boulevard/Portola Drive/Woodside Avenue

#### TRANSIT STUDY CORRIDORS

- 2<sup>nd</sup> Street – Market Street to Townsend Street
- 5<sup>th</sup> Street – Market Street to Townsend Street
- Bayshore Boulevard – Cesar Chavez Street to Silver Avenue
- Cesar Chavez Street – Bryant Street to Valencia Street
- Laguna Honda Boulevard/7<sup>th</sup> Avenue – Lincoln Way to Portola Drive
- Masonic Avenue – Fell Street to Geary Boulevard
- McAllister Street – Central Avenue to Market Street
- North Point Street – The Embarcadero to Van Ness Avenue
- Ocean Avenue – Alemany Boulevard to Lee Avenue
- Phelan Avenue – Judson Avenue to Ocean Avenue
- Portola Drive – Corbett Avenue to Junipero Serra Boulevard
- Townsend Street – 8<sup>th</sup> Street to The Embarcadero

#### TRANSIT HOT SPOT CORRIDORS

- Alemany Boulevard – Ellsworth Street to Putnam Street
- Alemany Boulevard/Rousseau Street/Still Street/Bosworth Street – Alemany Boulevard to Diamond Street
- Clipper Street – Grand View Avenue to Portola Drive
- Division Street – 11<sup>th</sup> Street to Potrero Avenue
- Howard Street – The Embarcadero to Fremont Street
- Hunters Point Boulevard/Innes Avenue – Donahue Street to Evans Avenue
- Market Street – Valencia Street to Van Ness Avenue
- Polk Street – Grove Street to Market Street
- San Bruno Avenue – Paul Avenue to Silver Avenue
- Sloat Boulevard (westbound) – 37<sup>th</sup> Avenue to Skyline Boulevard

#### LOADING AND PARKING STUDY CORRIDORS

- 2<sup>nd</sup> Street – King Street to Market Street
- 5<sup>th</sup> Street – Market Street to Townsend Street
- 17<sup>th</sup> Street Corridor – Corbett Avenue to Kansas Street
- Cesar Chavez/26<sup>th</sup> Street
  - Sanchez Street to US 101
  - I-280 to US 101
- Glen Park Area
  - Connection between Alemany Boulevard and San Jose Avenue
  - Connection between Monterey Boulevard and San Jose Avenue
- Holloway Avenue – Junipero Serra Boulevard to Varela Avenue
- Illinois Street – 16<sup>th</sup> Street to Islais Creek
- Market Street – Octavia Boulevard to 17<sup>th</sup> Street

- Masonic Avenue – Fell Street to Geary Boulevard
- Polk Street – Market Street to McAllister Street
- Portola Drive – O’Shaughnessy Boulevard to Sloat Boulevard
- Townsend Street – 8<sup>th</sup> Street to The Embarcadero

This task will include the subtasks listed below. The Contractor and SFMTA will be working together to complete these tasks, so each subtask also identifies the party with primary responsibility for that subtask (Contractor or SFMTA).

Subtasks for Task 4:

- Task 4.1: Bicycle projects implemented since June 7, 2005;
- Task 4.2: Bicycle projects not yet implemented but at or near 100 percent design;
- Task 4.3: South of Market bicycle projects cluster;
- Task 4.4: Southeast quadrant bicycle projects cluster;
- Task 4.5: Twin Peaks Area bicycle projects cluster;
- Task 4.6: 17<sup>th</sup> Street Corridor;
- Task 4.7: Masonic Avenue Corridor;
- Task 4.8: Miscellaneous Routes;
- Task 4.9: Network Improvement Document;
- Task 4.10: Policy Framework; and
- Task 4.11: Consolidated Draft Transportation Impact Study.

Task 4.1: Bicycle Projects Implemented Since June 7, 2005 – The bicycle projects in this group have already been implemented, but need additional environmental review consistent with the November 2006 court order. SFMTA can provide “before” transportation data for comparative purposes. Projects in this group include:

1. 14<sup>th</sup> Street eastbound bike lane, Market to Dolores Streets;
2. Alemany Boulevard bike lanes, San Jose Avenue to Rousseau Street;
3. Market Street bike lanes, Van Ness Avenue to Octavia Boulevard;
4. “The Wiggle” improvements (The “Wiggle” is the flattest route for cyclists traveling from Market Street to the Panhandle Path and Park. It is a group of streets collectively identified by many cyclists as the “Wiggle” due to the numerous turns involved. The streets included in the “Wiggle” improvements include: Duboce Avenue between Market and Steiner Streets, Haight Street between Pierce and Scott Streets, Pierce Street between Waller and Haight Streets, Scott Street between Haight and Fell Streets, Steiner Street between Duboce Avenue and Waller Street, and Waller Street between Steiner and Pierce Streets.); and
5. Various shared roadway marking (“sharrow”) projects.

Deliverable: Administrative draft of Transportation Impact Study summarizing the environmental impacts of the above projects.

Responsible party for work for sub-task deliverable:

- Initial survey: SFMTA
- Gather traffic volumes: SFMTA
- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: SFMTA
- Create new traffic model or modify existing model: Contractor
- Provide design details of projects to Contractor: SFMTA
- Quantify traffic study results: Contractor
- If project is on transit route, determine effects on transit performance, especially if lane removal is required: Contractor
- If project removes parking, determine effect on local parking conditions: SFMTA and Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.2: Outlying Bicycle Projects Not Yet Implemented But At Or Near 100 Percent Design – The projects in this group have been evaluated for projected transportation impacts, but need additional environmental review consistent with the November 2006 court order. The intersection level of service and other impacts of each of these projects will be evaluated. In most cases, SFMTA has already performed transportation impact evaluations for these projects, using Synchro software for existing and existing-plus-project but not cumulative conditions. The results of these evaluations will need to be analyzed using Traffix software. Projects in this group include:

1. 7<sup>th</sup> Avenue, bike lanes between Lawton Street and Judah Street, lane redesign/shared roadway markings from Judah Street to Lincoln Way (need to add 7<sup>th</sup> Avenue between Lincoln Way and Kirkham Street to Bike Route Network);
2. 7<sup>th</sup> Avenue at Lincoln Way intersection improvements;
3. 16<sup>th</sup> Street bike lanes, 3<sup>rd</sup> Street to Terry Francois Boulevard;
4. 23<sup>rd</sup> Street bike lanes, Kansas Street to Potrero Avenue (also listed in Task 4.4);
5. Alemany Boulevard bike lanes, Rousseau Street to Bayshore Boulevard (also listed in Task 4.4);
6. Beale Street southbound bike lane, Folsom Street to Bryant Street (will need to add to Bike Route Network, also listed in Task 4.3);
7. Broadway Tunnel signage improvements;
8. Cargo Way bike lanes, Jennings Street to 3rd Street;
9. Claremont Boulevard bike lanes, Portola Drive to Dewey Boulevard (also listed in Task 4.5);
10. Clipper Street bike lanes, Portola Drive to Douglass Street (also listed in Task 4.5);
11. Glen Park area bike lanes
  - Connection between Alemany Boulevard and San Jose Avenue via Arlington, Bosworth, Lyell, Milton, Rousseau, and Still Streets,
  - Connection between Monterey Boulevard and San Jose Avenue via Monterey Boulevard and San Jose Avenue ramps(also listed in Task 4.4);
12. Howard Street westbound bike lane, The Embarcadero to Fremont Street (also listed in Task 4.3);

13. Howard Street westbound bike lane, short extension at 9<sup>th</sup> Street;
14. Illinois Street bike lanes, 16<sup>th</sup> Street to Cargo Way;
15. John F. Kennedy Drive bike lanes, Kezar Drive to Transverse Drive;
16. John Muir Drive bike lanes, Lake Merced Blvd to Skyline Boulevard;
17. Kansas Street bike lanes, 26<sup>th</sup> Street to 23<sup>rd</sup> Street (also listed in Task 4.4);
18. Kirkham Street bike lanes, 6<sup>th</sup> Avenue to Great Highway;
19. Laguna Honda Boulevard bike lanes, Woodside Avenue to Portola Drive (also listed in Task 4.5);
20. McAllister Street bike lanes, Market Street to Masonic Avenue;
21. McCoppin Street westbound bike lane, Gough Street to Valencia Street;
22. McCoppin Street bike path, Market to Valencia Streets;
23. Mississippi Street bike lanes, Mariposa Street to 16<sup>th</sup> Street;
24. North Point Street bike lanes, Van Ness Avenue to The Embarcadero;
25. Ocean Avenue bike lanes, Alemany Boulevard to Lee Avenue;
26. Otis Street westbound bike lane, South Van Ness Avenue to Gough Street;
27. Portola Drive bike lanes, O'Shaughnessy Blvd to Corbett Avenue (also listed in Task 4.5);
28. Potrero Avenue and Bayshore Boulevard bike lanes, 25<sup>th</sup> Street to Cesar Chavez Street(also listed in Task 4.4);
29. San Bruno Avenue bike lanes, Paul Avenue to Silver Avenue (also listed in Task 4.4); and
30. Sloat Boulevard bike lanes, The Great Highway to Skyline Boulevard.

Deliverable: Administrative draft of Transportation Impact Study (TIS) summarizing the environmental impacts of the Task 4.2 projects (excluding those listed in clusters below, which will have their own TIS completed).

Responsible party for work for sub-task deliverable:

- Initial survey: SFMTA
- Gather traffic volumes: Contractor
- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor
- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- If project is on transit route, determine effects on transit performance, especially if lane removal is required: Contractor
- If project removes parking, determine effect on local parking conditions: SFMTA and Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.3: South Of Market Bicycle Projects Cluster – Projects in this group have been put together because of their geographic proximity and the need to evaluate their combined

impacts. An initial review of 2<sup>nd</sup> Street, 5<sup>th</sup> Street and Townsend Street began in 2004, but the effort has not been completed. Projects in this group include:

1. 2<sup>nd</sup> Street bike lanes, Market Street to King Street;
2. 5<sup>th</sup> Street bike lanes, Market Street to Townsend Street;
3. Beale Street southbound bike lane, Folsom Street to Bryant Street (will need to add to Bike Route Network, also listed in Task 4.2);
4. Fremont Street southbound bike lane, Folsom Street to Harrison Street (will need to add to Bike Route Network);
5. Howard Street westbound bike lane, The Embarcadero to Fremont Street (also listed in Task 4.2); and
6. Townsend Street bike lanes, The Embarcadero to 8th Street.

Deliverable: Administrative draft of Transportation Impact Study summarizing the combined environmental impacts of the above projects.

Responsible party for work for sub-task deliverable:

- Initial survey: Contractor
- Gather traffic volumes: Contractor
- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor
- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- If project is on transit route, determine effects on transit performance, especially if lane removal is required: Contractor
- If project removes parking, determine effect on local parking conditions: Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.4: Southeast Quadrant Bicycle Projects Cluster – Similar to Task 4.3, these projects are to be reviewed together due to their geographic proximity and the need to evaluate their combined impacts. Projects in this group include:

1. 23<sup>rd</sup> Street bike lanes, Kansas Street to Potrero Avenue (also listed in Task 4.2);
2. Alemany Boulevard bike lanes, Rousseau Street to Bayshore Boulevard (also listed in Task 4.2);
3. Bayshore Boulevard bike lanes, Cesar Chavez Street to Silver Avenue;
4. Cesar Chavez/26<sup>th</sup> Streets corridor bike lanes, US 101 to Sanchez Street;
5. Cesar Chavez Street bike lanes, US 101 to I-280;
6. Glen Park area bike lanes
  - Connection between Alemany Boulevard and San Jose Avenue via Arlington, Bosworth, Lyell, Milton, Rousseau, and Still Streets,
  - Connection between Monterey Boulevard and San Jose Avenue via Monterey

- Boulevard and San Jose Avenue ramps (also listed in Task 4.2);
7. Kansas Street bike lanes, 26<sup>th</sup> Street to 23<sup>rd</sup> Street (also listed in Task 4.2);
  8. Potrero Avenue and Bayshore Boulevard bike lanes, 25<sup>th</sup> Street to Cesar Chavez Street (also listed in Task 4.2); and
  9. San Bruno Avenue bike lanes, Paul Avenue to Silver Avenue (also listed in Task 4.2).

Deliverable: Administrative draft of Transportation Impact Study summarizing the combined environmental impacts of the above projects.

Responsible party for work for sub-task deliverable:

- Initial survey: Contractor
- Gather traffic volumes: Contractor
- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor
- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- If project is on transit route, determine effects on transit performance, especially if lane removal is required: Contractor
- If project removes parking, determine effect on local parking conditions: Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.5: Twin Peaks Area Bicycle Projects Cluster – Similar to Tasks 4.3 and 4.4, these projects are to be reviewed together due to their geographic proximity and the need to evaluate their combined impacts. Projects in this group include:

1. Claremont Boulevard bike lanes, Portola Drive to Dewey Boulevard; (also listed in Task 4.2);
2. Clipper Street bike lanes, Portola Drive to Douglass Street (also listed in Task 4.2);
3. Laguna Honda Boulevard bike lanes, Plaza to Woodside Avenue;
4. Laguna Honda Boulevard bike lanes, Woodside Avenue to Portola Drive (also listed in Task 4.2);
5. Portola Drive bike lanes, Corbett Avenue to O’Shaughnessy Boulevard (also listed in Task 4.2); and
6. Portola Drive bike lanes, O’Shaughnessy Boulevard to Sloat Boulevard.

