

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 and parking modifications itemized below

SUMMARY:

- Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulations changes

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 _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ASSIGNED MTAB CALENDAR DATE: _____

ITEMS:

- A. ESTABLISH - 30-MPH SPEED LIMIT –Carter Street, from Geneva Avenue to the San Francisco City and County Line. **Requested by: SFMTA**
- B. ESTABLISH - 3-TON VEHICLE RESTRICTION - 25th Street, between Dolores and Sanchez Streets and Clipper Street, between Diamond Heights Boulevard and Dolores Street (legislates existing conditions). **Requested by: Resident**

- C. ESTABLISH – 35-MPH SPEED LIMIT – Mansell Street, between Sunnydale and Brazil Avenues. **Requested by: SFMTA**
- D. ESTABLISH - 4-HR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Pennsylvania Avenue, west side, from 23rd Street to 300 feet southerly (along the frontage of the San Francisco Food Bank) and Pennsylvania Avenue, east side, from 23rd Street to 535 feet southerly (along the frontage of California Mini Storage) **P.H.: 3/7/08**
Requested by: S.F. Food Bank
- E. ESTABLISH - PERPENDICULAR (90-DEGREE ANGLE) PARKING - Pennsylvania Avenue, west side, from 23rd Street to 300 feet southerly (along the frontage of the San Francisco Food Bank). **P.H.: 3/7/08** **Requested by: S.F. Food Bank**
- F. RESCIND -RESIDENTIAL PERMIT PARKING AREA "T" (4-HOUR TIME LIMIT, 8 AM - 3 PM, MONDAY THROUGH FRIDAY) AND ESTABLISH - RESIDENTIAL PERMIT PARKING AREA "T" (2-HOUR TIME LIMIT, 8 AM - 6 PM, MONDAY THROUGH FRIDAY) - Ulloa Street, both sides, between Laguna Honda Boulevard and Woodside Avenue; Sydney Way, north side, between Portola Drive and Ulloa Street; Idora Avenue, both sides, between Laguna Honda Boulevard and Woodside Avenue. **P.H.: 3/7/08** **Requested by: Resident**
- G. ESTABLISH -TOW-AWAY NO STOPPING, 7 AM TO 9 AM, MONDAY THROUGH FRIDAY - Sansome Street, east side, from Bush Street to 45 feet northerly. **P.H.: 3/7/08**
Requested by: SFMTA
- H. ESTABLISH - RED (NO PARKING ANYTIME) ZONES - Rutledge Avenue, south side, from Franconia Street to 19-feet northerly (19-foot red zone, 200 block); Napoleon Street, east side, 9 feet northerly from Jerrold Avenue; Jerrold Avenue, north side, 10 feet easterly from Napoleon Street; and Fillmore Street, west side, 29-feet northerly from Ellis Street north crosswalk. **P.H.: 3/7/08** **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 - 30-MPH SPEED LIMIT –Carter Street, from Geneva Avenue to the San Francisco City and County Line.
- B. ESTABLISH - 3-TON VEHICLE RESTRICTION - 25th Street, between Dolores and Sanchez Streets and Clipper Street, between Diamond Heights Boulevard and Dolores Street (legislates existing conditions).
- C. ESTABLISH – 35-MPH SPEED LIMIT – Mansell Street, between Sunnydale and Brazil Avenues
- D. ESTABLISH - 4-HR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Pennsylvania Avenue, west side, from 23rd Street to 300 feet southerly (along the frontage of the San Francisco Food Bank) and Pennsylvania Avenue, east side, from 23rd Street to 535 feet southerly (along the frontage of California

Mini Storage)

- E. ESTABLISH - PERPENDICULAR (90-DEGREE ANGLE) PARKING - Pennsylvania Avenue, west side, from 23rd Street to 300 feet southerly (along the frontage of the San Francisco Food Bank).
- F. RESCIND -RESIDENTIAL PERMIT PARKING AREA "T" (4-HOUR TIME LIMIT, 8 AM - 3 PM, MONDAY THROUGH FRIDAY) AND ESTABLISH - RESIDENTIAL PERMIT PARKING AREA "T" (2-HOUR TIME LIMIT, 8 AM - 6 PM, MONDAY THROUGH FRIDAY) - Ulloa Street, both sides, between Laguna Honda Boulevard and Woodside Avenue; Sydney Way, north side, between Portola Drive and Ulloa Street; Idora Avenue, both sides, between Laguna Honda Boulevard and Woodside Avenue.
- G. ESTABLISH -TOW-AWAY NO STOPPING, 7 AM TO 9 AM, MONDAY THROUGH FRIDAY - Sansome Street, east side, from Bush Street to 45 feet northerly.
- H. ESTABLISH - RED (NO PARKING ANYTIME) ZONES - Rutledge Avenue, south side, from Franconia Street to 19-feet northerly (19-foot red zone, 200 block); Napoleon Street, east side, 9 feet northerly from Jerrold Avenue; Jerrold Avenue, north side, 10 feet easterly from Napoleon Street; and Fillmore Street, west side, 29-feet northerly from Ellis Street north crosswalk.

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

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 San Francisco Municipal Transportation Agency to accept and expend \$187,600 of RM-2 operating funds for FY2007/08 for its owl bus service along the Bay Area Rapid Transit District corridor.

SUMMARY:

- On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM-2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00, effective July 1, 2004. Under the Regional Traffic Relief Plan, this extra dollar provides transit operating assistance and funding to specified capital projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors. The Metropolitan Transportation Commission (MTC) allocates RM-2 funds.
- RM-2 operating funds of \$1.8 million are available to regional transit operators to provide coordinated bus service along the core Bay Area Rapid Transit District (BART) system when BART is not running at night. MTC has adopted a FY 2007/08 RM-2 Operating Assistance Program in which the SFMTA is eligible to receive \$187,600 in RM-2 operating funds for "owl" bus service along the BART corridor.
- The SFMTA has applied for \$187,600 in RM-2 operating funds for "owl" bus service on its 14-Mission line for FY2007/08.
- This action authorizes the SFMTA, through its Executive Director/CEO (or his designee), to accept and expend \$187,600 in RM-2 operating funds.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DATE

DEPUTY OF DIVISION

PREPARING ITEM _____

FINANCE: _____

EXECUTIVE

DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

TO BE RETURNED TO Leda Young - 1 South Van Ness, 7th Floor

ASSIGNED SFMTA CALENDAR DATE: _____

EXPLANATION:

On March 2, 2004, voters in San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano Counties cumulatively passed Regional Measure 2 (RM-2), which raises an estimated \$125 million each year to implement the Regional Traffic Relief Plan. The Regional Traffic Relief Plan provides transit operating assistance and funding for specified capital projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors. Funding for the Regional Traffic Relief Plan derives from a \$1.00 increase, effective July 1, 2004, in tolls on the region's seven state-owned toll bridges. As the transportation planning, coordinating and financing agency of the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) allocates RM-2 funds.

RM-2 operating funds of \$1.8 million are available to regional transit operators to provide coordinated bus service along the core Bay Area Rapid Transit (BART) system when BART is not running at night. This late night "owl" service is intended to make it possible for people to travel on public transit when BART shuts down nightly sometime after midnight.

The MTC has adopted a FY 2007/08 RM-2 Operating Assistance Program in which the SFMTA is eligible to receive \$187,600 in RM-2 operating funds for "owl" bus service on the BART corridor. Other transit agencies involved in this coordinated effort include the Alameda-Contra Costa Transit District, the San Mateo County Transit District, the Livermore Amador Valley Transit Authority, and the Central Contra Costa Transit Authority.

The San Francisco Municipal Transportation Agency (SFMTA) is an eligible sponsor of transportation projects using RM-2, Regional Traffic Relief Plan funds. The SFMTA has applied for \$187,600 in RM-2 operating funds for "owl" bus service on the BART corridor in FY2007/08. The SFMTA plans to use these operating funds to support its existing late-night service of its 14-Mission line, which serves as a major feeder to BART and parallels BART service within the City.

The SFMTA will further the following goal of the Strategic Plan through acceptance of these funds:

- Goal 4 - Financial Capacity: To ensure financial stability and effective resource utilization

Objective 4.2 - Ensure efficient and effective use of resources

This action authorizes the SFMTA, through its Executive Director/CEO (or his designee), to accept and expend \$187,600 in RM-2 operating funds for FY2007/08 from MTC.

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

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

RESOLUTION No. _____

WHEREAS, On March 2, 2004, voters in San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano Counties cumulatively passed Regional Measure 2 (RM-2), which raises an estimated \$125 million each year from a \$1.00 increase in tolls on the region's seven state-owned toll bridge to implement the Regional Traffic Relief Plan; and

WHEREAS, The Regional Traffic Relief Plan provides transit operating assistance and funding for specified capital projects within the region that reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, The Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, RM-2 operating funds of \$1.8 million are available to regional transit operators to provide coordinated bus service along the core Bay Area Rapid Transit District (BART) system when BART is not running at night; and

WHEREAS, The San Francisco Municipal Transportation Agency of the City and County of San Francisco (SFMTA) is an eligible sponsor of transportation projects using RM-2, Regional Traffic Relief Plan funds; and

WHEREAS, The MTC has adopted a FY 2007/08 RM-2 Operating Assistance Program in which the SFMTA is eligible to receive \$187,600 in RM-2 operating funds for "owl" bus service on the BART corridor; and

WHEREAS; The SFMTA has applied for \$187,600 in RM-2 operating funds for "owl" bus service for the 14-Mission line for FY2007/08; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the San Francisco Municipal Transportation Agency, through its Executive Director/CEO (or his designee), to accept and expend \$187,600 of Regional Measure 2 operating funds for Owl Bus Service on the BART corridor for Fiscal Year 2007/08; and, be it further

RESOLVED, That the SFMTA Board authorizes its Executive Director/CEO (or his designee) to furnish whatever additional information may be requested by MTC in connection with this request; and, be it further

RESOLVED, that the SFMTA Board authorizes the Executive Director/CEO (or his designee) to execute any and all agreements necessary to complete the transfer of funds.