Deliverable: Administrative draft of Transportation Impact Study summarizing the combined environmental impacts of the above projects.

Responsible party for work for sub-task deliverable:

- Initial survey: Contractor
- Gather traffic volumes: Contractor
- Project future traffic volumes: Contractor



- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor
- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- If project is on transit route, determine effects on transit performance, especially if lane removal is required: Contractor
- If project removes parking, determine effect on local parking conditions: SFMTA and Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.6: 17<sup>th</sup> Street Corridor – The 17<sup>th</sup> Street bicycle corridor between Kansas Street and Corbett Avenue is a stand-alone project that requires detailed environmental review for project level clearance. This corridor also includes Potrero Avenue between 17<sup>th</sup> Street and Division Street and a connection to the 16<sup>th</sup> Street BART Station via 16<sup>th</sup> Street and either Hoff Street or Valencia Street.

Deliverable: Administrative draft of Transportation Impact Study summarizing the combined environmental impacts of the above project.

Responsible party for work for sub-task deliverable:

- Initial survey: Contractor
- Gather traffic volumes: Contractor
- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor
- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- Determine effect on local parking conditions: Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.7: Masonic Avenue Corridor – The Masonic Avenue bicycle corridor between Fell Street and Geary Boulevard is a stand-alone project that requires detailed environmental review for project level clearance.

Deliverable: Administrative draft of Transportation Impact Study summarizing the environmental impacts of the above project.

Responsible party for work for sub-task deliverable:

- Initial survey: Contractor
- Gather traffic volumes: Contractor

- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor
- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- Determine effects on transit performance: Contractor
- Determine effect on local parking conditions: Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.8: Miscellaneous Routes – The projects in this group are less developed than projects listed in Task 4.2 but have been identified as projects that could be implemented in the foreseeable future. They need project level environmental review consistent with the November 2006 court order, with the intersection level of service and other impacts of each of these projects to be evaluated. Projects in this group include:

1. 19<sup>th</sup> Avenue mixed-use path, Buckingham Way to Holloway Avenue;
2. Broadway bike lanes, Polk Street to Webster Street;
3. Buckingham Way bike lanes, 19th Avenue to 20th Avenue;
4. Division Street bike lanes, 9th Street to 11th Street;
5. Fell Street and Masonic Avenue intersection improvements;
6. Great Highway and Point Lobos Avenue bike lanes, Cabrillo Street to El Camino del Mar;
7. Holloway Avenue bike lanes, Junipero Serra Boulevard to Varela Avenue;
8. Innes Avenue bike lanes, Donahue Street to Hunters Point Boulevard;
9. Market Street bike lanes, Octavia Boulevard to 17th Street;
10. Market Street at Valencia Street intersection improvements;
11. Page and Stanyan Streets intersection traffic signal improvements;
12. Phelan Avenue bike lanes, Ocean Avenue to Judson Avenue;
13. Polk Street northbound contraflow bike lane, Market Street to McAllister Street;
14. Sagamore Street and Sickles Avenue bike lanes, Brotherhood Way to Alemany Boulevard; and
15. Scott Street northbound left-turn bike lane, Oak Street to Fell Street.

Deliverable: Administrative draft of Transportation Impact Study summarizing the environmental impacts of the above projects.

Responsible party for work for sub-task deliverable:

- Initial survey: Contractor
- Gather traffic volumes: Contractor
- Project future traffic volumes: Contractor
- As necessary, gather parking or transit data: Contractor
- Create new traffic model or modify existing model: Contractor

- Determine proposed design(s) of project – note if lane and/or parking removal is necessary: SFMTA
- Quantify traffic study results: Contractor
- If project is on transit route, determine effects on transit performance, especially if lane removal is required: Contractor
- If project removes parking, determine effect on local parking conditions: Contractor
- Present results in tabular, diagrammatic, and narrative form as appropriate to be used in Transportation Impact Study of EIR: Contractor

Task 4.9: Network Improvement Document – This task will include programmatic environmental review of the Bicycle Plan Network Improvement Document.

Deliverable: Administrative draft report summarizing the environmental impacts of the Bicycle Plan Network Improvement Document.

Task 4.10: Policy Framework – This task will include programmatic environmental review of the Bicycle Plan Policy Framework, which includes policies on Bicycle Parking, Transit and Bridge Access, Education, Enforcement and Safety, Promotion and Design Guidelines.

Deliverable: Administrative draft report summarizing the environmental impacts of the Bicycle Plan Policy Framework.

Task 4.11: Consolidated Draft Transportation Impact Study – This task will include providing MEA, for approval, a Transportation Impact Study for the entire Bicycle Plan, which consists of the specific projects listed in Task 4, the Policy Framework and the Network Improvement Document. The Contractor’s analysis shall include evaluations of existing, existing-plus-project, and future cumulative conditions with and without the project.

Deliverables:

- Administrative Consolidated Transportation Impact Study for Bicycle Plan consisting of the specific projects listed in Subtasks 4.1-4.8, the Policy Framework and Network Improvement Document;
- Draft Consolidated Transportation Impact Study for Bicycle Plan consisting of the specific projects listed in Subtasks 4.1-4.8, the Policy Framework and Network Improvement Document; and
- Final Consolidated Transportation Impact Study for Bicycle Plan consisting of the specific projects listed in Subtasks 4.1-4.8, the Policy Framework and Network Improvement Document, approved by MEA.

Task 5: Draft EIR – Contractor shall prepare a preliminary administrative draft EIR (after completion of the Transportation Impact Study) summarizing the findings of the Transportation Impact Study and other environmental analyses of project impacts. It is anticipated that non-transportation impacts may include air quality and noise. MEA and SFMTA shall have at least ten working days to review the preliminary administrative draft EIR, and the Contractor shall

have ten working days to revise the preliminary administrative draft. Contractor shall prepare a revised administrative draft relying on the same time deadlines as the preliminary administrative draft. The revised administrative draft will respond to City review of the preliminary administrative draft EIR, including the transportation, noise, and air quality topics. Contractor shall prepare a final administrative draft EIR. If staff comments require expansion of the transportation scope, or detailed analysis of EIR topics in addition to noise and air quality, Contractor shall propose an amendment to this scope of work and related budget. Contractor also shall prepare and be responsible for the distribution of a public draft EIR and a Notice of Availability. This task shall include attending at least one public hearing on the Draft EIR and retention of court recorder services for this public hearing before the Planning Commission.

Subtasks for Task 5:

- Task 5.1: Administrative draft EIR;
- Task 5.2: Public draft EIR; and
- Task 5.3: Public review.

Deliverables:

- Preliminary administrative draft EIR;
- Revised administrative draft EIR;
- Final administrative draft EIR;
- Public draft EIR (100 copies); and
- Notice of Availability (200 copies).

Task 5.1: Administrative Draft EIR – Contractor shall prepare preliminary administrative draft EIR (after completion of the Transportation Impact Study) summarizing the findings of the Transportation Impact Study and other environmental analyses of project impacts. It is anticipated that non-transportation impacts may include air quality and noise. Contractor shall prepare a revised administrative draft EIR and a final administrative draft EIR.

Deliverables:

- Preliminary administrative draft EIR;
- Revised administrative draft EIR; and
- Final administrative draft EIR.

Task 5.2: Public Draft EIR – Contractor shall prepare and be responsible for the distribution of a public draft EIR and a Notice of Availability.

Deliverables:

- Public draft EIR (100 copies); and
- Notice of Availability (200 copies).

Task 5.3: Public Review – This task shall include attending at least one public hearing on the public draft EIR and retention of court recorder services for this public hearing before the Planning Commission.

Task 6: Response to Comments – Following the public comment period, the Contractor shall prepare the preliminary administrative draft response to comments. MEA and SFMTA shall have at least ten working days to review the preliminary administrative draft of Response to Comments, and Contractor shall have ten working days to revise the preliminary administrative draft of the Response to Comments. Contractor shall prepare a revised administrative draft Response to Comments relying on the same time deadlines as the preliminary administrative draft. Contractor shall prepare a final administrative draft Response to Comments. Contractor shall distribute the final Response to Comments in accordance with CEQA regulations. Contractor shall not be required to respond to more than 40 distinct comments as part of Task 6; however, Contractor shall group all similar comments that may be addressed by a single response into a single "distinct comment" for the purpose of Task 6.

Deliverables:

- Preliminary administrative draft Response to Comments;
- Revised administrative draft Response to Comments;
- Final administrative draft Response to Comments; and
- Final Response to Comments (50 copies).

Task 7: Planning Commission Review – Contractor shall attend public hearing or hearings of draft EIR before Planning Commission. A presentation to the Municipal Transportation Agency Board of Directors is also expected. Contractor also shall assist the Planning Department in preparing CEQA findings for various City approval actions.

Task 8: EIR Appeal – If the EIR is appealed to the Board of Supervisors, Contractor, in consultation with the MEA, shall prepare written responses to the appeal and attend the public hearing before the Board of Supervisors.

Task 9: Final EIR Preparation – Contractor shall prepare a single Final EIR document that contains the draft EIR, any amendments to the draft EIR, and the final responses to comments.

Deliverable: Final approved and certified EIR (25 copies).

**Scheduled Milestones and Timelines for all Tasks**

TASKS AND SUBMITTALS	DUE DATE
Task 2: Draft Public Scoping Agenda and NOP	30 days following notice to proceed
Task 3: Draft Initial Study	90 days following finalized project description and work

	scope
Tasks 4.1 and 4.2: Draft TIS Implemented Near Design Term Projects	120 days following finalized project description and work scope
Tasks 4.3-4.7 Draft TIS South of Market, SE Quadrant, Twin Peaks Area, 17 <sup>th</sup> St. and Masonic Clusters	180 days following finalized project description and work scope
Tasks 4.8-4.10: Draft Miscellaneous Routes, NID, Policy Framework	240 days following finalized project description and work scope
Task 4.11: Draft TIS Report	270 days following finalized project description and work scope
Task 5.1: Administrative Draft EIR	45 days following approval of Task 4.11 deliverables
Task 5.2: Draft EIR	30 days following approval of Task 5.1 deliverables
Task 6: Draft Response to Comments	45 days following close of public comment period
Task 9: Final EIR	30 days following the conclusion of any appeal or the expiration of the appeal period described in Task 8

3. Appendix B of the Agreement, *Calculation of Charges*, is deleted in its entirety and shall be replaced with the following:

City will make payments to Contractor for contract tasks completed according to the requirements of this Agreement, in the following amounts:

<b>TASK NUMBER(S)</b>	<b>PAYMENT UPON COMPLETION OF TASK</b>
1, 2 & 3	\$74,000
4.1 & 4.2	\$45,000
4.3 – 4.7	\$60,000
4.8 – 4.10	\$24,000
4.11	\$102,000
5.1	\$47,000
5.2	\$44,000
5.3, 6.1 & 6.2	\$35,000
7, 8 & 9	\$45,000
<b>TOTAL</b>	<b>\$476,000</b>

4. This Modification No. 1 to the Agreement sets forth all modifications to be made to the Agreement, and no other modifications to the Agreement are expressed or implied by the

execution hereof. All terms, provisions and conditions of the Agreement, except as expressly modified by Modification No. 1 herein, shall remain in full force and effect

IN WITNESS WHEREOF, the parties hereto have executed this Modification No. 1 to the Agreement between the City and County of San Francisco and Wilbur Smith Associates the day first mentioned above.

CITY	CONTRACTOR
<p>San Francisco Municipal Transportation Agency</p> <p>By _____ Nathaniel P. Ford, Sr. Executive Director/CEO</p> <p>Approved as to Form:</p> <p>Dennis J. Herrera City Attorney</p> <p>By _____ Deputy City Attorney</p> <p>San Francisco Municipal Transportation Agency Board of Directors</p> <p>Resolution No. _____</p> <p>Adopted: _____</p> <p>Attest:</p> <p>_____ Secretary, SFMTA Board of Directors</p>	<p>_____</p> <p>Authorized Signature</p> <p><u>William E. Hurrell</u></p> <p>Printed Name</p> <p>_____</p> <p>Regional Vice President</p> <p>Title</p> <p>_____</p> <p>Wilbur Smith Associates</p> <p>Company Name</p> <p>_____</p> <p>91562</p> <p>City Vendor Number</p> <p>_____</p> <p>201 Mission Street, Suite 1450</p> <p>Address</p> <p>_____</p> <p>San Francisco, CA 94105</p> <p>City, State, ZIP</p> <p>_____</p> <p>(415) 495-6201</p> <p>Phone Number</p> <p>_____</p> <p>57-0405950</p> <p>Federal Employer ID Number</p>

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION: Transportation Planning and Development**

**BRIEF DESCRIPTION:**

Requesting that the San Francisco Municipal Transportation Agency Board of Directors select the Central Subway Alternative 3B, Fourth/Stockton Alignment with semi-exclusive surface rail operations on Fourth Street, as the Locally Preferred Alternative for construction of the Central Subway, and authorize the Executive Director/CEO to carry this change forward in the Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report.

**SUMMARY:**

- The Central Subway is the second phase of the Third Street Light Rail Project. Phase One of the Project went into revenue operation in April 2007.
- Studies undertaken since the original Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was completed in 1998 identified a Fourth/Stockton Alignment (Alternative 3A) to be evaluated in a Supplemental EIS/EIR (SEIS/SEIR) process.
- SFMTA Board of Directors adopted Resolution No. 05-087 on June 7, 2005, which selected the Fourth/Stockton Alignment (Alternative 3A) as the Locally Preferred Alternative (LPA) for the Central Subway Project.
- Based on comments received during the environmental public scoping process and based on the need for cost savings, the Draft SEIS/SEIR, released October 17, 2007, evaluated three build alternatives: 2; 3A; and 3B.
- Staff recommends the Fourth/Stockton Alignment, Alternative 3B with semi-exclusive operation, as the LPA for preparation of the Final SEIS/SEIR.

**ENCLOSURES:**

1. MTAB Resolution
2. Funding Plan
3. Alternative Alignments

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

\_\_\_\_\_

\_\_\_\_\_

FINANCE

\_\_\_\_\_

\_\_\_\_\_

EXECUTIVE DIRECTOR/CEO

\_\_\_\_\_

\_\_\_\_\_

SECRETARY

\_\_\_\_\_

\_\_\_\_\_

ADOPTED RESOLUTION  
BE RETURNED TO

\_\_\_\_\_

Attention: Gigi Pabros



ASSIGNED MTAB CALENDAR DATE: \_\_\_\_\_

## **EXPLANATION:**

### **Background**

The Central Subway Project is the second phase of the Third Street Light Rail Project. Both phases of the project were initially evaluated in an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) that was certified in 1998. In January 1999, the Federal Transit Administration (FTA) issued a Record of Decision and the Third Street Light Rail Project was adopted by the Public Transportation Commission. Revenue operation of Phase 1 of the Third Street Light Rail, extending from Bayshore Boulevard to Fourth and King Streets, was initiated in April 2007.

The Central Subway alignment evaluated in the 1998 EIS/EIR had single-track portals between Brannan and Bryant Streets and one-way operations on Third and Fourth Streets in the South of Market area. The Fourth Street operations shifted to Third Street at Harrison and continued north in a shallow subway under Market Street along Kearny and Geary Streets to Stockton Street. This alternative had five stations: a surface platform at Third and King Streets and four subway stations at Moscone, Market Street, Union Square, and Chinatown.

Subsequent to the publication of the Final EIS/EIR, studies were undertaken to refine the Phase 2 Central Subway alignment. In community meetings in 2004, the public voiced support for evaluating a Fourth/Stockton Street alignment, which provided a more direct route to Chinatown. The deep tunnel crossing of Market Street was possible by use of a Tunnel Boring Machine (TBM) for construction; which also minimizes surface disruption during construction. In 2005, a Fourth/Stockton alternative was developed that included: a subway portal on Fourth Street between Townsend and Brannan Streets; a relocated Moscone Station (shifted to Howard and Folsom Streets), a combined Market Street and Union Square Station, and elimination of the surface station at Third and King Streets.

The SFMTA Board of Directors adopted Resolution No. 05-087 on June 7, 2005, which selected the Fourth/Stockton option as the Locally Preferred Alternative (LPA) to be carried forward in the Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (SEIS/SEIR). The intent of the SEIS/SEIR was to update environmental conditions in the Phase 2 study area and to evaluate the Enhanced EIS/EIR Alignment (Alternative 2) and the Fourth/Stockton Alignment, LPA (Alternative 3A). A Notice of Preparation was issued in June 2005 and a Public Scoping meeting was held.

In response to comments received during the public scoping process and preliminary cost estimates prepared for the Project, SFMTA made refinements to the Fourth/Stockton Alignment and identified a Fourth/Stockton, Modified LPA (Alternative 3B) for evaluation in the SEIS/SEIR. Alternative 3B includes the following changes to the adopted LPA:

- the portal was moved north on Fourth Street to a location under the I-80 freeway, between Bryant and Harrison Streets, and the number of southbound traffic lanes in this

- the four southbound lanes on Fourth Street between Townsend and Bryant Streets were reconfigured to two-way operations and semi-exclusive and mixed-flow rail operation options were identified;
- a surface station was added on Fourth Street, between Brannan and Bryant Streets;
- the subway stations were reduced in size with fewer station access points;
- the Chinatown Station was moved one block north to the northwest corner of Washington and Stockton Streets to be more central to Chinatown; and
- two TBMs were proposed for construction of the twin bore tunnels in order to reduce the construction schedule duration.

In addition, a construction variant, which extended the tunnel north to Columbus Avenue at Union Street, was proposed to facilitate the removal of the TBMs in a less congested street area. This variant was evaluated for both Alternatives 3A and 3B.

### **Draft SEIS/SEIR and Public Comment**

The Draft SEIS/SEIR was released for public comment on October 17, 2007. The SEIS/SEIR identifies significant environmental impacts in the following areas:

- traffic impacts at five critical intersections South of Market;
- displacement of small businesses and affordable housing for the Chinatown Station;
- potential impacts to prehistoric archaeological resources;
- demolition of a building that, because of its history and age, could potentially contribute to the eligibility of Chinatown as an Historic District;
- potential settlement during construction that could damage existing buildings, roads, or sidewalks;
- potential for altering ground water flows at the Powell Street Station;
- potential for exposing workers and the public to hazardous materials in areas above the 1851 high water mark;
- exceedance of FTA vibration criteria at one residential building on Fourth Street;
- exceedance of FTA ground-borne noise criteria at two residential buildings on Third Street (Alternative 2 only); and
- potentially significant cumulative construction impacts.

All of these significant impacts can be mitigated to a less-than-significant level except those related to traffic, residential and small business displacement, archaeological resources, and historical architectural resources. SFMTA will provide proposed mitigation measures to this Board prior to certification of the SEIS/SEIR.

The Draft SEIS/SEIR identified Alternative 3B as the environmentally superior alternative as it reduces the construction duration and uses a TBM construction method to minimize surface disturbance and other construction-related impacts. It also minimizes the impacts associated with archaeological and historical resources, utility relocations, noise and vibration, and park and recreation facility impacts compared to the other Build Alternatives. Alternative 3B, which would provide a semi-exclusive right-of-way for light rail vehicles (similar to much of the N-

Judah and the Third Street operation), improves rail operations by reducing potential delays associated with traffic congestion on Fourth Street and therefore improves travel times for Central Subway patrons on the surface portion of the rail line. Alternative 3B is the only Build Alternative that can be completed within the currently identified project funding commitment.

During the public comment period, a series of three publicized community meetings were held to provide information to the public about the Draft SEIS/SEIR released for public review. These informational meetings were well attended and the public was provided with opportunities to view renderings and talk with project staff about the Project and the environmental process.

The public comment period was closed on December 10, 2007. SFMTA received 39 comment letters, and 23 people, representing 20 organizations, provided comments at the Planning Commission public hearing held on November 15, 2007. At the public hearing, 19 speakers expressed support for the Project and one opposed the Project. Of those responding during the public comment period, five (including the Recreation and Parks Department) expressed support specifically for Alternative 3B. Of the comment letters received, 13 supported the Project, four opposed the Project, and the remainder provided substantive comments, as summarized below:

- Duration of construction and construction impacts, especially traffic, parking, noise, dust, and vibration, particularly in Chinatown and North Beach;
- Ensuring adequate community outreach during the construction phase;
- Impacts on transit routes north of Chinatown;
- Consistency with city plans;
- Continuation of bus service after the subway is operational;
- Mitigating the displacement of small businesses and affordable housing through relocation assistance in Chinatown;
- Further consideration of alternative station sites (most of which have already been evaluated and rejected);
- Assurance that public art will be incorporated into the project and local communities will have an opportunity to participate in the art development;
- Ensuring that job opportunities are made available to residents of local communities along the corridor;
- Demolition of an historic structure to construct the Chinatown Station and impacts on the Chinatown Historic District during construction;
- Design compatibility of the Chinatown Station and associated redevelopment on the station site with the surrounding neighborhood;
- Minimizing and mitigating impacts on the proposed Transbay Terminal bus storage facility east of Fourth Street between Perry and Stillman Streets and on Golden Gate bus operations;
- Design and functional considerations for the connections between the Union Square/Market Street Station and the existing Powell Street BART/Muni Station;
- Adequacy of project financial feasibility assessment;
- Economic impact to bond debt from parking space loss of 29 out of 985 spaces at Union Square Garage; and
- Off-site soils disposal and truck haul routes.

None of the comments raise insurmountable issues for the Project. The Central Subway team is currently preparing responses to the comments received, which will be brought to this Board in Summer 2008, in conjunction with certification of the Final SEIS/SEIR.

The Central Subway Project is consistent with SFMTA's Strategic Plan in the following goals and objectives:

- Goal 1: Customer Focus with objectives for:
  - 1.3 Reduce emissions as required by SFMTA Clean Air Plan
  - 1.4 Improve accessibility across transit service
  - 1.5 Increase percentage of trip using more sustainable modes
- Goal 2: Customer Focus with objective for:
  - 2.4 Reduce congestion through major corridors
- Goal 3: External Affairs - Community Relations with objectives for:
  - 3.1 Improve economic vitality by growing relationships with businesses, community, and stakeholder groups
  - 3.2 Pursue internal and external customer satisfaction through proactive outreach and heightened communication conduits
  - 3.3 Provide a working environment that fosters a high standard of performance, recognition for contributions, innovations, mutual respect and a healthy quality of life
  - 3.4 Enhance proactive participation and cooperatively strive for improved regional transportation
- Goal 4: Financial Capacity with objective for:
  - 4.2 Ensure efficient and effective use of resources

The City Attorney and Contract Compliance Office have reviewed this Calendar Item.

**Recommendation**

The staff recommends that the SFMTA Board of Directors adopt Alternative 3B, Fourth/Stockton Alignment, with semi-exclusive rail operation, as the Locally Preferred Alternative for construction of the Central Subway Project, and that this change be carried forward into the Final SEIS/SEIR.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The Central Subway is the second phase of the Third Street Light Rail Project; and,

WHEREAS, The Third Street Light Rail Project Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was certified in November 1998; and,

WHEREAS, In January 1999, The Federal Transit Administration (FTA) issued a Record of Decision, and the Public Transportation Commission adopted the Third Street Light Rail Project; and,

WHEREAS, Studies undertaken subsequent to the Final EIS/EIR certification identified a new Fourth/Stockton Alignment to be evaluated for the Central Subway Project; and,

WHEREAS, On June 7, 2005, the San Francisco Municipal Transportation Agency Board of Directors adopted Resolution 05-087, selecting the Fourth/Stockton Alternative (Alternative 3A) as the Locally Preferred Alternative (LPA) to be carried through the Supplemental EIS/EIR (SEIS/SEIR) and the federal New Starts process; and,

WHEREAS, Alternative 3B, Fourth/Stockton Alignment, was developed as a modified LPA in response to comments received through the public scoping process for the SEIS/SEIR initiated in June 2005 and preliminary cost estimates identifying the need for Project cost savings; and,

WHEREAS, On October 17, 2007, SFMTA released for public comment a Draft SEIS/SEIR for the Central Subway Project, which evaluated four alternatives: No Build/TSM (Alternative 1); Enhanced EIS/EIR Alternative (Alternative 2); Fourth/Stockton Alignment, LPA (Alternative 3A); and Fourth/Stockton Alignment, Modified LPA (Alternative 3B) with semi-exclusive and mixed-flow surface operation options, and,

WHEREAS, The semi-exclusive option for Alternative 3B, Fourth/Stockton Alignment, Modified LPA, would improve surface rail operations on Fourth Street and reduce travel times for Central Subway patrons when compared to the mixed-flow option; and,

WHEREAS, The majority of comments received during the public comment period that concluded on December 10, 2007 supported construction of the Central Subway Project, and support was greater for Alternative 3B as the LPA; and,

WHEREAS, The SEIS/SEIR identified Alternative 3B as the environmentally superior Build Alternative and the only fully funded alternative; and,

WHEREAS, This SEIS/SEIR will assist SFMTA in meeting the objectives of the Strategic Plan Goal No. 1 to provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First policy; Goal No. 2 to improve transit reliability; Goal No. 3 to improve economic vitality through improved regional transportation; and Goal No. 4 to ensure the efficient and effective use of resources; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors selects the Central Subway Project Alternative 3B, Fourth/Stockton Alignment with semi-exclusive surface rail operations on Fourth Street, as the Locally Preferred Alternative and authorizes the Executive Director/CEO to carry this change forward in the Final SEIS/SEIR.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

ENCLOSURE 2  
THIRD STREET LIGHT RAIL PROJECT  
CENTRAL SUBWAY

S.F. Municipal Transportation Agency Contract CS-149

<b>Cost</b>	<b>(\$Millions)</b>
Conceptual and Preliminary Engineering	\$ 42.9
Program Management & Construction Management	\$ 103.0
Final Design	\$ 74.4
Construction Contracts	\$ 944.9
Vehicles	\$ 26.3
Contingency	\$ 98.2
<b>Total Central Subway Expense</b>	<b>\$ 1,289.7</b>