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

Secretary, Municipal Transportation Agency Board

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

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

DIVISION: TRANSPORTATION PLANNING AND DEVELOPMENT

BRIEF DESCRIPTION:

Authorizing the Purchaser to utilize a procurement of the State of California to purchase 24 Type II diesel vans and five Type III diesel vans from BusWest, 21107 South Chico Street, Carson, CA 90745, and five minivans from El Dorado Bus Sales, Inc./Creative Bus Sales, 29220 Pacific Street, Hayward, CA 94544, for a total amount not to exceed \$2,217,000.

SUMMARY:

- The SFMTA desires to purchase new paratransit buses for its Paratransit Program to replace paratransit vehicles procured in 1997/1998.
- The State of California ("State") completed a competitive bid process for paratransit vehicles.
- The State solicitation documents allow other public agencies to purchase the paratransit vehicles under the same terms available to the State.
- Under Section 21.16(b) of the San Francisco Administrative Code, approval is requested for the Purchaser to utilize the competitive procurement process of the State to order 24 Type II and five Type III diesel paratransit buses from BusWest, and five gasoline minivans from El Dorado Bus Sales, Inc./Creative Bus Sales.
- The cost for the entire purchase is \$2,217,000, including sales tax.
- Funding for this Project comes from federal, state and local sources.
- The Contract Compliance Office has approved this calendar item.
- The City Attorney's Office has reviewed this calendar item.

ENCLOSURES:

1. MTAB Resolution
2. Project Budget and Financial Plan

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

Attn: Gigi Pabros

ASSIGNED MTAB CALENDAR DATE: _____

EXPLANATION:

Background

In 1994, Muni purchased, with grant funds, six accessible ramped minivans for the Paratransit Taxi Program on a pilot basis. The program made it possible for individuals using wheelchairs who are unable to independently transfer to a seat to use the demand responsive paratransit taxi system. The pilot program proved very successful, providing paratransit wheelchair consumers the choice between lift vans and ramped taxis.

In 1997/1998, Muni expanded the Paratransit Taxi Program by purchasing 30 additional accessible minivans with federal grant funds. The minivans were placed into paratransit service under a lease agreement with the Paratransit Broker. In 2001, the SFMTA procured 24 accessible minivans to update the fleet and also leased them to the Paratransit Broker for use in the taxi program.

In 2006, the SFMTA procured 20 accessible minivans to replace some of the 1997/1998 minivans, which had reached the end of their useful life. Also known as van conversions or cutaway buses, these large-sized vans were designed to carry one to two wheelchair passengers and 12 seated passengers. The vans were used in the Paratransit Lift Van/ADA Access shared ride program where there are multiple customers who share trips. They were not used in the taxi program.

Current Purchase

The SFMTA would like to procure an additional 24 modified 22' paratransit vans ("Type II vans"), and five modified 25' paratransit vans ("Type III vans"). The SFMTA will also be purchasing five minivans (the "minivans"). These vehicles will replace the remainder of the 1997/1998 minivans. Because of the current availability of paratransit vehicles from the State of California procurement, the SFMTA views this as an ideal opportunity to acquire needed vehicles. Federal Transit Administration (FTA) guidance entitles the SFMTA to have a total fleet of 54 paratransit vehicles, and these additional 34 vehicles will bring the SFMTA fleet to 54.

Section 21.16(b) of the San Francisco Administrative Code allows the Purchaser to utilize the competitive procurement process of any public agency to purchase commodities or services under the terms established by that agency's competitive procurement process. Under 21.26(b), the SFMTA must make a determination that (1) the other agency's procurement process was competitive; and (2) the use of the other agency's procurement would be in the City's best interest. The State of California ("State") issued a competitive procurement under federal requirements in 2006. The procurement and its prices are valid until April 2010. Taking advantage of the State's procurement will save the City money, because the City will not have to prepare and issue a bid, and the City will obtain the benefit of 2006 pricing on the vans. Furthermore, the FTA encourages its grantees to utilize available state and local intergovernmental procurements, provided that all federal requirements, clauses and certifications are followed.

Section 406 of the San Francisco Environment Code, Healthy Air and Smog Prevention, directs all City departments to purchase only ultra-low emission or zero emission vehicles unless the procurement qualifies for an exemption under Section 406(e). The Department of the Environment has approved such an exemption for the SFMTA to procure the diesel vans and the gasoline engine paratransit minivans.

Under the State's procurement, the cost for 24 Type II and five Type III diesel paratransit vans (from BusWest) and five gasoline minivans (from El Dorado Bus Sales, Inc./Creative Bus Sales) is \$2,217,000 (see Enclosure 2 for an itemized cost of the procurement). SFMTA has contracted with the Paratransit Broker, ATC Vancom (Veolia), to perform vehicle inspections.

This project addresses the Strategic Plan Goal 1, which is to provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy, with the following objectives:

- 1.1 Improve safety and security across all modes of transportation
- 1.2 Improve cleanliness of SFMTA stations and vehicles by providing a lean, comfortable experience
- 1.4 Improve accessibility across transit service

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

Staff recommends that the SFMTA Board authorize the Purchaser to utilize the State's procurement to purchase 24 Type II and five Type III diesel paratransit buses from BusWest and five minivans from El Dorado Bus Sales, Inc./Creative Bus Sales, for a total amount not to exceed \$2,217,000.

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

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency ("SFMTA") needs to purchase 24 Type II vans, five Type III vans, and five minivans to provide paratransit service and to replace existing paratransit vehicles; and,

WHEREAS, Section 21.16(b) of the San Francisco Administrative Code authorizes the Purchaser to utilize the competitive procurement process of other public agencies to purchase commodities and services under the terms established in that agency's competitive procurement process provided that (1) the other agency's procurement process was competitive; and (2) the use of the other agency's procurement would be in the City's best interest; and,

WHEREAS, The State of California ("State") completed a competitive bid process in 2006 for paratransit vehicles that allows other public agencies throughout the state to purchase paratransit vehicles through the State's procurement; and,

WHEREAS, Under the State's procurement, the lowest responsive and responsible bidder for the Type II Type III vans specified by the SFMTA is BusWest, 21107 South Chico Street, Carson, CA 90745, and the lowest responsive and responsible bidder for the requested minivans is El Dorado Bus Sales, Inc., 29220 Pacific Street, Hayward, CA 94544; and,

WHEREAS, It is in the best interest of the City to take advantage of the State's procurement because the City will save money by not having to prepare and issue a bid itself, and by obtaining the benefit of 2006 pricing on the vehicles; and,

WHEREAS, Section 406 of the San Francisco Environment Code, Healthy Air and Smog Prevention, directs all City departments to purchase only ultra-low emission or zero emission vehicles unless the procurement qualifies for an exemption under Section 406(e); and

WHEREAS, The Department of the Environment has approved such an exemption for the SFMTA to procure 29 Type II and Type III diesel vans and five gasoline minivans; and

WHEREAS, Funds to purchase the vans are provided by the Federal Transit Administration and local grants; and,

WHEREAS, FTA encourages its grantees to utilize available state and local intergovernmental procurements, provided that all federal requirements, clauses and certifications are followed; and

WHEREAS, The SFMTA has determined that the State procurement complied with applicable federal requirements; and

WHEREAS, This project addresses the Strategic Plan Goal 1, which is to provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy, with the following objectives: 1.1 Improve safety and security across all modes of transportation; 1.2 Improve cleanliness of SFMTA stations and vehicles by providing a lean, comfortable experience; and 1.4 Improve accessibility across transit service; now, therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors authorizes the Purchaser to utilize the competitive procurement of the State of California to purchase 24 Type II diesel vans and five Type III diesel vans from BusWest, and five gasoline minivans from El Dorado Bus Sales, Inc./Creative Bus Sales, for a total amount not to exceed \$2,217,000.

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

Secretary, San Francisco Municipal Transportation Agency Board

ENCLOSURE 2

**2008 Paratransit Van Procurement
Project Budget and Funding**

COST	
Twenty-Four Diesel Type II Paratransit Vans	\$1,632,000
Five Diesel Type III Paratransit Vans	354,500
Six Diesel Vans (previously approved by this Board)	445,800
Five Gasoline Minivan Procurement	227,500
Inspection Services	27,100
Staff Support (Muni and Office of Admin. Services)	75,000
Contingency	1,234
Total	\$2,763,134

FUNDING PLAN	
Federal Grants	\$2,086,743
Local Grant: Prop. K	462,111
Local Grant: AB 664 Bridge Toll	214,280
Total	\$2,763,134

THIS PRINT COVERS CALENDAR ITEM NO. : 10.5

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

DIVISION: Traffic Engineering

BRIEF DESCRIPTION: Authorizing the award of Department of Public Works Contract No. 0985J: Contract 32 Traffic Signal Modifications to Bay Area Lightworks Incorporated, 1300 Van Dyke Avenue Suite B, San Francisco, CA 94124, as the lowest responsive and responsible bidder, for a total contract amount not to exceed \$1,209,268.68.

SUMMARY:

- On September 4, 2007, the SFMTA Board approved Resolution No. 07-146 to issue a bid call for DPW Contract No. 0985J to modify existing traffic signals at 22 designated intersections located throughout San Francisco.
- The engineer's detailed cost estimate for the work was \$1,219,570.
- On February 20, 2008, the City received one bid from St. Francis Electric Incorporated for \$4,992,304 (309.35% above City's engineer's estimate) and another bid from Bay Area Lightworks Incorporated for \$1,209,268.68 (.85% below engineer's estimate).
- DPT staff recommends awarding the contract to Bay Area Lightworks Incorporated in the amount of \$1,209,268.68.
- The contract work will be fully funded through Proposition K Sales Tax revenues.
- The Contract Compliance Officer from the Human Rights Commission has reviewed this calendar item and has confirmed that Bay Area Lightworks Incorporated will meet the 20% LBE goal.
- The City Attorney's Office has reviewed this calendar item.