<b>Funding</b>	<b>(\$Millions)</b>
Federal 5309 New Starts <sup>1</sup>	\$ 762.2
State RTIP Grant	\$ 92.2
State TCRP Grant	\$ 14.0
Proposition 1B-2006 MTC Share	\$ 100.0
Proposition 1B-MTA Share	\$ 100.0
Other: Option Proposition 1B-MTA Share	\$ 50.0
Proposition K Sales Tax Funds	\$ 126.0
Option Parking Revenue	\$ 45.3
<b>Total Central Subway Funding</b>	<b>\$ 1,289.7</b>

<sup>1</sup> New Starts funding to be determined after FTA issues approval to enter Final Design

# ENCLOSURE 3

## CENTRAL SUBWAY BUILD ALTERNATIVES



**ALTERNATIVE 2: Enhanced EIS/EIR**



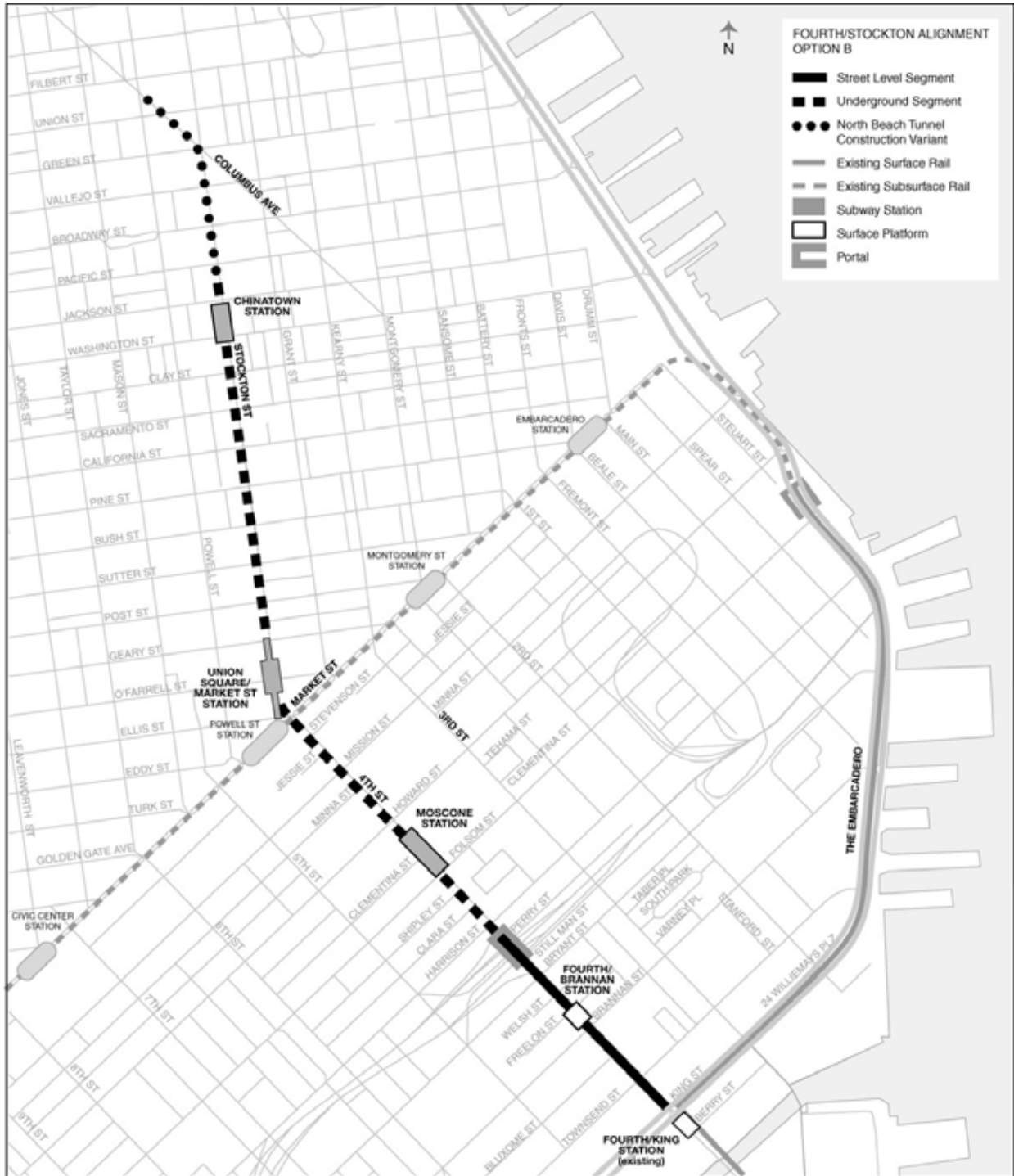
**ALTERNATIVE 3 (Option A LPA): Fourth/Stockton**



**ALTERNATIVE 3 (Option B Modified LPA): Fourth/Stockton**

Source: PB/Wong  
Not to scale

# ALTERNATIVE 3 –FOURTH/STOCKTON ALIGNMENT OPTION B (MODIFIED LPA)



Source: PB/Wong  
Not to scale



THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
**City and County of San Francisco**

**DIVISION:** TRANSPORTATION PLANNING AND DEVELOPMENT DIVISION

**BRIEF DESCRIPTION:**

Requesting authorization to advertise a Request for Proposals for Contract CS-149, Professional Program Management and Construction Management Services for the Central Subway Project, to evaluate proposals and select a Consultant, and to negotiate a contract with the selected Consultant for an amount not to exceed \$82,000,000, and for a term not to exceed five years with an option to extend the term for an additional five years.

**SUMMARY:**

- The selected Consultant will provide the necessary professional program management and construction management services during the design and construction of the Central Subway Project.
- Funding for consultant services under this Contract will be furnished from local, state and federal sources.
- The Contract Compliance Office has established a Small Business Enterprises (SBE) participation goal of 30% for this Contract.

**ENCLOSURES:**

1. Resolution
2. Project Budget & Financial Plan
3. Request for Proposal \*NOTE: Not all appendices are available on-line or in an accessible format.

APPROVALS:

DATE:

DEPUTY OF DIVISION PREPARING  
CALENDAR ITEM:

\_\_\_\_\_

FINANCE (IF APPLICABLE):

\_\_\_\_\_

DIRECTOR:

\_\_\_\_\_

SECRETARY:

\_\_\_\_\_

ADOPTED RESOLUTION TO BE  
RETURNED TO:

Contracting Section  
Ann: Gigi Pabros  
1 South Van Ness, 3rd Floor  
San Francisco, CA 94103

ASSIGNED SFMTAB CALENDAR DATE: \_\_\_\_\_

## **EXPLANATION:**

### **Background**

San Francisco Municipal Transportation Agency's (SFMTA) Third Street Light Rail Transit (LRT) Project is the most significant capital investment in generations for the seventh largest transit system in the nation. Phase 1 of the 6.9-mile two-phase project, began revenue service in April 2007, restoring light rail service to the heavily transit-dependent Third Street corridor in eastern San Francisco for the first time in 50 years.

The Phase 2, Central Subway Project, will provide rail service to the Financial District and Chinatown, the most densely developed areas of San Francisco. The new light rail line will serve regional destinations, such as Union Square, Moscone Convention Center, Yerba Buena, and AT&T Park, as well as connect directly to BART and Caltrain, the Bay Area's two largest regional-commuter rail services.

The primary purpose of the Third Street LRT Project is to accommodate existing and future transit ridership in the corridor with greater reliability, comfort and speed. By 2030, the San Francisco Planning Department projects a 26% percent increase in overall corridor population and a 61% percent increase in corridor employment. These increases are greater than the increases anticipated for the City as a whole. The Central Subway is able to serve both the mobility needs of existing land uses (with 56,000 riders projected for 2016), as well as future development (with 78,000 riders projected for 2030).

The Third Street LRT Project will significantly improve travel times, reducing a current 46-minute bus trip between the southern terminus in Visitacion Valley and the northern terminus in Chinatown by 15 minutes to a more reasonable 31-minute LRT ride. For riders using only the Central Subway portion of the project, travel times will be reduced to less than half of current travel times, from a 20-minute bus ride to a 7-minute subway ride between the Caltrain terminal and Chinatown. The Central Subway will allow transit to bypass the congestion faced by traffic and buses on City streets.

Critical populations will be well served by the Project, bringing improved service to low-income, minority and no-car households, decreasing travel time and improving reliability. Over half of the benefits for those who use the Central Subway are expected to accrue to low-income people, who comprise 19% of the total households along the Third Street alignment. The 2000 census shows that 54% of the households along the entire corridor do not have access to a vehicle, and within the Central Subway portion of the alignment, 68% of the households are transit-dependent.

The Final Environmental Impact Statement/Environment Impact Report (Final EIS/EIR) for the Third Street LRT Project was completed and published in November 1998. The City Planning Commission certified the Final EIS/EIR on December 3, 1998. The Public Transportation Commission adopted Resolution No. 99-009 on January 19, 1999, which adopted the environmental findings for the Project pursuant to the California Environmental Quality Act (CEQA), including mitigation measures as set forth in the Project's Final EIR and Mitigation Monitoring Report. The Federal Transit Administration (FTA) issued a Record of Decision (ROD) for the Initial Operating Segment (IOS) of the Project (the Third Street LRT Phase 1) on

March 16, 1999, under the National Environmental Protection Act (NEPA), and authorized the SFMTA to enter into final design for the initial operating segment (IOS) in the early half of 2000. (The FTA has not issued a ROD for the Central Subway phase.)

The San Francisco Municipal Transportation Agency Board of Directors adopted Resolution No. 02-144 on November 19, 2002, which authorized the Director of Transportation to execute Contract No. CS-138 with the joint venture of Parsons Brinckerhoff Quade & Douglas and PGH Wong for professional engineering and other support services for the Central Subway segment of the Project (“PB/Wong Agreement”), in an amount not to exceed \$29,800,000. The Board of Supervisors adopted Resolution No. 03-58 on January 27, 2003, which authorized the Director of Transportation to execute the PB/Wong Agreement. The PB/Wong Agreement included services to prepare a Supplemental EIS/EIR for the Project.

The San Francisco Municipal Transportation Agency Board of Directors, adopted Resolution No. 05-087 on June 7, 2005, selecting the Fourth Street alignment as the Locally Preferred Alternative for the Central Subway phase of the Project. This alternative will be carried through the Supplemental EIS/EIR and the federal New Starts funding process.

The Draft Supplemental EIS/EIR was issued on October 17, 2007, for a 55-day public review period. A series of community informational meetings were held in the Chinatown, Union Square and South of Market areas during the public comment period. The San Francisco Planning Department conducted a public hearing on the Supplemental EIS/EIR on November 15, 2007.

## **Current Status**

The Central Subway design consists of short portions of in-street surface light rail in the southern portion of the system before transitioning into subway operation for most of the alignment. Twin bore tunnels are proposed for the subway with three subway stations serving the Moscone/Yerba Buena, Union Square/Market Street, and Chinatown areas. The Union Square/Market Street Station will interconnect with the existing BART/Muni Powell Street Station. The SFMTA is considering a deep tunneling approach using tunnel boring machines (TBMs) in order to reduce the amount of surface disruption during construction, to allow for a more direct alignment, and to shorten the construction period. The Central Subway tunnels will pass under the existing BART/Muni Market Street subway tunnels with the rail over 100 feet below the ground surface. Most of the alignment will be located under existing street right-of-ways with limited required underground easements. The stations will have center-platforms with passenger end-loading and are designed to accommodate high-floor two-car trains. Whenever feasible, off-street properties have been identified for the primary station access with transit oriented development opportunities at the Moscone/Yerba Buena and Chinatown Stations.

Construction methods consist of TBM construction of the running tunnels, which will pass through differing geological formations, including bay mud, alluvium, Colma formation, and Franciscan bedrock. Subway station construction methods will vary. The Moscone/Yerba Buena Station will be constructed using traditional top-down cut-and-cover construction. The

Union Square/Market Street Station is located in a very constricted area and will most likely be constructed using a combination of cut and cover and mined sequential excavation methods. Chinatown Station, also in a very constricted area, will be constructed using mined sequential excavation.

The Project is currently in the preliminary engineering phase, with construction scheduled to begin in 2010. The start of revenue operation is scheduled for 2016. Staff has scheduled a hearing in February for adoption of a variation to the Locally Preferred Alternative. The Final Supplemental EIS/EIR adoption is expected to be ready for approval this summer.

The \$1.3 billion FTA New Starts Project, including this contract, is to be funded by a combination of federal, state and local money.

The Project Budget & Financial Plan is set forth in Enclosure 2.

### **Purpose and Scope of Request for Proposals**

The anticipated complexity of the Central Subway, including tunneling and/or cut-and-cover construction, in proximity to sensitive urban structures and facilities, poses significant coordination, management, design and construction challenges to the City. The City does not have the specialized expertise or staff resources to perform all services necessary for a project of this size and intricacy. Given the substantial capital investment in the Central Subway and the target project completion schedule of 2016, it is in the best interest of the Agency to engage a qualified consultant with specific experience and expertise in transit tunnel program management, construction management, and other professional services for the execution of the Central Subway phase of the Third Street Project.