ENCLOSURES:

1. SFMTA Board Resolution
2. Project Budget and Financial Plan

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION Geraldine de Leon
BE RETURNED TO

ASSIGNED SFMTA BOARD CALENDAR DATE: _____

EXPLANATION:

Scope of Work:

The Department of Parking and Traffic, utilizing Department of Public Works Contract No. 0985J: Contract 32 Traffic Signal Modification, proposes to modify existing traffic signals at 22 designated intersections located throughout San Francisco ("the Work"). These intersections are as follows: Hyde Street and Pacific Avenue; Hyde and Washington Streets; Mason Street and Pacific Avenue; Pacific Avenue and Powell Street; O'Farrell and Stockton Streets; Gough, Haight, and Market Streets; Gough and McAllister Streets; Golden Gate Avenue and Pierce Street; Golden Gate Avenue and Gough Street; Eddy and Laguna Streets; Pierce Street and Turk Avenue; Fulton Street and Masonic Avenue; Fulton, Parker, and Shrader Streets; 25th Avenue and Cabrillo Street; Duboce Avenue and Valencia Street; 16th and Harrison Streets; 6th and Bryant Streets; 18th and Dolores Streets; 20th and Folsom Streets; 29th and Dolores Streets; Foerster Street and Monterey Boulevard; and Claremont Boulevard and Portola Drive. The Work is designed to improve safety by providing motorists with better signal visibility and by providing pedestrians with countdown pedestrian signals.

DPT selected these locations to improve vehicle and pedestrian safety based on the proximity to schools, the presence of public transit vehicles and heavy vehicle and pedestrian traffic. The Work involves the replacement of old and outdated signal equipment with new equipment, including wiring, conduits, poles, vehicle signals, and pedestrian signals with countdown timers. The Work is more specifically described in the "Contract 32 Traffic Signal Modification Contract No. 0985J Project Manual" and the accompanying contract plans and miscellaneous reference drawings (which are voluminous documents and are not attached to this calendar item).

DPT staff performed the initial conceptual design for this contract. DPW staff performed the detailed electrical design and contract preparation. DPW staff will also provide contract advertising and construction management services for the Work.

Funding:

The San Francisco County Transportation Authority has approved funds for the construction phase of this contract in the amount of \$1,981,197 from Proposition K Sales Tax revenues. The total budget for the project is \$2,416,769.

The engineer's detailed cost estimate for the contract is \$1,219,570. The time allotted to substantially complete the construction work is 330 calendar days from the written notice to proceed with the work. Liquidated damages are \$3,000 per day for contractor's delay and failure to complete the work on time.

Bids:

On January 18, 2008, the City advertised for bids for this contract in the San Francisco Chronicle and the Small Business Exchange. In addition, the public advertisement was listed until day of the bid opening on the City's internet website at <http://www.sfgov.org/oca/purchasing>.

On February 20, 2008, the Department of Public Works received and publicly opened the following two bids for DPW Contract No. 0985J:

St. Francis Electric
975 Garden Street
San Leandro, California 94577
Bid Amount: \$4,992,304

Bay Area Lightworks Incorporated
1300 Van Dyke Avenue Suite B
San Francisco, California 94124
Bid Amount: \$1,209,268.68

Staff recommends that the SFMTA authorize award of the contract to Bay Area Lightworks. Bay Area Lightworks is a responsible contractor with several years of experience in traffic signal installations in the City.

The Contract Compliance Officer from the Human Rights Commission reviewed the bid documents from Bay Area Lightworks Incorporated and concluded that they will meet the 20% Local Business Enterprise participation goal for this contract.

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

Strategic Plan Goals:

The SFMTA will further the following goals of the Strategic Plan through the award of this contract:

- Goal 1 – Customer Focus
 - 1.1 Improve safety and security across all modes of transportation
 - 1.3 Reduce emissions as required by the SFMTA Clean Air Plan
 - 1.5 Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, and rideshare)
- Goal 2 – System Performance
 - 2.1 Transit reliability: Improve on-time performance to 85%
 - 2.3 Fulfill bicycle and pedestrian network connectivity
 - 2.4 Reduce congestion through major corridors

Recommendation:

Staff recommends that the SFMTA Board authorize the Executive Director/CEO to approve the award of Department of Public Works Contract No. 0985J: Contract 32 Traffic Signal

Modifications, to Bay Area Lightworks Incorporated, 1300 Van Dyke Avenue Suite B, San Francisco, California 94124, as the lowest responsive and responsible bidder, for a total contract amount of \$1,209,268.68.

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

RESOLUTION No. _____

WHEREAS, SFMTA Parking and Traffic has determined that the following 22 intersections in San Francisco are appropriate locations for traffic signal modifications to improve vehicle and pedestrian safety based on their proximity to schools, the presence of public transit vehicles, and heavy vehicle and pedestrian traffic ("the Work"): Hyde Street and Pacific Avenue; Hyde and Washington Streets; Mason Street and Pacific Avenue; Pacific Avenue and Powell Street; O'Farrell and Stockton Streets; Gough, Haight, and Market Streets; Gough and McAllister Streets; Golden Gate Avenue and Pierce Street; Golden Gate Avenue and Gough Street; Eddy and Laguna Streets; Pierce Street and Turk Avenue; Fulton Street and Masonic Avenue; Fulton, Parker, and Shrader Streets; 25th Avenue and Cabrillo Street; Duboce Avenue and Valencia Street; 16th and Harrison Streets; 6th and Bryant Streets; 18th and Dolores Streets; 20th and Folsom Streets; 29th and Dolores Streets; Foerster Street and Monterey Boulevard; and Claremont Boulevard and Portola Drive; and,

WHEREAS, On September 4, 2007, the SFMTA Board approved Resolution No. 07-146 to issue a bid call for DPW Contract 0985J: Contract 32 Traffic Signal Modifications; and,

WHEREAS, The City advertised for bids for DPW Contract No. 0985J and received two bids, which were opened publicly on February 20, 2008; and

WHEREAS, The Department of Public Works has determined that Bay Area Lightworks Incorporated is the lowest responsive and responsible bidder, with a bid of \$1,209,268.68; and,

WHEREAS, The Contract Compliance Officer confirmed that Bay Area Lightworks Incorporated will meet the 20% LBE participation goal; and,

WHEREAS, Funding for the project will come from Proposition K sales tax revenues; now, therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to approve the award of Department of Public Works Contract No. 0985J: Contract 32 Traffic Signal Modifications, to Bay Area Lightworks Incorporated, 1300 Van Dyke Avenue Suite B, San Francisco, CA 94124, for a total contract amount not to exceed \$1,209,268.68.

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

**Department of Public Works Contract No. 0985J: Contract 32 Traffic Signal Modifications
Project Budget and Financial Plan**

PROJECT BUDGET	
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Category	Budget Amount
DPT Traffic Engineering (Design, Planning & Coordination)	\$210,670
DPW Bureau Of Engineering (Detailed Electrical Design)	\$224,902
Construction Contract	\$1,234,569
10% Construction Cost Contingency	\$123,457
Other Direct Costs (Electrical Service, 911 Call Boxes, & Cable Car Switches)	\$14,000
DPW Bureau of Construction Management & Bureau of Engineering (Contract Preparation, Public Affairs, Construction Engineering)	\$314,992
DPT Traffic Engineering & Signal Shop (Construction Support)	\$294,179
TOTAL	\$2,416,769

FINANCIAL PLAN		
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Funding Source	Amount	Percentage
Local Half Cent Sales Tax - Proposition K	\$2,416,769	100%

THIS PRINT COVERS CALENDAR ITEM NO.: 10.6

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

DIVISION: Parking and Traffic

BRIEF DESCRIPTION: Authorizing the Executive Director of the San Francisco Municipal Transportation Agency (SFMTA) to execute Contract Amendment No. 3 to **SFgo Initial Phase Agreement for Professional Services and Software License** with Telvent Farradyne Inc. (the "Agreement") to develop and install various enhancements to SFgo's central system software.

SUMMARY:

- The SFgo Program is a citywide transportation management system that will gather real-time information on traffic flow and congestion, process and analyze this information, respond to changes in roadway conditions, and disseminate information to the public.
- The SFMTA recognizes the benefits of further enhancing SFgo's central system software with additional tools for improving on-time performance and system reliability along portions of the Municipal Railway's Light Rail Vehicle system that are part of SFgo's traffic signal network.
- These software enhancements can only be purchased from Telvent Farradyne as additional modules for their proprietary central system software already implemented as part of SFgo's Initial Phase.
- On February 13, 2008, by Resolution No. 08-53, the San Francisco County Transportation Authority (SFCTA) authorized the Executive Director of the SFMTA to expend Proposition K funds to have Telvent Farradyne Inc. develop and install the above-mentioned software enhancements to SFgo's central system software.
- The SFMTA requests authorization to execute this Third Amendment to the **Agreement for Professional Services and Software License** between the City and County of San Francisco and Telvent Farradyne Inc., to expand the scope and value of the contract by an amount not to exceed \$80,877, for a total contract amount not to exceed \$1,129,838.
- The City Attorney's Office has reviewed this item.

ENCLOSURES:

1. MTAB Resolution
2. Contract Amendment No. 3 to SFgo Initial Phase Agreement

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION

BE RETURNED TO

ASSIGNED MTAB CALENDAR DATE: _____

EXPLANATION:

Background:

The **SFgo** Program is a citywide transportation management system that allows the SFMTA to control traffic signals from remote command centers, respond to traffic conditions by routing traffic away from congested areas, and assist in maintaining open corridors for emergency responders and public transit. The system will also help SFMTA gather real-time information on current traffic flow and levels of congestion, process and analyze this information, respond to changes in roadway conditions, and disseminate up-to-the-minute information to travelers.

SFgo addresses the following Goals, and Objectives as described in SFMTA's 2008-2012 Strategic Plan:

Goal 2: Customer Focus - To get customers where they want to go, when they want to be there

Objectives:

- 2.1 Improve transit reliability to meet 85% on-time performance standard.
- 2.3 Fulfill bicycle and pedestrian network connectivity.
- 2.4 Reduce congestion through major corridors.
- 2.5 Manage parking supply to align with SFMTA and community goals.

Goal 6: Information Technology - To improve service and efficiency, the SFMTA must leverage technology

Objective:

- 6.1 Information and technology leadership: identify, develop and deliver the new and enhanced systems and technologies required to support SFMTA's 2012 goals.