The purpose of this RFP is to secure program management, construction management and other services during design and construction. Services include the following:

- overall program management
- implementation of a program management/implementation plan and program master schedule;
- planning and environmental coordination that will oversee and track the mitigation monitoring reporting plan;
- establishment of a master funding plan/schedule and maintenance of current and projected cash requirements;
- implementation of control strategies to manage risks, and risk management strategies for claims avoidance;
- assistance in right-of-way activities and implementation of a plan for any tenant and/or business relocations;
- regulatory and interagency coordination to secure local, regional, state and federal approvals;
- assistance in securing agreements with City departments;
- community relations/public outreach management;
- oversight of the final design team, including organizing independent technical design review of design packages;
- conducting peer reviews, value engineering and energy efficiency reviews;

- preconstruction management to assess market conditions, assess the potential bidder pool, prepare independent contractor cost estimates, conduct constructability reviews, assist in the bidding process and analyze bids;
- construction management, including implementation of the construction management plan, development of a construction management procedures manual and safety manual, administering contracts, monitoring progress and quality of construction, developing community relations/ public outreach events to address construction impacts to public, reviewing contractor schedules, reviewing/ developing material and/or equipment testing, and assisting with safety and security system certification program;
- quality assurance/quality control program procedures and oversight.

The RFP proposes a contract with an initial term of five years for program management and construction management, which coincides with the completion of preliminary engineering, final design, bidding and awarding of construction contracts, and the beginning of initial construction contracts. The SFMTA may elect to extend the contract for a second term of up to five years for continued program management, construction management and close-out services, which will include oversight of all construction contracts and revenue service start-up. The estimated cost for all services requested in the RFP is \$82,000,000.

To prevent a potential organizational conflict of interest, the prime consultant and consultant's key personnel and the architectural/engineering subconsultants performing the PB/Wong Agreement have been precluded from participating in this PM/CM contract. An organizational conflict of interest would occur when, because of work on other contracts, a contractor would be unable, or potentially unable, to render impartial assistance or advice, when the objectivity of the contractor might be otherwise impaired; or when a contractor has an unfair competitive advantage. For example, an engineer who prepared the specifications or scope of work for a project would not be allowed to bid on the contract for that project. For this RFP, the prime consultant, the consultant's key personnel and all architectural/engineering subconsultants will be precluded from participating in any subsequent RFPs for final design, project controls, construction and procurement services for the Central Subway Project.

The RFP, Section 1.11 includes SFMTA's policy regarding communications by firms submitting bids or proposals to the SFMTA. This policy states:

“It is the policy of the SFMTA that only employees identified in the RFP as contacts for this competitive solicitation are authorized to respond to comments or inquiries from Proposers or potential Proposers seeking to influence the contractor selection process or the award of the contract. This prohibition extends from the date the RFP is issued until the date when the SFMTA Board of Directors finally approves the contractor selection and, if required, by the San Francisco Board of Supervisors.

All firms and subcontractor(s) responding to this RFP are notified that they may not contact any SFMTA staff member, other than a person with whom contact is expressly authorized by this RFP, for the purpose of influencing the Contractor selection process or the award of the

Contract from the date the RFP is issued to the date when the contract award is approved by the Board of Directors of SFMTA and, if required, by the San Francisco Board of Supervisors. This prohibition does not apply to communications with SFMTA staff members regarding normal City business not regarding or related to this RFP.

All firms and subcontractor(s) responding to this RFP are notified that any written communications sent to one or more members of the SFMTA Board of Directors concerning a pending contract solicitation shall be distributed by the SFMTA to all members of the SFMTA Board of Directors and the designated staff contact person(s) identified in the RFP.

Except as expressly authorized in the RFP, where any person representing a Proposer or potential Proposer contacts any SFMTA staff for the purpose of influencing the content of the competitive solicitation or the award of the contract between the date when the RFP is issued and the date when the final selection is approved by the SFMTA Board of Directors, and, if required, by the San Francisco Board of Supervisors, the Proposer or potential Proposer shall be disqualified from the selection process. However, a person who represents a Proposer or potential Proposer may contact City elected officials and may contact the Executive Director/CEO of the SFMTA if s/he is unable to reach the designated staff contact person(s) identified in the RFP or wishes to raise concerns about the competitive solicitation.

Additionally, the firms and subcontractor(s) responding to this RFP shall not provide any gifts, meals, transportation, materials or supplies or any items of value or donations to or on behalf of any SFMTA staff member from the date the RFP is issued to the date when the contract award is approved by the Board of Directors of SFMTA and if required, by the San Francisco Board of Supervisors.

All lobbyists or any agents representing the interests of proposing prime contractors and subcontractor(s) shall also be subject to the same prohibitions.

An executed Attestation of Compliance (Appendix 8) certifying compliance with this section of the RFP will be required to be submitted, signed by all firms and named subcontractor(s) as part of the response to the this RFP. Any proposal that does not include the executed Attestation of Compliance as required by this section will be deemed non-responsive and will not be evaluated. Any Proposer who violates the representations made in such Attestation of Compliance, directly or through an agent, lobbyist or subcontractor will be disqualified from the selection process.”

**REQUEST:**

Approval of this Resolution will authorize the Executive Director to advertise the RFP for Contract No. CS-149, Professional Program Management and Construction Management Services for the Central Subway Project, to evaluate proposals and select a consultant, and to negotiate a contract with the selected consultant for an amount not to exceed \$82,000,000 and for an initial term not to exceed five years and an additional term not to exceed five years.

Upon successful negotiations with the selected Consultant, the Executive Director will present the negotiated contract to the SFMTA for approval and request authorization to execute the

contract. This contract is subject to approval by the Civil Service Commission and by the Board of Supervisors.

The Contract Compliance Office has established a 30% SBE goal for this contract and has approved this calendar item.

The Central Subway Project is consistent with the SFMTA Strategic Plan in the following goals and objectives:

- Goal 1: Customer Focus with objectives for
  - 1.3 Reduce emissions as required by SFMTA Clean Air Plan
  - 1.4 Improve accessibility across transit service
  - 1.5 Increase percentage of trip using more sustainable modes
- Goal 2: Customer Focus with objective for
  - 2.4 Reduce congestion through major corridors
- Goal 3: External Affairs - Community Relations with objectives for
  - 3.1 Improve economic vitality by growing relationships with businesses, community, and stakeholder groups
  - 3.2 Pursue internal and external customer satisfaction through proactive outreach and heightened communication conduits
  - 3.3 Provide a working environment that fosters a high standard of performance, recognition for contributions, innovations, mutual respect and a healthy quality of life
  - 3.4 Enhance proactive participation and cooperatively strive for improved regional transportation
- Goal 4: Financial Capacity with objective for
  - 4.2 Ensure efficient and effective use of resources

The City Attorney's Office has reviewed this calendar item.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The Final Environmental Impact Statement/Environment Impact Report (Final EIR/EIR) for the two-phase Third Street Light Rail Project (the "Project") was completed in November 1998; and,

WHEREAS, The Public Transportation Commission adopted Resolution No. 99-009 on January 19, 1999, which adopted the environmental findings pursuant to the California Environmental Quality Act (CEQA) for the Project, including mitigation measures as set forth in the Project's Final Environmental Impact Report and Mitigation Monitoring Report; and,

WHEREAS, Design and construction of the 1.75-mile Central Subway ("Central Subway Project") is Phase 2 of the Third Street Light Rail Transit Project; and,

WHEREAS, The SFMTAB adopted Resolution No 05-087 on November 19, 2002, which authorized the Director of Transportation to execute Contract No. CS-138 with Parsons Brinkerhoff Quade and Douglas and PGH Wong (PB/Wong) for Professional Engineering and other support services for the Central Subway; and,

WHEREAS, The SFMTAB adopted Resolution No 02-144 on June 7, 2005, which selected the Fourth Street alignment as the Locally Preferred Alternative for the Central Subway Project, which alternative will be carried through the Supplemental Environmental Impact Statement/Environmental Impact Report ("SEIS/SEIR") and the federal New Starts Process; and,

WHEREAS, The Draft SEIS/SEIR was issued for a 55-day public review period on October 17, 2007; and,

WHEREAS, A hearing is scheduled before the SFMTAB for adoption of a variation to the Locally Preferred Alternative for the Central Subway Project; and,

WHEREAS, The Final Supplemental EIS/EIR for the Central Subway Project is expected to be ready for approval in the summer of 2008; and,

WHEREAS, The anticipated complexity of the Central Subway Project, in proximity to sensitive urban structures and facilities, poses significant coordination, management, design and construction challenges to the City; and,

WHEREAS, The City does not have the specialized expertise or staff resources to design and manage a project of this size and intricacy; and,

WHEREAS, SFMTA wishes to issue a Request for Proposals for a Consultant to provide Professional Program Management and Construction Management services for the Central Subway Project; and,

WHEREAS, The funding for consultant services under this Contract is to be furnished from local, state and federal sources; and,

WHEREAS, The Contract Compliance Office has established a 30% SBE goal for this contract; and,

WHEREAS, SFMTA staff will seek the approval of this Board prior to the execution of this Contract; and,



WHEREAS, Execution of the contract is contingent upon an approval by the Civil Service Commission and the Board of Supervisors; and,

WHEREAS, The Contract will assist SFMTA in meeting the objectives of Goal No. 1 of the Strategic Plan -- to provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First policy; Goal No. 2 -- to improve transit reliability; Goal No. 3 --to improve economic vitality through improved regional transportation; and Goal No. 4 -- to ensure the efficient and effective use of resources; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to advertise a Request for Proposals for Contract No. CS-149, Professional Program Management and Construction Management Services for Central Subway, Third Street Light Rail Project Phase 2, to evaluate proposals and select a Consultant, and to negotiate a contract with the selected Consultant for an amount not to exceed \$82,000,000, and for a term not to exceed five years with an option to extend the term for an additional five years.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

ENCLOSURE 2  
THIRD STREET LIGHT RAIL PROJECT  
CENTRAL SUBWAY

San Francisco Municipal Railway Contract CS-149

Cost	(\$Millions)
<del>Funding</del> and Preliminary Engineering	<del>(\$Millions)</del>
Program Management and New Starts <sup>1</sup> Construction Management	\$763.0
State DEIR Grant	\$92.2
State TCRB Grant	\$94.9
Proposition 1B-2006 MTC Share	\$106.9
Proposition 1B-SFMTA Share	\$108.0
<del>Total: Central Subway Expense</del>	<del>\$1,389.7</del>
Proposition K Sales Tax Funds	\$126.0
Option Parking Revenue	\$45.3
<b>Total Central Subway Funding</b>	<b>\$1,289.7</b>

New Starts funding to be determined after FTA issues approval to enter Final Design

THIS PRINT COVERS CALENDAR ITEM NO. :13

MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:**

Approving the Request for Proposals for the selection of a professional parking management firm for the management of the Sutter Stockton Garage and Union Square Garage and authorizing its release by the City of San Francisco Uptown Parking Corporation.

**SUMMARY:**

- The City entered into long-term leases with the City of San Francisco Uptown Parking Corporation (“Corporation”), a non-profit public benefit corporation, for the Sutter Stockton Garage, located at 444 Stockton Street, and the Union Square Garage, located at 333 Post Street on May 5, 1959 and May 1, 1999, respectively (“Leases”).
- Under the terms of the leases the Corporation is required to employ a professional parking operator for the daily management of the garages with the City’s approval. SFMTA and the Corporation have jointly developed a Request for Proposals for the selection of a single professional parking management firm for the combined operation and management of the Sutter Stockton and Union Square Garages.
- The term of the proposed agreement is four years. Two one-year extensions may also be exercised. The operator would receive a management fee of ten thousand dollars (\$10,000) per month, and would be reimbursed for approved eligible expenses; additionally there would be performance-based fee negotiated with the winning bidder tied to three factors: 1) customer service; 2) facility maintenance, facility improvements and conditions; and 3) revenues.
- The SFMTA receives 85 percent of the annual net income from the Sutter Stockton Garage; the remaining 15 percent is allocated to the City of San Francisco Uptown Parking Corporation’s Capital Fund. The Recreation and Park Department receives 100 percent of the annual net income from the Union Square Garage. SFMTA’s administrative costs will be reimbursed from gross garage revenues.
- On October 16, 2007 and again on January 15, 2008, the Board was asked to approve the Request for Proposals. However, several issues were raised during both meetings. In response, SFMTA staff sent two letters to the Board addressing the issues. The Request for Proposals and the Agreement have been revised to incorporate increases to the subcontracting goal, eliminate the requirement that proposers provide certified audited financial statements as part of the RFP, eliminate the net worth requirement for proposers, reduce the requirement for experience reference with managing multiple locations and clarify the information proposers are required to provide concerning other parking-related businesses.

- The LBE subcontracting goal for this project is 15% of the total value of the goods and/or services to be procured.
- Additionally, the Port and the Airport were provided the documents for peer review.