Software Integration Contract:

On February 28, 2005, by Resolution No. 05-034, the SFMTA Board approved award of the **SFgo Initial Phase Agreement for Professional Services and Software License** to PB Farradyne, Inc. Under this contract, PB Farradyne, Inc. is responsible for furnishing, installing, and configuring all of the software necessary to activate SFgo's infrastructure (fiber optic network), equipment, and field devices, which were installed as part of SFgo's Initial Phase Construction Contract.

On August 17, 2005, by Resolution No. 05-116, the SFMTA Board approved Contract Amendment No. 1 to the contract to expand the scope of work to include the installation of Center-to-Center hardware and software to allow the SFgo network to communicate with other jurisdictions and agencies outside of the City. This amendment increased the value of the contract by \$349,000, for a total contract amount of \$1,048,961.

On February 5, 2008, by Resolution No. 08-019, the SFMTA Board approved Amendment No. 2

to the contract to assign any and all rights, duties, and obligations of PB Farradyne, Inc. under the contract to Telvent Farradyne Inc.

Current Status:

The SFMTA recognizes the benefits of further enhancing SFgo's central system software, particularly in terms of adding tools for tracking and monitoring Muni's Light Rail Vehicle (LRV) transit lines. At the present time, LRV activities and incidents along 3rd Street and along the southern portion of The Embarcadero can be viewed from SFgo's Transportation Management Center through field cameras and simulated site maps of individual intersections; however, the system cannot actively check actual on-time performance, or monitor system integrity by automatically recognizing failed LRV detectors and other equipment. The proposed software enhancements will help to promote the City's Transit-First policy and further encourage transit ridership by providing these tools to further improve LRV service, minimize transit delay, and facilitate and expedite maintenance work.

These software enhancements can only be purchased from Telvent Farradyne Inc., as additional modules for their proprietary central system software, which the SFMTA has already purchased and implemented as part of SFgo's Initial Phase.

On February 13, 2008, by Resolution No. 08-53, the San Francisco County Transportation Authority (SFCTA) authorized the Executive Director of the SFMTA to expend Proposition K funds to have Telvent Farradyne develop and install the above-mentioned software enhancements to SFgo's central system software.

The City Attorney has reviewed this calendar item.

Recommendation:

The SFMTA Board is requested to authorize the Executive Director of the SFMTA to execute this Third Amendment to the **Agreement for Professional Services and Software License** between the City and County of San Francisco and Telvent Farradyne Inc., to expand the scope and value of the contract by developing and installing various enhancements to SFgo's central system software, for an amount not to exceed \$80,877, for a total contract amount not to exceed \$1,129,838.

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

RESOLUTION No. _____

WHEREAS, The SFgo Program is a citywide transportation management system that will gather real-time information on traffic flow and congestion, process and analyze this information, respond to changes in roadway conditions, and disseminate information to the public; and,

WHEREAS, The SFMTA recognizes the benefits of further enhancing SFgo's central system software with additional tools for improving on-time performance and system reliability along portions of the Municipal Railway's Light Rail Vehicle system that are part of SFgo's traffic signal network; and,

WHEREAS, These software enhancements can only be purchased from Telvent Farradyne Inc. as additional modules for their proprietary central system software already implemented as part of SFgo's Initial Phase; and,

WHEREAS, On February 13, 2008, by Resolution No. 08-53, the San Francisco County Transportation Authority (SFCTA) authorized the Executive Director of the SFMTA to expend Proposition K funds to have Telvent Farradyne Inc. develop and install the above-mentioned software enhancements to SFgo's central system software; now, therefore, be it

RESOLVED, The SFMTA Board authorizes the Executive Director/CEO to execute Contract Amendment No. 3 to the SFgo Initial Phase Agreement for Professional Services and Software License with Telvent Farradyne Inc. to further expand the scope and value of the contract by developing and installing various enhancements to SFgo's central system software, for an amount not to exceed \$80,877, for a total contract amount not to exceed \$1,129,838.

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

**Third Amendment to the
Agreement for Professional Services and Software License
between the
City and County of San Francisco
and
Telvent Farradyne Inc.**

Revisions to Original Scope of Work

THIS AMENDMENT (this "Amendment") dated for convenience as March 31, 2008, in San Francisco, California, by and between Telvent Farradyne Inc., 999 Third Avenue, Suite 2200, Seattle, WA 98104 ("Contractor"), and the City and County of San Francisco, a municipal corporation ("City"), acting by and through its Municipal Transportation Agency, Department of Parking and Traffic or its designated agent, hereinafter referred to as "City" or "SFMTA".

RECITALS

WHEREAS, City and Contractor have entered into the Agreement (as defined below); and

WHEREAS, City and Contractor desire to modify the Agreement as to on the terms and conditions set forth herein;

NOW, THEREFORE, Contractor and the City agree as follows:

1. Definitions. The following definitions shall apply to this Amendment:

(a) **Agreement.** The term “Agreement” shall mean the Agreement dated February 28, 2005 between Contractor and City, and subsequent contract amendments dated August 17, 2005 (Amendment No. 1) and January 15, 2008 (Amendment No. 2).

(b) **LRV** The term “LRV” shall mean Light Rail Vehicle operated by the SFMTA.

(c) **Other Terms.** Terms used and not defined in this Amendment shall have the meanings assigned to such terms in the Agreement.

2. Modifications to the Agreement. The Agreement is hereby modified as follows:

(a) **Section 1.2.** Section 1.2 Definitions of Specific Terms, the definition of the term PROJECT PRICE is hereby amended in its entirety to read as follows:

PROJECT PRICE shall mean one million, one hundred twenty-nine thousand, eight hundred thirty-eight dollars (\$1,129,838) as set out in the Milestone Payment Schedule, Appendix D to this Agreement, and as such amount may be adjusted.

(b) **Section 4.1, Item (c).** Section 4.1 Compensation, Item (c) is hereby amended in its entirety to read as follows:

(c) In no event shall the City's liability to Contractor for work and services under this Agreement exceed the Project Price, which is one million, one hundred twenty-nine thousand, eight hundred thirty-eight dollars (\$1,129,838). The specific agreed costs for the Project associated with this Agreement are set out in Appendix D “Milestone Payment Schedule” to this Agreement incorporated by reference as of fully set out herein.

(c) **Section 14.1, Item (a).** Section 14.1 Grant of Software License, Item (a) is hereby amended in its entirety to read as follows:

(a) Licensor grants to the Licensee a non-exclusive, royalty-free, perpetual license for use of the Licensed Software and its Source Code. This License shall apply to the Modules of the MIST[®] software listed below and any other Modules that the City may subsequently obtain from Contractor:

- (1) MIST[®] Version 4
- (2) Signal Control
- (3) Time-Space Diagram
- (4) Flows Module
- (5) Database Front End

- (6) NTCIP DMS – Existing Interfaces
- (7) Autoscope Interface
- (8) Barco Interface
- (9) Incident Management (for freeway applications only)
- (10) Center-to-Center
- (11) MIST® Enhancements

The City is licensed to use said Licensed Software at any facility operated by the City. The City shall not sublicense, re-sell, supply, transfer or assign the Licensed Software to any other entity or person.

- (d) **Appendix B, Task 7.0, Table 4.** Appendix B Scope of Work, Task 7.0 Training, Table 4: Training is hereby amended in its entirety to read as follows:

Table 4: Training		
Type of User	Number to be Trained	Training Course Content
System Administrator	7 (including Engineers & Electricians)	The CSS operating system All system functionality including video server subsystem All Center-to-Center functionality <u>All features and functions added by MIST® Enhancements</u> Assign security to all other classes of users Make additions/changes/deletions to the system Generate reports Interpret and respond to all system error messages Monitor system usage and perform audit tracking Install applications software for new users Install patches and system software updates Utilize software configuration management tools Perform sophisticated data queries Maintain system integrity
Signal Shop Electrician	12	All functionality for their assigned responsibilities, including their Center-to-Center responsibilities, focusing on local and central software interaction, <u>features and functions added by MIST® Enhancements</u> , and the communications network
Traffic Engineering Staff User	20	All functionality useful to Traffic Engineering staff, focusing on performing database queries, generating reports, observing conditions with CCTV cameras and utilizing video detection system
TMC Operator	10 (including Parking Control)	All functionality necessary for their assigned responsibilities, including their Center-to-Center responsibilities, focusing on real-time transportation

Type of User	Number to be Trained	Training Course Content
	Officers)	management through use of field devices <u>and tools</u> added by MIST® Enhancements.

- (e) **Appendix B, Task 10.0.** Appendix B Scope of Work, Task 10.0 LRV Module is hereby added to read as follows:

TASK 10.0 – MIST® Enhancements

Task 10.1 MIST® Enhancements for SFgo System

The Contractor shall modify the SFgo MIST® system to include the following additional features and functions:

1. Archiving of Traffic Signal Timing Sheets
Save a copy of the previous central image in an archive table whenever a traffic signal timing sheet is downloaded from the field, and provide a way to view and print the old timing sheets when needed.
2. Detector Failure Reports
For both loop and actuation detectors, capture and display the reason code for system detection failures. Up to seven (7) failure types shall be captured from the traffic signal controller (as part of the occupancy byte) and presented in the real-time dynamic failure report and included in the system log report.
3. LRV Detector Display
Display LRV check-in/check-out detector actuations on the MIST® site maps.
4. LRV Detector Error Checking and Logging
Monitor LRV detector returns for failure conditions, including: Check-in, but no check-out; check-out, but no check-in; and any detector stuck on for configurable time limit. Failed check-in/check-out detectors shall be presented in the real-time dynamic failure report and included in the system log report.
5. Priority Mode Logging
Capture and log each time a traffic signal controller executes a priority mode change. Modes to be monitored shall include No Priority (Normal), Early Green, Extended Green, and Recovery. The log shall date-stamp and time-stamp the beginning of each priority mode change, and when normal mode is resumed.
6. LRV Headway Monitoring
Monitor the time between LRV check-in requests and compare observed headways against expected headways (plus or minus a tolerance threshold). If headway deviation exceeds the threshold, issue an alarm to the TMC Operator(s), display an alert in the dynamic failure report, and note the deviation in the system log report.
7. LRV Status Reporting

Provide the ability to create reports combining data from LRV detector logging (#4 above); priority mode logging (#5 above) and headway monitoring (#6 above). Reports shall be user-configurable to allow data to be presented by intersection name, by date and time interval, and by specific problem area (e.g., show all occurrences of LRV detector failure conditions for selected intersections between selected dates and times.