**ENCLOSURES:**

1. Resolution
2. Request for Proposals
3. Proposed Agreement

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM:

\_\_\_\_\_

FINANCE:

EXECUTIVE DIRECTOR/CEO:

SECRETARY:

ADOPTED RESOLUTION

BE RETURNED TO:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sonali Bose, Finance and Administration

**ASSIGNED MTAB CALENDAR DATE:** \_\_\_\_\_

**EXPLANATION:**

Background:

The City leases the Sutter Stockton Garage, located at 444 Stockton Street and the Union Square Garage, located at 333 Post Street, to the City of San Francisco Uptown Parking Corporation (“Corporation”), a non-profit public benefit corporation. The lease for the Sutter Stockton Garage is dated May 5, 1959, was extended in 2001, and expires in 2035. The lease for the Union Square Garage is dated May 1, 1999, and expires in 2049. Under the terms of these leases, the Corporation is required to employ a professional parking operator for the daily management of the garages, and the City is required to approve the selection of the operator.

The Sutter Stockton Garage is a 12 level, 1,865-space public parking structure with separate entrances/exits at Bush and Stockton Streets, accommodating approximately 1.3 million transient parkers annually and approximately 268 monthly patrons, generating over \$12,700,000 in gross revenues annually. The Sutter Stockton Garage has eleven (11) retail tenants on the ground floor, but the management of the rental operations will not fall within the scope of the Garage Operator’s responsibilities.

The Union Square Garage is a four level, 985 space underground public parking garage located directly under Union Square, with entrances and exits on Post and Geary Streets,

accommodating approximately 865,000 transient parkers annually and approximately 115 monthly patrons and generating over \$8,400,000 in gross revenues annually.

The Municipal Transportation Agency receives 85 percent and the City of San Francisco Uptown Parking Corporation's Capital Fund receives 15 percent of the annual net income from the Sutter Stockton Garage while the Recreation and Park Department receives 100 percent of the annual net income from the Union Square Garage. SFMTA will be entering into a MOU with the Recreation and Park Department to ensure that SFMTA's administrative costs will be reimbursed from gross garage revenues.

The current management agreements for the Sutter Stockton and Union Square Garages have expired and continue on a month-to-month basis. In the past, each garage has had a separate management agreement, but SFMTA staff, working with the Corporation, has developed a single new Request for Proposals that includes both garages.

The term of the proposed form agreement is four years with a maximum of two extensions of one year each.

A fifteen percent sub-contracting goal has been established for this agreement.

#### RFP Summary:

The scope of work includes responsibility for all aspects of the day-to-day operations of both Garages. The selected Operator will be required to assume employment of all current operating employees of the Garages. Upon the effective date of the Agreement, the employees of the current operators will become permanent employees of the new Operator.

The selected Operator will be paid a monthly management fee of ten thousand dollars (\$10,000) adjusted annually based on the Bay Area Consumer Price Index. The selected Operator will also be entitled to reimbursement of operating expenses properly incurred and paid by Operator in the performance of Operator's duties and as specified in the annual budget prepared by the Operator and approved by the Corporation in accordance with the terms of the Agreement. In addition, the operator would be eligible for a performance-based fee measured by three criteria: 1) customer service; 2) facility maintenance, facility improvements and conditions; and 3) revenues. Bidders are asked to provide performance measures for these criteria as part of their response to the RFP. The fee would be negotiated with the winning bidder and would be paid annually.

A selection panel appointed by the Corporation will evaluate each proposal based on the following criteria:

Negotiated Fee Criteria	20 Points
Experience and Qualification Statement	60 Points
Management Approach / Operational Plan	40 Points
Budget and Cost Containment Measures	20 Points
Maintenance Plan	20 Points

Marketing Plan	20 Points
Security Plan	20 Points
TOTAL	200 Points

At the October 16, 2007 and again at the January 15, 2008 meeting of the Board of Directors, the Board was asked to approve a Request for Proposals for these Garages. A number of issues were raised at both meetings, and the Board postponed taking action. In November, 2007 and in January 2008, SFMTA staff submitted responses to the Board addressing these issues. In response to the concerns raised at the October 16, 2007 and January 15, 2008 meetings, the Request for Proposals and Management Agreement for the Garages have been revised to increase the subcontracting goal, eliminate the requirement that bidders provide certified audited financial statements as part of the RFP, eliminate the net worth requirements for bidders, reduce the requirement for experience reference with managing multiple locations, and clarify the information required from bidders concerning their ownership interests in other parking-related businesses. In addition, the RFP and Management Agreement were submitted to the Port and the Airport for peer review.

The City Attorney's Office has reviewed this document.

**RECOMMENDATION**

This item directly supports Goal 2, Improved Service Delivery and Goal 4, Improved Financial Stability and all the other SFMTA 2008-2012 Strategic Plan Goals indirectly.

Staff recommends that the Board of Directors approve the Request for Proposals for the selection of a single professional parking management firm for the combined management of the Sutter Stockton Garage and the Union Square Garage and authorize its release by the City of San Francisco Uptown Parking Corporation.

MUNICIPAL TRANSPORTATION AGENCY  
 BOARD OF DIRECTORS  
 CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, Under the terms of the lease between the City and the City of San Francisco Uptown Parking Corporation ("the Corporation") for the Sutter Stockton Garage, dated May 5, 1959, and extended April 1, 2001 for a term ending in 2035, and the lease between the same parties for the Union Square Garage dated May 1, 1999 for a term ending in 2049, the Corporation is required to employ a professional parking operator for the daily management of the garages, and the San Francisco Municipal Transportation Agency Board of Directors must approve the selection of the operator; and,

WHEREAS, The current management contracts for Sutter Stockton and Union Square Garages have expired and continue on a month-to-month basis; and,

WHEREAS, The San Francisco Municipal Transportation Agency staff and the Corporation have jointly developed this Request for Proposals for the selection of a single professional parking firm for the combined operation and management of the Sutter Stockton and Union Square Garages; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the attached Request for Proposals for the selection of a single professional parking management firm for the combined management of the Sutter Stockton and the Union Square Garages, and authorizes its release by the City of San Francisco Uptown Parking Corporation.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

THIS PRINT COVERS CALENDAR ITEM NO. : 14

**MUNICIPAL TRANSPORTATION AGENCY**  
**City and County of San Francisco**

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:**

Approving the Request for Proposals for the selection of a professional parking management firm for the management of the Ellis-O'Farrell Garage and authorizing its release by the City of San Francisco Ellis-O'Farrell Parking Corporation.

**SUMMARY:**

- The City entered into a long-term lease with the City of San Francisco Ellis-O'Farrell Parking Corporation ("Corporation"), a non-profit public benefit corporation, for the Ellis-O'Farrell Garage, located at 123 O'Farrell Street on June 1, 1991 ("Lease").
- Under the terms of the lease the Corporation is required to employ a professional parking operator for the daily management of the garage with the City's approval. SFMTA and the Corporation have jointly developed a Request for Proposals for the selection of a professional parking management firm for the operation and management of Ellis-O'Farrell Garage.
- The term of the proposed agreement is four years. Two one-year extensions may also be exercised.
- The operator would receive a management fee of Five Thousand Dollars (\$5,000) per month, and would be reimbursed for approved eligible expenses; additionally there would be performance-based fee negotiated with the winning bidder tied to three factors: 1) customer service; 2) facility maintenance, facility improvements and conditions; and 3) revenues.
- The SFMTA receives 85 percent of the annual net income from the Ellis-O'Farrell Garage; the remaining 15 percent is allocated to the City of San Francisco Ellis-O'Farrell Parking Corporation's Capital Fund.
- The LBE subcontracting goal for this project is 5% of the total value of the goods and/or services to be procured.
- On January 15, 2008, the Board was asked to approve the Request for Proposals. However, several issues were raised during the meeting. In response, SFMTA staff sent a letter to the Board addressing the issues. The Request for Proposals and the Agreement have been revised to eliminate the requirement that proposers provide certified audited financial statements as part of the RFP, eliminate the net worth requirement for proposers and reduce the requirement for experience reference with managing multiple locations.
- Finally, the minimum number of space garage experience is reduced to solicit greater participation and to create an opportunity for smaller parking firms.

**ENCLOSURES:**

1. Resolution

- 2. Request for Proposals
- 3. Proposed Agreement

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM:

\_\_\_\_\_

\_\_\_\_\_

FINANCE:

\_\_\_\_\_

\_\_\_\_\_

EXECUTIVE DIRECTOR/CEO:

\_\_\_\_\_

\_\_\_\_\_

SECRETARY:

\_\_\_\_\_

\_\_\_\_\_

ADOPTED RESOLUTION  
BE RETURNED TO:

Sonali Bose, Finance and Administration

**ASSIGNED MTAB CALENDAR DATE:** \_\_\_\_\_

**EXPLANATION:**

**Background:**

The City leases the Ellis-O’Farrell Garage, located at 123 O’Farrell Street, to the City of San Francisco Ellis-O’Farrell Parking Corporation (“Corporation”), a non-profit public benefit corporation. The lease for the Ellis-O’Farrell Garage is dated June 1, 1991, was extended in 2001, and expires in 2035. Under the terms of this lease, the Corporation is required to employ a professional parking operator for the daily management of the garage, and the SFMTA is required to approve the selection of the operator.

The Ellis-O’Farrell Garage is a 10 level, 950-space public parking structure with separate entrances/exits from both O’Farrell and Ellis Streets, accommodating approximately 706,000 transient parkers annually and approximately 284 monthly customers and generating over \$7,200,000 in gross revenues annually. The Ellis-O’Farrell Garage has three (3) retail tenants, but the management of the rental operations will not fall within the scope of the Garage Operator’s responsibilities.

The SFMTA receives 85 percent and the City of San Francisco Ellis-O’Farrell Garage Parking Corporation’s Capital Fund receives 15 percent of the annual net income from the Ellis-O’Farrell Garage.

The current management agreement for the Ellis-O’Farrell Garage has expired and continues on a month-to-month basis.

The term of the proposed form agreement is four years with a maximum of two extensions of



one year each.

A five percent subcontracting goal has been established for this agreement.

**RFP Summary:**

The scope of work includes responsibility for all aspects of the day-to-day operations of the Garage. The selected Operator will be required to assume employment of all current operating employees of the Garage. Upon the effective date of the Agreement, the employees of the current operator will become permanent employees of the new Operator.

The selected Operator will be paid a monthly management fee of Five Thousand Dollars (\$5,000) adjusted annually based on the Bay Area Consumer Price Index. The selected Operator will also be entitled to reimbursement of operating expenses properly incurred and paid by Operator in the performance of Operator's duties and as specified in the annual budget prepared by the Operator and approved by the Corporation in accordance with the terms of the Agreement. In addition, the operator would be eligible for a performance-based fee measured by three criteria: 1) customer service; 2) facility maintenance, facility improvements and conditions; and 3) revenues. Bidders are asked to provide performance measures for these criteria as part of their response to the RFP. The fee will be negotiated with the winning bidder and would be paid annually.

A selection panel appointed by the Corporation will evaluate each proposal based on the following criteria:

Negotiated Fee Criteria	20 Points
Experience and Qualification Statement	60 Points
Management Approach / Operational Plan	40 Points
Budget and Cost Containment Measures	20 Points
Maintenance Plan	20 Points
Marketing Plan	20 Points
Security Plan	20 Points
TOTAL	200 Points

On January 15, 2008, the Board was asked to approve the Request for Proposals. However, several issues were raised during the meeting. In response, SFMTA staff sent a letter to the Board addressing the issues. The Request for Proposals and the Agreement have been revised to eliminate the requirement that proposers provide certified audited financial statements as part of the RFP, eliminate the net worth requirement for proposers and reduce the requirement for experience reference with managing multiple locations. Finally, the minimum number of space garage experience is reduced to solicit greater participation and to create an opportunity for smaller parking firms.

The City Attorney's Office has reviewed this document.

**RECOMMENDATION**

This item directly supports goal 2, Improved Service Delivery and Goal 4, Improved Financial Stability and all the other SFMTA 2008-2112 Strategic Plan Goals indirectly.

Staff recommends that the SFMTA Board of Directors approve the Request for Proposals for the selection of a professional parking management firm for the management of the Ellis-O'Farrell Garage and authorize its release by the City of San Francisco Ellis-O'Farrell Parking Corporation.

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, Under the terms of the lease between the City and the City of San Francisco Ellis-O'Farrell Parking Corporation ("the Corporation") for the Ellis-O'Farrell Garage, dated June 1, 1991, and extended April 1, 2001 for a term ending in 2035, the Corporation is required to employ a professional parking operator for the daily management of the garage, and the San Francisco Municipal Transportation Agency Board of Directors must approve the selection of the operator; and,

WHEREAS, The current management contracts for the Ellis-O'Farrell Garage has expired and continue on a month-to-month basis; and,

WHEREAS, The San Francisco Municipal Transportation Agency staff and the Corporation have jointly developed this Request for Proposals for the selection of a professional parking firm for the operation and management of the Ellis-O'Farrell Garage; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the attached Request for Proposals for the selection of a professional parking management firm for the management of the Ellis-O'Farrell Garage, and authorizes its release by the City of San Francisco Ellis-O'Farrell Parking Corporation.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

THIS PRINT COVERS CALENDAR ITEM NO. : 15

**MUNICIPAL TRANSPORTATION AGENCY**  
**City and County of San Francisco**

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:**

Approving the Request for Proposals for the selection of a professional parking management firm for the management of the Fifth & Mission/Yerba Buena Garage and authorizing its release by the City of San Francisco Downtown Parking Corporation.

**SUMMARY:**

- The City entered into a long-term lease with the City of San Francisco Downtown Parking Corporation (“Corporation”), a non-profit public benefit corporation, for the Fifth & Mission/Yerba Buena Garage, located at 833 Mission Street on April 1, 1992 (“Lease”).
- Under the terms of the lease the Corporation is required to employ a professional parking operator for the daily management of the garage with the City’s approval. SFMTA and the Corporation have jointly developed a Request for Proposals for the selection of a professional parking management firm for the operation and management of the Fifth & Mission/Yerba Buena Garage.
- The term of the proposed agreement is four years. Two one-year extensions may also be exercised.
- The operator would receive a management fee of seven thousand dollars (\$7,000) per month, and would be reimbursed for approved eligible expenses; additionally there would be performance-based fee negotiated with the winning bidder tied to three factors: 1) customer service; 2) facility maintenance, facility improvements and conditions; and 3) revenues.
- The SFMTA receives 85 percent of the annual net income from the Fifth & Mission/Yerba Buena Garage; the remaining 15 percent is allocated to the City of San Francisco Downtown Parking Corporation’s Capital Fund (up to a maximum of \$1.5 million) for capital expenditures. Once the maximum is achieved, SFMTA receives 100% of the net income.
- The LBE subcontracting goal for this project is 15% of the total value of the goods and/or services to be procured.
- On January 15, 2008, the Board was asked to approve the Request for Proposals. However, several issues were raised during the meeting. In response, SFMTA staff sent a letter to the Board addressing the issues. The Request for Proposals and the Agreement have been revised to eliminate the requirement that proposers provide certified audited financial statements as part of the RFP, eliminate the net worth requirement for proposers and reduce the requirement for experience reference with managing multiple locations.

**ENCLOSURES:**

1. Resolution
2. Request for Proposals
3. Proposed Agreement

<b>APPROVALS:</b>		<b>DATE</b>
DIRECTOR OF DIVISION		
PREPARING ITEM:	_____	_____
FINANCE:	_____	_____
EXECUTIVE DIRECTOR/CEO:	_____	_____
SECRETARY:	_____	_____
ADOPTED RESOLUTION		
BE RETURNED TO:	<u>Sonali Bose, Finance and Administration</u>	

**ASSIGNED MTAB CALENDAR DATE:** \_\_\_\_\_

**EXPLANATION:**

**Background:**

The City leases the Fifth & Mission/Yerba Buena Garage, located at 833 Mission Street, to the City of San Francisco Downtown Parking Corporation (“Corporation”), a non-profit public benefit corporation. The lease for the Fifth & Mission/Yerba Buena Garage is dated April 1, 1992, was extended in 2001, and expires in 2035. Under the terms of this lease, the Corporation is required to employ a professional parking operator for the daily management of the garage, and the SFMTA is required to approve the selection of the operator.

The Fifth & Mission/Yerba Buena Garage has 8 (eight) floors of parking spanning 965,600 square feet and includes 2,585 parking spaces, accommodating approximately 1,800,000 transient parkers annually and approximately 475 monthly customers and generating over \$20,000,000 in gross revenues annually. The garage has a total of 6 vehicle entry lanes. Three can be accessed at its main entry which is located on Mission Street, two additional entrances are located on Minna Street. Monthly parkers may enter at any of the regular entrances and have one additional "Monthly Only" entry located on Minna Street. The Garage has a total of 8 exits, three onto Mission Street, three onto Minna and two exits to 5th Street.

The Fifth & Mission/Yerba Buena Garage has 24,000 square feet of retail space located along Mission and 4th Streets and seven (7) retail tenants, but the management of the rental operations will not fall within the scope of the Garage Operator’s responsibilities.

The SFMTA receives 85 percent and the City of San Francisco Downtown Parking Corporation’s Capital Fund receives 15 percent of the annual net income from the Fifth & Mission/Yerba Buena Garage. Once the Capital Fund reaches \$1.5 million, 100% of net income goes to the SFMTA.

The current management agreement for the Fifth & Mission/Yerba Buena Garage has expired and continues on a month-to-month basis. The term of the proposed form agreement is four years with a maximum of two extensions of one year each. A fifteen percent subcontracting goal has been established for this agreement.

**EXPLANATION:**

**Background:**

The City leases the Fifth & Mission/Yerba Buena Garage, located at 833 Mission Street, to the City of San Francisco Downtown Parking Corporation (“Corporation”), a non-profit public benefit corporation. The lease for the Fifth & Mission/Yerba Buena Garage is dated April 1, 1992, was extended in 2001, and expires in 2035. Under the terms of this lease, the Corporation is required to employ a professional parking operator for the daily management of the garage, and the SFMTA is required to approve the selection of the operator.

The Fifth & Mission/Yerba Buena Garage has 8 (eight) floors of parking spanning 965,600 square feet and includes 2,585 parking spaces, accommodating approximately 1,800,000 transient parkers annually and approximately 475 monthly customers and generating over \$20,000,000 in gross revenues annually. The garage has a total of 6 vehicle entry lanes. Three can be accessed at its main entry which is located on Mission Street, two additional entrances are located on Minna Street. Monthly parkers may enter at any of the regular entrances and have one additional "Monthly Only" entry located on Minna Street. The Garage has a total of 8 exits, three onto Mission Street, three onto Minna and two exits to 5th Street.

The Fifth & Mission/Yerba Buena Garage has 24,000 square feet of retail space located along Mission and 4th Streets and seven (7) retail tenants, but the management of the rental operations will not fall within the scope of the Garage Operator’s responsibilities.

The SFMTA receives 85 percent and the City of San Francisco Downtown Parking Corporation’s Capital Fund receives 15 percent of the annual net income from the Fifth & Mission/Yerba Buena Garage. Once the Capital Fund reaches \$1.5 million, 100% of net income goes to the SFMTA.

The current management agreement for the Fifth & Mission/Yerba Buena Garage has expired and continues on a month-to-month basis. The term of the proposed form agreement is four years with a maximum of two extensions of one year each. A fifteen percent subcontracting goal has been established for this agreement.

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, Under the terms of the lease between the City and the City of San Francisco Downtown Parking Corporation (“the Corporation”) for the Fifth & Mission/Yerba Buena

Garage, dated April 1, 1992, and extended April 1, 2001 for a term ending in 2035, the Corporation is required to employ a professional parking operator for the daily management of the garage, and the San Francisco Municipal Transportation Agency Board of Directors must approve the selection of the operator; and,

WHEREAS, The current management contracts for the Fifth & Mission/Yerba Buena Garage has expired and continue on a month-to-month basis; and,

WHEREAS, The San Francisco Municipal Transportation Agency staff and the Corporation have jointly developed this Request for Proposals for the selection of a professional parking firm for the operation and management of the Fifth & Mission/Yerba Buena Garage; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the attached Request for Proposals for the selection of a professional parking management firm for the management of the Fifth & Mission/Yerba Buena Garage, and authorizes its release by the City of San Francisco Downtown Parking Corporation.

I hereby certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

**THIS PRINT COVERS CALENDAR ITEM NO. : 16**

**MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION:** Finance Administration

**BRIEF DESCRIPTION:** Recommending that the SFMTA Executive Director/CEO request the Director of the Office of Contract Administration to execute Contract Modification No. 4 to Contract No. 86091, Security Guard Services (Armed and Unarmed) for the Revenue & Cost Accounting Sections of the S.F. Municipal Railway, increasing the total contract value by \$1,360,000, for a total contract amount of \$13,600,000, and extending the contract through August 31, 2008 or until a new security guard services contract is awarded, whichever occurs sooner.

**SUMMARY:**

- The SFMTA Board approved a new contract with King Security Services on December 4, 2007 for a three-year period and for an amount not to exceed \$17.1 million.
- Since December 2007, the Board of Supervisors has continued this item; the next scheduled hearing date is February 26, 2008.
- During the current contract's two-month extension through February 29, 2008, SFMTA will pay approximately \$513,900 for security services and has waived the performance bond, since the cost of obtaining a bond for such a limited time was prohibitive.
- During the proposed six-month extension, the SFMTA expects to expend approximately \$2 million in additional funds to pay the Contractor to continue services. This amount includes a 10% increase in hourly rates paid to King Security Services, Inc., and a 10% contingency for emergency services.
- SFMTA may opt to pay for an approximately \$38,000 performance bond on behalf of the Contractor, if obtaining the bond can be done in a timely manner. The agency may also opt to waive the performance bond requirement.
- During the six-month extension period, SFMTA will evaluate whether all bids submitted should be rejected and a new bidding process conducted. If this option is exercised, modifications may be considered to the invitation for bids in order to make the process more competitive and to be able to review a larger pool of potential contractors.
- These funds are available in the SFMTA Fiscal Year 2008 budget and will be available in the Fiscal Year 2009 budget.
- This contract is administered by OCA. SFMTA Contract Compliance review is not required.
- The City Attorney's Office has reviewed this item.

**ENCLOSURES:**

1. MTAB Resolution
2. Contract Modification No. 4, for Armed and Unarmed Security Guard Services

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

\_\_\_\_\_

\_\_\_\_\_

FINANCE

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EXECUTIVE DIRECTOR/CEO

\_\_\_\_\_

\_\_\_\_\_

SECRETARY

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ADOPTED RESOLUTION  
BE RETURNED TO

\_\_\_\_\_

ASSIGNED MTAB CALENDAR DATE: \_\_\_\_\_

**EXPLANATION:**

**Background:**

The SFMTA collects more than \$230 million annually in revenue from transit fares, citation payments and sales of various fare media and has more than 15 facilities throughout the city, including transit stations, vehicle storage yards and service centers. These facilities require the services of security guards to act as a deterrent for inappropriate activities and for the safety of SFMTA personnel, the protection of SFMTA property and the public, and to guard against vandalism. All security-related services are managed by the Deputy Director of Enforcement and Security, with the assistance of a Security Guard Services contractor.

Article 8A of the San Francisco Charter allows the San Francisco Municipal Transportation Agency (“SFMTA”) to purchase materials, supplies and services directly. After the passage of Proposition E, the Executive Director of the SFMTA delegated the purchasing authority for security guard services to the City’s Office of Contract Administration (OCA). In 2002, following a competitive bid process, the OCA entered into a contract on behalf of the SFMTA for Security Guard Services (Armed And Unarmed) for the revenue and cost accounting sections of the San Francisco Municipal Railway for a term of August 1, 2002 through June 30, 2005 with King Security Services, for an amount not to exceed \$8.5 million. The contract included two one-year options to extend the contract.

**Contract Scope of Work:**

Under the contract, armed security guards serve as escorts when SFMTA staff transfer revenue and fare media. Unarmed security guards patrol various SFMTA facilities and provide other tasks as necessary. In addition to armed and unarmed guard services, the contract provides non-guard personnel for the “Americans with Disabilities Observers” Program, which monitors services on buses and light rail vehicles. Personnel for this program are referred from the SFMTA Accessible Services Office and hired and managed by King Security. The contract also provides personnel to supervise the SFMTA's Central Control facility, as well as for video surveillance monitoring and for administrative functions related to the contract.

**Modifications to Existing Contract:**

- Modification No. 1: Executed by the OCA, extended the contract from July 1, 2005 to



June 30, 2006. No Board approval was required and the “not to exceed amount” was increased by \$500,000 to \$9 million.

- Modification No. 2: Executed by the OCA, it retroactively extended the contract from July 1, 2006 until December 31, 2007. Board Approvals: MTAB Resolution #07-098, passed June 19, 2007; BOS Resolution # 440-07, passed August 14, 2007. The not to exceed amount was increased by \$2.75 million to \$11.75 million.
- Modification No. 3: Executed by OCA on December 21, 2007, extended the contract from January 1, 2008 to February 29, 2008. No Board approval was required. The not to exceed amount was increased by \$490,000, to \$12.24 million. SFMTA also waived the performance bond requirement, given the prohibitive cost of obtaining a bond for such a limited time period.

#### **Bid Process for New Contract Award:**

The SFMTA conducted a bidding process during the latter part of 2007 for a new Armed and Unarmed Security Guard Services. King Security Services was selected as the lowest, responsive bidder and the SFMTA Board approved a new contract with King Security Services on December 4, 2007, for a three-year period and for an amount not to exceed \$17.1 million. Because the contract exceeded \$10 million, the contract was forwarded to the Board of Supervisors for approval. The Government Audit & Oversight Committee of the Board of Supervisors recommended approval of the new contract with King Security Services and forwarded it to the full Board on December 11, 2007.

#### **Reason for New Extension Request:**

Since December 11, 2007, the Board of Supervisors has continued this item several times. The next scheduled hearing date is February 26, 2008. Because the contract is set to expire at the end of February, 2008, the SFMTA is requesting a six-month extension of the current agreement with King Security Services to ensure uninterrupted security coverage for SFMTA assets and personnel.