8. Placement & Display of Overlap and Green Phase Split Timers

Provide for single phase or overlap split timers as separate map objects on MIST® Site Maps, similar to the way LRV countdown timers are currently displayed.

Deliverables: MIST® Enhancements Requirements & Design Document

Task 10.2 MIST® Enhancements Installation

The Contractor shall add the MIST® Enhancements to the SFgo MIST® system, and perform all necessary configuration and preliminary testing to ensure proper operation.

Deliverables: MIST® Enhancements software.

Task 10.3 Acceptance Testing

Prior to any testing, the Contractor shall prepare an Acceptance Test Plan for the MIST® Enhancements. The Plan shall be a guide to test all functions described in Task 10.1 MIST® Enhancements for SFgo System. Acceptance Testing shall be in accordance with the procedures specified in the approved Acceptance Test Plan, and the Contractor shall conduct all phases of Acceptance Testing. Acceptance Testing shall include and involve appropriate Contractor and SFMTA staff, and will occur at a time agreeable to both parties. The Contractor shall provide on-site technical support to the SFMTA as needed during Acceptance Testing.

Deliverables: Acceptance Test Plan, Acceptance Test Reports

Task 10.4 System Documentation

The Contractor shall provide documentation for the MIST® Enhancements and all functions described in Task 10.1 MIST® Enhancements for SFgo System.

Deliverables: MIST® Enhancements software documentation, Updated MIST® User and System Administrator Manuals

- (f) **Appendix D.** Appendix D Milestone Payment Schedule is hereby amended to add the following:

	Third Amendment Milestone	Payment Date	Payment
	Notice to Proceed - Signed Contract	4/18/2008	
1	MIST® Enhancements Requirements and Design Document Approved by the SFMTA	5/16/2008	\$ 17,641

	Third Amendment Milestone	Payment Date	Payment
2	MIST® Enhancements Installation	10/3/2008	\$ 56,452
3	MIST® Enhancements Acceptance Testing	10/17/2008	\$ 2,035
4	Documentation and Training	11/7/2008	\$ 4,749
	TOTAL Third Amendment		\$ 80,877
	TOTAL for Original Contract plus Previous Amendments (see First Amendment, Appendix D)		\$ 1,048,961
	ADJUSTED TOTAL, including Third Amendment		\$ 1,129,838

(g) **Appendix E.** Appendix E Fee Proposal Schedule is hereby amended to add the following:

Third Amendment Fee Proposal

Item	Unit	Qty	Unit Price	Total
Project Management				
Master Schedule	Hrs	4	\$212.03	\$ 848
Budget Tracking	Hrs	4	\$212.03	\$ 848
Acceptance Testing & Training	Hrs	8	\$212.03	\$ 1,696
Progress Reports	Hrs	4	\$212.03	\$ 848
Conference Calls	Hrs	4	\$212.03	\$ 848
Management of Software Development Activities	Hrs	8	\$212.03	\$ 1,696
Project Management Subtotal				\$ 6,785
System Design and Implementation Process				
Software Design	Hrs	64	\$169.62	\$ 10,856
SW Development				
Senior Staff	Hrs	104	\$144.18	\$ 14,995
Mid Level Staff	Hrs	232	\$110.25	\$ 25,578
Development Builds				
Senior Staff	Hrs	40	\$144.18	\$ 5,767
Mid Level Staff	Hrs	32	\$110.25	\$ 3,528
System Design and Implementation Subtotal				\$ 60,724
Integration				
Software Manager	Hrs	4	\$169.62	\$ 678
System Engineering Staff	Hrs	8	\$144.18	\$ 1,153
Software Engineering Staff	Hrs	8	\$110.25	\$ 882
Direct Expenses (Travel, copies, phone, etc.)	LS			\$ 3,870
Integration Subtotal				\$ 6,584
Acceptance Testing				
Acceptance Test Plan	Hrs	8	\$110.25	\$ 882

Item	Unit	Qty	Unit Price	Total
Acceptance Testing	Hrs	8	\$144.18	\$ 1,153
Acceptance Testing Subtotal				\$ 2,035
Training				
Software Manager	Hrs	2	\$169.62	\$ 339
System Engineering Staff	Hrs	8	\$110.25	\$ 882
Software Engineering Staff	Hrs	8	\$144.18	\$ 1,153
Training Subtotal				\$ 2,375
Documentation				
Software Manager	Hrs	2	\$169.62	\$ 339
System Engineering Staff	Hrs	8	\$144.18	\$ 1,153
Software Engineering Staff	Hrs	8	\$110.25	\$ 882
Documentation Subtotal				\$ 2,375
THIRD AMENDMENT TOTAL				\$ 80,877
CONTRACT TOTAL THROUGH AMENDMENT 1				\$ 1,048,961
ORIGINAL CONTRACT PLUS FIRST AND THIRD AMENDMENT TOTAL				\$ 1,129,838

Staff Members for Third Amendment:

Team Member	Firm	Role	Rate
Les Jacobson	Telvent	Project Manager	\$ 212.03
Farhad Pooran	Telvent	Deputy Project Manager	\$ 212.03
	Telvent	Software Manager	\$ 169.62
Paul Hill	Telvent	Systems Engineer	\$ 144.18
	Telvent	Software Engineer	\$ 110.25

3. Performance Bond. In accordance with its duties under Article 8 of the Agreement, Contractor acknowledges and agrees that it must provide City with a performance bond meeting all requirements for the performance bond specified in the Agreement for the full amount of the amended Project Price within 30 calendar days of the execution of this First Amendment to the Agreement.

4. Effective Date. Each of the modifications set forth in Section 2 shall be effective on and after the date of this Amendment.

5. Legal Effect. Except as expressly modified by this Amendment, all of the terms and conditions of the Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day first mentioned above at San Francisco, California.

CITY

CONTRACTOR

Recommended by:

Cheryl Liu
SFgo Program Manager

Bond M. Yee
Director of Parking and Traffic

Approved by:

Nathaniel P. Ford
Executive Director/CEO
Municipal Transportation Agency
City and County of San Francisco

Les Jacobson
Vice President
Telvent Farradyne Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104
Tel. 206-382-5290
Vendor No. 74579

Approved as to Form:

Dennis J. Herrera
City Attorney

By: _____
Robert K. Stone
Deputy City Attorney

San Francisco Municipal Transportation Agency
Board of Directors
Resolution No. _____

Adopted: _____

Attest:

Secretary, SFMTA Board of Directors

THIS PRINT COVERS CALENDAR ITEM NO. : 10.7

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

DIVISION: Finance and Administration

BRIEF DESCRIPTION:

Authorizing the Executive Director/CEO to execute the First Amendment to the Memorandum of Understanding between the SFMTA and the Port of San Francisco, for an additional 14,705 square feet of space at Pier 17 for the storage of reserve fleet buses, at an additional cost of \$123,522 per year.

SUMMARY:

- On August 21, 2007, the SFMTA Board of Directors approved Resolution No. 07-131, authorizing the Executive Director/CEO to enter into a Memorandum of Understanding (MOU) between the SFMTA and the Port of San Francisco, under which the Municipal Railway (Muni) would store up to 50 standard size motor coaches at Pier 17, for use as Muni's reserve fleet.
- The MOU calls for the use of approximately 30,625 square feet, at an annual cost of \$257,250.
- Muni Operations staff have determined that the reserve fleet should be supplemented by the addition of up to 12 articulated motor coaches.
- Due to their large size (60 feet vs. 40 feet) and more difficult maneuverability, this addition to the reserve fleet will require 14,705 additional square feet at Pier 17, at an increased cost of \$123,522 per year, for which funds are available in the Muni Operating Budget.
- The attached Resolution authorizes the Executive Director/CEO to execute the First Amendment to the MOU with the Port, for the additional space needed at Pier 17.

ENCLOSURES:

1. MTAB Resolution
2. Proposed First Amendment to Memorandum of Understanding

EXPLANATION:

On August 21, 2007, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved Resolution No. 07-131, authorizing the Executive Director/CEO to enter into a Memorandum of Understanding (MOU) between the SFMTA and the Port of San Francisco, under which the Municipal Railway would store up to 50 reserve fleet motor coaches at Pier 17. The MOU, signed later that month, calls for the use of approximately 30,625 square feet of space to store 40-foot motor coaches, at a monthly cost of \$21,437.50, or \$257,250 per year.

Since that time, Muni Operations has determined that approximately 12 articulated, 60-foot motor coaches also need to be stored at Pier 17. As with the 40-foot coaches, these buses would be held in reserve for use in the event of a major failure of one or more light rail or trolley coach lines, in the case of a severe motor coach shortage caused by a major fleet defect, or for use as substitute bus service during a shutdown due to a construction project on one or more rail or trolley coach lines.

Unlike 40-foot coaches, articulated buses cannot easily be driven in reverse. Therefore, they require significantly more space for maneuverability. Thus, Muni requires an additional 14,705 square feet of space at Pier 17 to accommodate the 12 60-foot coaches to be added to Muni's reserve fleet.

As with the original MOU, the First Amendment would expire on August 31, 2010, unless terminated earlier by either party. At that time, Muni Operations will assess whether off-site storage space for a reserve fleet is still needed.

The attached First Amendment to MOU M-14396 grants the SFMTA additional space at Pier 17, bringing the total space to 45,330 square feet, and the total annual cost to \$380,772. As with the original MOU, the cost is based on paying 70 cents per square foot per month.

Obtaining use of this additional space will enable Muni to better provide alternative motor coach service to its riders in the event the reserve fleet is required. This, in turn, will further the following goal of the Strategic Plan:

- Goal 2 – Customer Focus

Objective 2.1 – Transit Reliability

Funds to cover the payments called for in this amendment are available in the FY07-08 Muni Operating Budget, and will be made available in the FY08-09 budget. The City Attorney has reviewed this calendar item and the attached MOU, but is not required to approve as to form agreements between City agencies.