During the additional six-month extension between February 29, 2008 through August 31, 2008, the SFMTA expects to expend approximately \$2 million in additional funds to pay the contractor to continue services. This amount includes a 10% increase in hourly rates and a 10% contingency for emergency services. The SFMTA may opt to incur the additional cost of an approximately \$38,000 performance bond which would be issued by the agency on behalf of the Contractor if the bond can be obtained in a timely manner. SFMTA may also choose to waive this requirement.

Funds are available in the SFMTA Fiscal Year 2008 budget and will be available in the Fiscal Year 2009 budget.

#### **Rejection of Bids and New Competitive Solicitation Process:**

During the six-month extension period, the SFMTA will evaluate whether all bids submitted should be rejected, with the approval of the MTAB, and a new competitive solicitation conducted. Modifications to the invitation for bids may be considered in order to make the process more competitive and to be able to review a larger pool of potential contractors. These

modifications may include adjusting the level of armed guard experience and whether or not a bidder must demonstrate combined armed and unarmed guard service experience for one client or whether it is acceptable to demonstrate the experience for separate clients. Any new solicitation documents will be brought to the MTA Board for approval before release.

Additionally, the SFMTA will review the following issues cited as the reasons why the majority of companies chose not to respond to the bid (the SFMTA sent the original bid to over 100 companies and received 6 responses):

- Financial Requirement: Many of the firms indicated that they were unable to meet the \$5 million in gross revenues for the last 5 years minimum requirement.
- Represented Labor Force: Companies with represented labor felt that they since their personnel costs were generally higher than unrepresented companies they could not submit a price competitive bid compared to firms without labor agreements. They added that they would consider participating in a Request for Proposal process, where other factors besides cost would be evaluated.
- LBE Requirement: Firms indicated that they were not interested in meeting the 5% LBE requirement since sub-contracting guard services doesn't work out well for primary contractor and it is too difficult to meet the requirements through other services

City's Indemnification Contract Clause: Companies found these provisions too onerous, especially since the low bid process does not allow for negotiations.

**Benefit to the SFMTA 2008 – 2012 Strategic Plan:**

The SFMTA will further the following goals of the Strategic Plan through adoption of the Armed and Unarmed Security Guard Services contract:

- Goal 1 – Customer Focus
  - 1.1 – Improve safety and security across all modes of transportation
  - 1.2 – Improve cleanliness of SFMTA Stations and vehicles by providing a clean, comfortable experience
- Goal 4 – Financial Capacity
  - 4.2 – Ensure efficient and effective use of resources
- Goal 5 – SFMTA Workforce
  - 5.2 – Improve facilities in which people are working.

**Contract Review:**

Because this contract is issued by the Office of Contract Administration, Contract Compliance Office review is not required.

The City Attorney's Office has reviewed this item.

MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The current contract with King Security Services will expire on February 29, 2008; and,

WHEREAS, The SFMTA Board approved a new contract with King Security Services, Inc. on December 4, 2007 for a three-year period and for an amount not to exceed \$17.1 million; and,

WHEREAS, The Board of Supervisors continued the consideration of contract approval until the February 26, 2008 Board of Supervisors hearing; and,

WHEREAS, The SFMTA must ensure uninterrupted security coverage for SFMTA assets and personnel; and,

WHEREAS, During the proposed six-month extension period, the SFMTA will evaluate whether all bids submitted should be rejected and a new bidding process conducted; and,

WHEREAS, The SFMTA expects to expend an additional \$2 million in contract costs for the proposed six-month extension; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors recommends that the SFMTA Executive Director/CEO request the Director of the Office of Contract Administration to execute Contract Modification No. 4 to Contract No. 86091, Security Guard Services (Armed and Unarmed) for the Revenue & Cost Accounting Sections of the S.F. Municipal Railway, increasing the total contract value by \$1,360,000, for a total contract amount of \$13,600,000 and extending the contract through August 31, 2008 or until a new security guard services contract is awarded, whichever occurs sooner; and be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the SFMTA Executive Director/CEO to determine at a later time whether the SFMTA should reject all bids associated with the proposed contract.

I hereby certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary, Municipal Transportation Agency Board

**THIS PRINT COVERS CALENDAR ITEM NO. : 17**

**MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION: Finance and Administration**

**BRIEF DESCRIPTION:**

The purpose of this presentation is to provide the information requested by the SFMTA Board of Directors in November relating to the pilot program for free standing information kiosks. Staff has prepared a Power Point presentation, which will detail the design and features of the kiosks, give examples of the types of public service information to be offered on the kiosks and explain the benefits of the kiosks to the SFMTA and its customers. This presentation will also describe the process that staff will follow to implement and evaluate the pilot program.

**SUMMARY:**

- The presentation will provide the SFMTA Board of Directors with the information requested by them at an earlier meeting relating to the pilot program for free standing information kiosks.
- The presentation will detail the design and features of the kiosks, give examples of the types of information to be offered on the kiosks, describe the benefits of the kiosks and provide an overview of the implementation and evaluation process.
- Information item only and, therefore, does not require review by the City Attorney.

**ENCLOSURES:**

None

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION  
PREPARING ITEM

\_\_\_\_\_

\_\_\_\_\_

FINANCE

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\_\_\_\_\_

EXECUTIVE DIRECTOR/CEO

\_\_\_\_\_

\_\_\_\_\_

SECRETARY

\_\_\_\_\_

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ADOPTED RESOLUTION  
BE RETURNED TO

N/A \_\_\_\_\_

**ASSIGNED MTAB CALENDAR DATE:** \_\_\_\_\_

## **EXPLANATION:**

This item is for the information of the SFMTA Board of Directors and meets Strategic Plan Goal 1, Customer Focus, Goal 3, External Affairs – Community Relations, Goal 4, Financial Capacity and Goal 6, Information Technology.

The purpose of this presentation is to provide the information requested by the SFMTA Board of Directors in November relating to the pilot program for free standing information kiosks. Staff has prepared a Power Point presentation, which will detail the design and features of the kiosks, give examples of the types of public service information to be offered on the kiosks and explain the benefits of the kiosks to the SFMTA and its customers. This presentation will also describe the process that staff will follow to implement and evaluate the pilot program.

A memorandum to the Board of Directors dated October 29, 2007 described two pilot programs under consideration by the SFMTA, information kiosks and vehicle display terminal pilot programs. The October 29, 2007 memorandum provided the following information related to the information kiosks:

One pilot program will site free-standing, indoor, interactive information kiosks with digital displays in approximately 10 to 15 indoor locations throughout the City. The information kiosks will enable users to use touch screens to access real-time transit information and to map out routes to their desired destinations as well as obtain other public service information. The information kiosks will also display advertising.

Upon the receipt of any necessary permits and approvals, the SFMTA may initially place kiosks in the following sites: One South Van Ness Avenue lobby (SFMTA main office location), City Hall, the Ferry Building, certain Muni Metro stations, Stonestown Mall and selected SFMTA parking garages. In addition to these sites, the SFMTA will choose other sites in the City with significant foot traffic, both privately and publicly owned. The Chamber of Commerce has agreed to assist the SFMTA with identifying appropriate locations across the City. The SFMTA will issue a Request for Information, or RFI, to determine the level of interest from companies that offer these services.

Based on the information gathered from these pilot programs, including feedback from riders and other stakeholders, the SFMTA may issue Requests for Proposals (RFPs) for long-term projects. The SFMTA will seek public input on these pilot programs before proceeding with any such permanent programs.

**MUNICIPAL TRANSPORTATION AGENCY  
City and County of San Francisco**

**DIVISION:** Finance and Administration

**BRIEF DESCRIPTION:**

**Authorizing the Executive Director/CEO of the San Francisco Municipal Transportation Agency (SFMTA), or his or her designee, to establish and authorize special event parking rates at City-owned off-street parking facilities.**

**SUMMARY:**

- The SFMTA administers off-street parking facilities throughout the City and County of San Francisco which serve an important role in mitigating traffic congestion and supporting public transit’s on-time performance.
- Periodically, special events attract additional vehicles that increase traffic congestion causing a negative impact to public transit, pedestrian and bicycle accessibility and safety and the safe and efficient movement of traffic.
- Therefore, it is in the best interest of the City to set special event rates which encourage vehicles to park in these off-street facilities and not circle the City streets looking for on-street parking.
- In the past, the Executive Director of the Department of Parking and Traffic had the authority to set special event rates under the provisions of Chapter 17.14 of the City’s Administrative Code.
- The SFMTA Board of Directors sets parking rates for City-owned off-street parking facilities, but the Board may authorize the Executive Director/CEO to implement special events rates within certain limits.
- The City Attorney has reviewed this document.

**ENCLOSURES:**

1. Resolution

**APPROVALS:**

	<b>DATE</b>
DIRECTOR OF DIVISION	
PREPARING ITEM: _____	_____
FINANCE: _____	_____
EXECUTIVE DIRECTOR/CEO: _____	_____
SECRETARY: _____	_____

ADOPTED RESOLUTION

BE RETURNED TO: Sonali Bose, Finance and Administration

**ASSIGNED MTAB CALENDAR DATE:** \_\_\_\_\_

## **EXPLANATION:**

The SFMTA administers off-street parking facilities throughout the City. These facilities serve an important role in mitigating traffic congestion and supporting public-transit by reducing the on-street presence of vehicles. Periodically, special events attract additional vehicles that increase traffic congestion causing a negative impact to public transit and the safe and efficient movement of traffic. The diversion of vehicles from the areas of special events, either by deterrence or by attraction to a nearby parking facility, will lessen traffic congestion, support public transit and create a more accessible and safe environment for pedestrians and bicyclists.

Historically, the San Francisco Administrative Code Chapter 17.14 provided similar authority to the Executive Director of the Department of Parking and Traffic.

The proposed authorization to the Executive Director/CEO of the SFMTA to set special event rates will be subject to the following conditions:

- The special event rate may either be available to the general public or it may be limited to attendees of a special event sponsored or benefiting a not-for-profit, charitable organization or association;
- Attendees at special events sponsored or benefiting a not-for-profit, charitable organization or association may be required to present evidence, such as a ticket validation, in a form from the sponsor of the event that is acceptable to the Executive Director/CEO, that the users attended the special event;
- The special event must occur within a half mile from the parking facility;
- The special event rate must not breach any contractual obligations or City rules and regulations;
- The special event rate must be in effect only on the day(s) and time(s) of the special event;
- The special event flat rate must not be less than twenty percent of or more than the posted eight hour rate; and
- The special event rate must not exceed fourteen consecutive days without approval from the SFMTA Board of Directors.

This item directly supports Goal 2, Improved Service Delivery and Goal 4, Improved Financial Stability and all the other SFMTA 2008-2012 Strategic Plan Goals indirectly.

The City Attorney's Office has reviewed this document.

## **RECOMMENDATION**

**It is recommended that the SFMTA Board of Directors adopt the attached resolution authorizing the Executive Director/CEO of the SFMTA to establish and approve special event rates at SFMTA administered off-street parking facilities subject to the conditions outlined above.**

MUNICIPAL TRANSPORTATION AGENCY

BOARD OF DIRECTORS  
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) administers off-street parking facilities throughout the City and County of San Francisco; and,

WHEREAS, These off-street facilities serve an important role in mitigating traffic congestion and supporting public transit by reducing the on-street presence of existing vehicles; and,

WHEREAS, Periodically, special events attract additional vehicles that increase traffic congestion causing a negative impact to public transit and the safe and efficient movement of pedestrians, bicyclists and vehicles; and,

WHEREAS, The diversion of vehicles from the areas of special events, either by deterrence or by attraction to a nearby parking facility, will lessen traffic congestion; and,

WHEREAS, In the past, the San Francisco Administrative Code Chapter 17.14 provided similar authority to the Executive Director of the Department of Parking and Traffic; and,

WHEREAS, Under the Charter, the SFMTA Board of Directors sets parking rates for City-owned off-street parking facilities, but the Board may authorize the Executive Director/CEO to implement special event rates within certain limits; now, therefore, be it

**RESOLVED, That the SFMTA Board of Director’s authorizes the Executive Director/CEO of the SFMTA, or his or her designee, to establish and approve special event parking rates at SFMTA administered off-street parking facilities; and, be it**

FURTHER RESOLVED, That the authorization to set rates is subject to the following conditions:

- The special event rate may either be available to the general public or it may be limited to attendees of a special event sponsored or benefiting a not-for-profit, charitable organization or association;
- Attendees at special events sponsored or benefiting a not-for-profit, charitable organization or association may be required to present evidence, such as a ticket validation, in a form from the sponsor of the event that is acceptable to the Executive Director/CEO, that the users attended the special event;
- The special event must occur within a half mile from the parking facility;
- The special event rate must not breach any contractual obligations or City rules and regulations;
- The special event rate must be in effect only on the day(s) and time(s) of the special event;
- The special event flat rate must not be less than twenty percent of or more than the posted eight hour rate; and
- The special event rate must not exceed fourteen consecutive days without approval from the SFMTA Board of Directors.

I hereby certify that the foregoing resolution was adopted by the SFMTA Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_



Secretary, Municipal Transportation Agency Board