The accompanying Resolution authorizes the Executive Director/CEO to execute the proposed First Amendment to MOU M-14396.

MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. _____

WHEREAS, The Municipal Railway (Muni) currently stores its reserve fleet of up to 50

standard size motor coaches at Pier 17, under a Memorandum of Understanding (MOU) with the Port of San Francisco; and,

WHEREAS, In order to provide the best substitute motor coach service possible in the event of planned or emergency shutdowns of rail or trolley coach lines, Muni Operations has determined that the reserve fleet should be increased to include up to 12 articulated motor coaches; and,

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have negotiated a First Amendment to the MOU with the Port for an additional 14,705 square feet of space at Pier 17; and,

WHEREAS, The proposed First Amendment increases the cost to the SFMTA by \$10,293.50 per month, or \$123,522 per year, for a total annual storage cost of \$380,772; and,

WHEREAS, The funds are available in the Muni Operating budget; now, therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to execute the First Amendment to Memorandum of Understanding M-14396 between the SFMTA and the Port of San Francisco for the storage of additional reserve fleet buses at Pier 17, in space totaling 45,330 square feet, at a total annual cost of \$380,772.

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

FIRST AMENDMENT TO MEMORANDUM OF UNDERSTANDING M-14396

This First Amendment to MOU M-14396 (the "First Amendment"), effective as of April 1, 2008, is by and between the San Francisco Port Commission (the "Port"), and the San Francisco Municipal Transportation Agency ("SFMTA").

RECITALS

A. The Port and SFMTA entered into MOU M-14396, dated on September 1, 2007 for reference purposes only (the "Original MOU"), for that certain real property located at Pier 17 consisting of approximately 30,625 square feet of shed space in the City and County of San Francisco, State of California, more particularly described in the Original MOU. The term of the Original MOU expires on August 31, 2010.

B. Port and SFMTA now desire to add approximately 14,705 square feet of Pier 17 shed space to the current premises commencing April 1, 2008;

C. The Original MOU and this First Amendment shall collectively be referred to as the "MOU." All capitalized terms used in this Amendment but not otherwise defined shall have the meaning given to them in the Original MOU.

AGREEMENT

1. Recitals. The foregoing recitals are true and correct and are incorporated into the MOU.
2. The first paragraph of Section 2 (Premises) of the Original MOU is amended to read as follows:
The "Premises" consists of Parcel A, comprising approximately 45,330 square feet of Pier 17 shed space, as described on Exhibit A attached hereto..
3. Section 5 (Use Fee) of the Original MOU is amended to read as follows:

MTA shall pay a Use Fee of Thirty One Thousand Seven Hundred Thirty One Dollars and No Cents (\$31,731.00) per month in advance due on the first day of each month commencing on the Effective Date of this MOU. Use of the Premises for any partial month will be prorated at the rate of one-thirtieth (1/30) of the monthly charge per day.
4. Exhibit A, attached hereto, shall replace Exhibit A of the Original MOU.
5. Except as specifically amended herein, the terms and conditions of the Original MOU shall remain in full force and effect.

IN WITNESS WHEREOF, PORT and SFMTA execute this First Amendment to MOU M-14396 at San Francisco, California, as of the _____ day of _____, 2008.

SAN FRANCISCO PORT COMMISSION

MUNICIPAL TRANSPORTATION
AGENCY

By: _____
MONIQUE MOYER
Executive Director
Port of San Francisco

By: _____
NATHANIEL P. FORD, SR.
Executive Director/CEO

REVIEWED:
DENNIS J. HERRERA, City Attorney

MTA Board of Directors
Resolution No. _____
Dated: _____

Attest:

By: _____
Rona H. Sandler
Deputy City Attorney, Port of S.F.

Secretary, MTA Board

Amendment Prepared By: Jeffrey A. Bauer, Senior Leasing Manager_____ (initial)

THIS PRINT COVERS CALENDAR ITEM NO. : 10.8

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

DIVISION: Traffic Engineering

BRIEF DESCRIPTION: Authorizing a bid call for Department of Public Works (DPW) Contract No. 1458J: Contract 59 New Traffic Signals, to install new traffic signals at nine designated intersections.

SUMMARY:

- The contract work will install new traffic signals at nine designated intersections.
- This work is designed to improve safety for vehicles and pedestrians by seeking to reduce the frequency of right angle collisions, improving right of way assignment for vehicles and pedestrians, and allowing minor side street vehicle and pedestrian traffic to enter or cross the major street with less difficulty.
- DPT staff performed the initial conceptual design for this contract. DPW staff performed the detailed electrical design and contract preparation. DPW staff will also provide contract advertising and construction management services.
- The contract work will be funded through private developer fees, a Board of Supervisor fund allocation, and Proposition B and K Sales Tax revenues.
- The engineer's detailed cost estimate for this contract is in excess of \$1,100,000 dollars.
- The completion date for this project is 300 calendar days after Notice to Proceed.
- DPT staff will request authority from the SFMTA Board to award the contract after bids have been opened and the lowest responsible bidder has been determined.
- The Contract Compliance Officer from the Human Rights Commission has established a 20% Local Business Enterprise (LBE) participation goal for this project.
- The City Attorney's Office has reviewed this calendar item.

ENCLOSURES:

1. SFMTA Board Resolution
2. Project Budget and Financial Plan

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION BE RETURNED TO Geraldine de Leon

ASSIGNED SFMTA BOARD CALENDAR DATE: _____

EXPLANATION:

Background:

The Department of Parking and Traffic, utilizing Department of Public Works Contract No. 1458J: Contract 59 New Traffic Signals, proposes to install new traffic signals at nine designated intersections located in San Francisco ("the Work"). These intersections are as follows: Filbert and Mason Streets; 16th and De Haro Streets; Mission and Santa Rosa Streets; 999 Brotherhood Way; Lake Merced Boulevard and Lake Merced Hill; 30th Avenue and Lincoln Way; 15th Avenue and Geary Boulevard; Blake Street and Geary Boulevard; and Divisadero and Ellis Streets.

The Work is designed to improve safety by seeking to reduce the frequency of right angle collisions, improving right of way assignment for vehicles and pedestrians, and allowing minor side street vehicle and pedestrian traffic to enter or cross the major street with less difficulty.

The scope of the Work includes installing new traffic signals at the intersections listed above. DPT selected these locations to improve vehicle and pedestrian safety based on the presence of public transit vehicles and heavy vehicle and pedestrian traffic. The Work involves the installation of new wiring, conduits, poles, traffic signal controllers, vehicle signals, pedestrian signals with countdown timers, and curb ramps. The Work is more specifically described in the "Contract 59 New Traffic Signals Contract No. 1458J Project Manual" and the accompanying contract plans and miscellaneous reference drawings (which are voluminous documents and are available for inspection at Department of Public Works Bureau of Engineering, 30 Van Ness Avenue, 4th Floor, San Francisco, California).

DPT staff performed the initial conceptual design and most of the detailed electrical design for this contract. DPW staff performed the detailed electrical design review and contract preparation. DPW staff will also provide contract advertising and construction management services.

Funding:

The Work is funded through private developer fees, a Board of Supervisor fund allocation, and Proposition B and K Sales Tax revenues, a half-cent sales tax approved by San Francisco voters in 1989 and 2003, respectively.

The San Francisco County Transportation Authority (SFCTA) has already approved \$371,471 from Proposition K for the design portion phase of this project.

DPT has requested and expects SFCTA approval for \$1,430,000 in Proposition K funds and

\$262,000 in Proposition B funds. As a mitigation measure for a private property development, a private developer has provided \$350,000 in funds to design and construct a new signal at 16th and De Haro Streets. The Board of Supervisors approved \$150,000 to help fund construction costs for a new signal at 999 Brotherhood Way.

The engineer's detailed cost estimate for the contract is in excess of \$1,100,000. The time allotted for substantial completion of the Work is 300 calendar days from the written Notice to Proceed. Liquidated damages are \$3,000 per day for contractor's delay that results in failure to complete the Work on time.

DPT staff will request authority from the MTA Board to award the contract after bids have been opened and the lowest responsive and responsible bidder has been determined.

The Contract Compliance Officer from the Human Rights Commission has established a 20% LBE participation goal for this contract.

The City Attorney reviewed this calendar item.

Strategic Plan Goals:

The SFMTA will further the following goals of the Strategic Plan through the award of this contract:

- Goal 1 – Customer Focus
 - 1.1 Improve safety and security across all modes of transportation
 - 1.3 Reduce emissions as required by the SFMTA Clean Air Plan
 - 1.5 Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, and rideshare)
- Goal 2 – System Performance
 - 2.1 Transit reliability: Improve on-time performance to 85%
 - 2.3 Fulfill bicycle and pedestrian network connectivity
 - 2.4 Reduce congestion through major corridors

Recommendation:

DPT staff requests authorization to issue a bid call for Department of Public Works Contract No. 1458J: Contract 59 New Traffic Signals to solicit bids from contractors qualified to install new traffic signals at the nine intersections listed above.

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

RESOLUTION No. _____

WHEREAS, SFMTA Parking and Traffic ("DPT") identifies intersections for new traffic

signal installations to be funded by Propositions B and K Sales Tax revenues, a half-cent sales tax approved by the voters of the City and County of San Francisco in 1989 and 2003, respectively; and,

WHEREAS, DPT has identified the following nine intersections as appropriate locations for new traffic signal installations to improve vehicle and pedestrian safety based on the presence of public transit vehicles, and heavy vehicle and pedestrian traffic: Filbert and Mason Streets; 16th and De Haro Streets; Mission and Santa Rosa Streets; 999 Brotherhood Way; Lake Merced Boulevard and Lake Merced Hill; 30th Avenue and Lincoln Way; 15th Avenue and Geary Boulevard; Blake Street and Geary Boulevard; and Divisadero and Ellis Streets ("the Work"); and,

WHEREAS, DPT proposes to perform the Work under Department of Public Works Contract No. 1458J: Contract 59 New Traffic Signals; and,

WHEREAS, The Work will be funded with Propositions B and K sales tax revenues; private developer fees; and funds allocated by the Board of Supervisors; and,

WHEREAS, The Work is designed to improve safety by seeking to reduce the frequency of right angle collisions, improving right of way assignment for vehicles and pedestrians, and allowing minor side street vehicle and pedestrian traffic to enter or cross the major street with less difficulty; and,

WHEREAS, The Work involves the installation of new wiring, conduits, poles, traffic signal controllers, vehicle signals, pedestrian signals with countdown timers, and curb ramps; and,

WHEREAS, The Human Rights Commission has established a Local Business Enterprise participation goal of 20% for this contract; now, therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to authorize the Department of Public Works to issue a bid call for Department of Public Works Contract No. 1458J: Contract 59 New Traffic Signals.

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

**Department of Public Works Contract No. 1458J: Contract 59 New Traffic Signals
Project Budget and Financial Plan**

PROJECT BUDGET	
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Category	Budget Amount
DPT Traffic Engineering & DPW Bureau of Engineering (Design, Planning Coordination, & Detailed Electrical Design)	\$371,471
Detailed Engineering Estimate for Construction Contract Cost, 10% Construction Cost Contingency, Other Direct Costs (Electrical Service, 911 Call Boxes, & Cable Car Switches), and Intersection Traffic Signal Controllers and Cabinets	\$1,563,740
DPW Bureau of Construction Management & Bureau of Engineering (Contract Preparation, Public Affairs, Materials Testing Lab, Wage Check & Construction Engineering)	\$343,150
DPT Traffic Engineering & Signal Shop (Construction Support)	\$285,060
TOTAL (DESIGN AND CONSTRUCTION PHASES)	\$2,563,421

FINANCIAL PLAN		
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Funding Source	Amount	Percentage
Private Developer Fees	\$350,000	14%
Board of Supervisors Fund Allocation	\$150,000	6%
Local Half Cent Sales Tax – Proposition B	\$262,000	10%
Local Half Cent Sales Tax - Propositions K	\$1,801,471	70%
TOTAL	\$2,563,471	100%

THIS PRINT COVERS CALENDAR ITEM NO. :10.9

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

DIVISION: TRANSPORTATION PLANNING AND DEVELOPMENT

BRIEF DESCRIPTION:

Approving the plans and specifications, and authorizing bid call for San Francisco Municipal Transportation Agency Contract No.1231, John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project.

SUMMARY:

- San Francisco Municipal Transportation Agency (SFMTA) Contract No. 1231, John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project, is part of the SFMTA’s Facilities Program, maintaining a complex infrastructure of operational, maintenance, and administrative facilities.
- The scope of work under Contract No. 1231 consists of replacing the existing 18 in-ground lifts with nine new portable lifts for the Light Maintenance Shop and 12 new portable lifts for the Heavy Maintenance Shop.
- The Engineer’s estimated cost for the construction contract is \$1,600,000, with substantial completion within 252 calendar days from the written notice to proceed with the work.
- The Contract Compliance Office has reviewed this calendar item and established a 15% SBE participation goal for this contract.
- The City Attorney’s Office has reviewed this calendar item.

ENCLOSURES:

1. MTAB Resolution
2. Project Budget & Financial Plan

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

Contracting Section Attn: Gigi Pabros

ASSIGNED MTAB CALENDAR DATE: _____

EXPLANATION:

San Francisco Municipal Transportation Agency (SFMTA) Contract No.1231, John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project, is identified in the latest San Francisco Municipal Railway Short Range Transit Plan under the Facilities Program. The SFMTA Facilities Program develops, manages, and maintains space for the operating, maintenance, administration, and storage needs required to support Muni operations. The emphasis is on maintenance and preservation projects, with the major goals of enabling all facilities to operate in the most effective and efficient manner possible, while preserving older facilities until rehabilitated or replaced.

The scope of work for Phase I, under Contract No.1231, consists of replacing the existing 18 in-ground lifts with 9 new portable lifts for the Light Maintenance Shop and 12 new portable lifts for the Heavy Maintenance Shop. Phase II, which will occur under a separate contract after the completion of Phase I, consists of replacing the existing worn lifts with new in-ground lifts and air-hydraulic jacks in the Body and Tire Shops, respectively.

The time allotted to substantially complete the construction of Phase I is 252 calendar days. Liquidated damages are \$2,000 per day for failure to complete the work on time.

The engineer's estimate for this construction contract is \$1,600,000. Funding for the project will be from a combination of programmed Federal Transit Administration funds and local funds as detailed in Enclosure 2.

Contract No. 1231 would assist in the implementation of the following goals, objectives, and initiatives in the SFMTA Strategic Plan:

Strategic Plan Goal 1: To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First policy

- 1.1 Improve safety and security across all modes of transportation.
- 1.5 Increase percentage of trips using more sustainable modes.

Strategic Plan Goal 4: To ensure financial stability and effective resource utilization

- 4.2 Ensure efficient and effective use of resources

The Contract Compliance Office has reviewed this calendar item and established a 15% SBE participation goal for this contract.

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

The plans and specifications are available for review at 1 South Van Ness Avenue, 3rd floor, SFMTA Transportation Planning and Development Division.

Staff recommends that the SFMTA Board approve the plans and specifications, and authorize a bid call for Contract No.1231, John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project.

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

RESOLUTION NO. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) Contract No.1231, John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project, is identified in the latest San Francisco Municipal Railway Short Range Transit Plan under the Facilities Program; and,

WHEREAS, The work to be performed under this project will replace the existing 18 in-ground lifts with 9 new portable lifts for the Light Maintenance Shop and 12 new portable lifts for the Heavy Maintenance Shop; and,

WHEREAS, The time allotted to substantially complete the construction of Phase I is 252 calendar days with liquidated damages of \$2,000 per day for failure to complete the work on time; and,

WHEREAS, The engineer's estimate for this construction contract is \$1,600,000; and,

WHEREAS, Federal and local grants are funding the project; and,

WHEREAS, The John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project will assist the SFMTA in meeting Strategic Plan Goal 1 by improving safety and security across all modes of transportation and increasing the percentage of trips using more sustainable modes; and Strategic Plan Goal 4 by ensuring efficient and effective use of resources; and,

WHEREAS, The Contract Compliance Office has established a 15% SBE participation goal for this contract; now, therefore, be it,

RESOLVED, That the SFMTA Board of Directors approves the plans and specifications and authorizes bid call for Contract No.1231, John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project.

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

Secretary, San Francisco Municipal Transportation Agency Board

ENCLOSURE 2

Project Budget and Financial Plan

Contract No. 1231

John M Woods Motor Coach Facility – Vehicle Lifts Replacement Phase I Project

PROJECT BUDGET

Category	Budget
Conceptual Engineering	\$408,000
Detail Design	\$792,000
Construction Contract 1231	\$1,600,000
Construction Management	\$668,000
Contingency	\$570,000
Total	\$4,038,000

FINANCIAL PLAN

Project Funding Source	Amount
Federal Grants: FTA	\$3,230,400
Local Grants: Proposition K	\$807,600
Total	\$4,038,000

THIS PRINT COVERS CALENDAR ITEM NO. : 10.10

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

DIVISION: Finance and Administration

BRIEF DESCRIPTION:

Approving an increase in the commission paid to SFMTA vendors from the current vendor commission of \$0.25 per item sold to \$0.50 per item sold. This increase is needed in order to help offset inflation and compensate vendors for their increased administrative costs.

SUMMARY:

- SFMTA vendors currently receive a \$0.25 commission per unit of transportation payment media sold.
- The amount of the commission has not been increased since the inception of the vendor program in December 1993, has not kept pace with inflation, and does not cover vendors' cost of doing business.
- The Revenue Section recommends raising the current vendor commission from \$0.25 per fare media sold to \$0.50 per item sold in order help offset inflation and compensate vendors for their administrative costs.
- Increasing the commission from \$0.25 to \$0.50 would cost an estimated \$752,562 annually, which is \$376,281 more than the existing \$0.25 per unit commission.

ENCLOSURES:

1. MTAB Resolution

APPROVALS:

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

Diana Hammons

DATE

ASSIGNED MTAB CALENDAR DATE: _____

EXPLANATION:

Background

SFMTA maintains a network of private vendors ("SFMTA vendors") that sell SFMTA transportation payment media, including Adult, Senior, and Youth Fast Passes, one, three, and seven-day Passports, and Prepaid Parking Meter Cards. Fare vendors receive a \$0.25 commission per unit of transportation payment media sold. Each month, SFMTA delivers transportation payment media to each vendor on consignment. At the end of the sales period, the SFMTA picks up unsold transportation payment media and the vendor remits payment for the quantity of transportation payment media sold, less a \$0.25 per item sales commission.

The commission paid to SFMTA vendors has not been increased since the inception of the fare vendor program in December 1993. Since that time, the value of vendor commissions has decreased relative to other goods and to the cost of MTA fare media. During this time period, the cost of goods in the Bay Area increased by 43 percent¹, and the value of SFMTA payment media also increased substantially. For example, since 1993, the cost of the Fast Pass increased from \$35 to \$45, or 29 percent.

A recent email, phone, and in-person survey of ten SFMTA vendors revealed that the commission does not adequately compensate vendors for their risk or their cost of doing business. As the price of transportation payment media has increased, fare vendors have taken on increased liability for lost transportation payment media and have been required to increase their insurance coverage. Furthermore, the \$0.25 commission does not offset the cost to SFMTA vendors of doing business. Each month, vendors receive and distribute transportation payment media, track the serial number of each item sold, repackage unsold media, calculate the commission, and remit payment. Despite this significant administrative burden, SFMTA vendors generate very little direct revenue from their participation in the program. During last fiscal year, Safeway, the program's largest vendor, sold \$8,455,615 worth of transportation payment media and generated only \$66,786 in commission.

In some cases, vendors may actually lose money for each unit of transportation payment media sold. On average, credit card companies charge vendors a transaction fee equal to two percent of gross receipts per transaction. As a result, if a vendor sells an Adult Fast Pass for \$45, receives a commission of \$0.25 and pays a \$0.90 credit card transaction fee, the vendor loses \$0.65 per Adult Fast Pass sold. The typical credit card transaction fee, cost of various payment media, and net profit or loss to the vendor are set forth in Table 1. According to the vendor survey, many vendors do not allow credit or debit card payments for transportation payment media because the commission is too low to offset their transaction charges. Given that a substantial percentage of consumers use credit or debit cards to make in-store purchases², the lack of a credit or debit card payment option for transportation payment media is likely cause a significant inconvenience to patrons seeking to purchase fare media or prepaid parking cards.

¹ As measured by the ABAG Bay Area Consumer Price Index

² In 2006, 47 percent of purchases were paid by credit or debit card,
<http://news.medill.northwestern.edu/chicago/news.aspx?id=77753>

Table 1: Cost to Provide Credit Card Transactions

Payment Media	Unit Price	Transaction Fee	Commission	Net Profit
Senior Fast Pass	\$10.00	\$0.20	\$0.25	\$0.05
Youth Fast Pass	\$10.00	\$0.20	\$0.25	\$0.05
1-day Passport	\$11.00	\$0.22	\$0.25	\$0.03
3-day Passport	\$18.00	\$0.36	\$0.25	\$0.10
7-day Passport	\$24.00	\$0.48	\$0.25	\$0.23
Lifeline Pass	\$35.00	\$0.70	\$0.25	-\$0.45
Adult Fast Pass	\$45.00	\$0.90	\$0.25	-\$0.65
Prepaid Parking Card	\$20.00	\$0.40	\$0.25	-\$0.15
Prepaid Parking Card	\$50.00	\$1.00	\$0.25	-\$0.75

In order to pay vendors a commission that takes into account vendors' risk and cost of doing business, the Revenue Section recommends that SFMTA increase the vendor commission to \$0.50. This level of commission would enable SFMTA to pay a commission that is competitive with other Bay Area transit agencies, without disincentivizing lower value fare media.

Currently, the Bay Area Rapid Transit District pays its vendors one percent of gross sales. If SFMTA were to pay vendors one percent of gross sales, vendors would receive only \$0.45 per Fast Pass, the most commonly sold fare media. Therefore, a \$0.50 per unit sold commission allows SFMTA to slightly exceed the commission paid by BART for the most commonly sold fare media. Importantly, a \$0.50 per item commission would allow SFMTA to meet the commission paid by BART for the most common fare media item, without disincentivizing sales of lower value fare media. If SFMTA were to offer a one percent commission, the commission for low value items like Youth Fast Passes would actually decrease; vendors would receive only \$.10 per Youth Fast Pass sold, which is \$.15 less per item than the current commission. Table 2 shows the current and proposed commission for the various transportation payment media compared to a one percent commission for those same items.

Table 2: Per Unit Sold Commission vs. Percent of Gross Sales

Transportation Payment Media	Unit Price	Current Commission	Proposed Commission	1 percent Commission
Senior Fast Pass	\$10.00	\$0.25	\$0.50	\$0.10
Youth Fast Pass	\$10.00	\$0.25	\$0.50	\$0.10
1-day Passport	\$11.00	\$0.25	\$0.50	\$0.11
3-day Passport	\$18.00	\$0.25	\$0.50	\$0.18
7-day Passport	\$24.00	\$0.25	\$0.50	\$0.24
Lifeline Pass	\$35.00	\$0.25	\$0.50	\$0.35
Adult Fast Pass	\$45.00	\$0.25	\$0.50	\$0.45
Prepaid Parking Card	\$20.00	\$0.25	\$0.50	\$0.20
Prepaid Parking Card	\$50.00	\$0.25	\$0.50	\$0.50

Increasing the commission from \$0.25 to \$0.50 would cost an estimated \$752,562 annually, which is \$376,281 more than the existing \$0.25 per unit commission.

Vendors who enter into a new Transportation Payment Media Vendor Agreement and those vendors who entered into such agreements on or after January 1, 2006 would be eligible under the terms of those agreements to begin receiving the increased commission. Vendors operating under earlier contracts that limit the commission to \$0.25 per item would need to either enter into a new agreement with SFMTA or have their existing contract amended to provide for the increased commission.

Operating funds required for the increase in vendor commission are budgeted in the current year budget. The City Attorney has reviewed this report.

Consistency with the SFMTA 2008-2012 Strategic Plan

Goal 3 – To improve the customer experience.

Objective 3.1 Improve economic vitality by growing relationships with business, community and stakeholder groups.

Goal 4 – To ensure financial stability and effective resource utilization.

Objective 4.1 Increase revenue by 20% or more by 2012 from improving collections and identifying new sources.

Objective 4.2 Ensure efficient and effective use of resources

Recommendation

The Revenue Section recommends that the SFMTA Board of Directors approve the attached resolution raising the current vendor commission from \$0.25 per item sold to \$0.50 per item sold in order to offset inflation and compensate vendors for their administrative costs. The incremental cost of increasing the vendor commission from \$0.25 per item to \$0.50 is \$376,281 annually.

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

RESOLUTION No. _____

WHEREAS, SFMTA vendors are paid a \$.25 commission per unit of transportation payment media sold; and,

WHEREAS, The commission has not been increased since the inception of the vendor program in December of 1993; and,

WHEREAS, The commission has not kept pace with inflation and does not cover vendors' cost of doing business; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to increase the commission from \$0.25 per unit of transportation payment media sold to \$0.50 per unit sold.

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. : 13

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

DIVISION: Traffic Engineering

BRIEF DESCRIPTION: Resolution supporting Caltrans' recommendation to reduce the speed limit on 19th Avenue between Eucalyptus Avenue and Martin Luther King Jr Drive in Golden Gate Park from 35 MPH to 30 MPH.

SUMMARY:

- 19th Avenue is a State Highway (Route 1) and is under Caltrans' jurisdiction.
- SFMTA staff continues to work as a key part of a multi-agency team to develop pedestrian safety, transit and traffic safety improvements along the corridor. Improvements include upgraded traffic signals, pedestrian countdown signals, additional striping, corner bulbs, bus bulbs and other streetscape measures.
- SFMTA staff requested that Caltrans review the existing 35 MPH speed limit.
- Based on its study, Caltrans recommends reducing the speed limit on the section of 19th Avenue between Eucalyptus Avenue and Martin Luther King Jr Drive to 30 MPH. The study noted the high residential density, multiple driveways, a number of heavily used transit transfer points, schools, senior and health care facilities along the corridor.
- Muni 28 and 28L operate along the corridor but no significant impacts to transit are expected relative to this change.
- This calendar item serves to fulfill Caltrans' request that this matter be scheduled for a public hearing.
- Caltrans and SFMTA staff will work closely with the California Highway Patrol and the San Francisco Police Department towards appropriate enforcement measures for this change.
- The speed limit will remain 35 MPH immediately north and south of this section of 19th Avenue. North of this section includes the Park Presidio Bypass connection within Golden Gate Park and Park Presidio Boulevard itself until Lake Street. South of this section includes the stretch between Junipero Serra Boulevard until Eucalyptus Drive. The speed limit on those sections will not change.
- Caltrans will be responsible for implementing this change, including changing all appropriate speed limit signs.

ENCLOSURES:

1. SFMTA Board Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION

BE RETURNED TO

Manito Velasco

ASSIGNED SFMTA BOARD CALENDAR DATE: _____

EXPLANATION:

Background:

19th Avenue and Park Presidio Boulevard are vital City streets that carry local, intra-neighborhood and regional traffic in the western part of the City. It has six lanes and carries more than 85,000 vehicles per day. The corridor also serves significant numbers of transit users. Muni's 28 and 28L bus routes operate along the corridor, carrying more than 14,000 passengers per weekday. There are also at least 20 bus and light rail lines that cross its entire length.

SFMTA staff has been working as part of a multi-agency team including the San Francisco County Transportation Authority (SFCTA), the City's Department of Public Works and Caltrans to develop pedestrian safety, transit, traffic safety and streetscape improvements on this corridor. Because it is part of the State Highway System (Route 1), Caltrans has jurisdiction over its design and operation.

The team has developed a number of improvement measures it is pursuing with Caltrans. These include improved street lighting, special striping or paving treatments, median planting, sidewalk corner bulbs, bus bulbs, median island improvements and trees. The first phase of a large-scale signal upgrade project is already under way. Pedestrian countdown signals, new Americans with Disabilities Act (ADA) compliant curb ramps, overhead mast-arm signals and restriped crosswalks are being added at ten key intersections. Accessible pedestrian signals will be installed at a select number of locations.

Earlier this year, SFMTA staff asked Caltrans to conduct an Engineering and Traffic Survey on Highway 1 covering both 19th Avenue and Park Presidio Boulevard in order to consider a speed limit lower than the existing 35 MPH speed limit.

Based on their Engineering and Traffic Survey, Caltrans recommends reducing the speed limit on 19th Avenue between Eucalyptus Drive and Martin Luther King Jr Drive in Golden Gate Park from 35 to 30 MPH. This section covers 2.41 miles of the Highway 1 corridor and includes the dense residential neighborhood on 19th Avenue, several driveways, a number of bus stops and cross-street transit transfer points, nearby schools, a health care facility, a senior center, a public swimming pool and many commercial establishments.

We do not expect significant transit impacts due to this change, especially during the peak periods and weekends when the corridor is typically congested.

Caltrans recommends retaining the 35 MPH speed limit along the remainder of the 19th Avenue/Park Presidio Boulevard corridor. The speed limit on 19th Avenue between Junipero Serra Boulevard and Eucalyptus will remain 35 MPH. The speed limit on Crossover Drive north of Martin Luther King Jr Drive, Park Presidio Bypass and Park Presidio Boulevard until Lake Street will also remain at 35 MPH.

Caltrans requested that this change be considered at a public hearing conducted by the City. This item fulfills that request.

Funding:

Caltrans is responsible for implementing the speed limit change, including changing all appropriate speed limit signs. No SFMTA or City funds will be expended in conjunction with this change.

Strategic Plan Goals:

The SFMTA will further the following goal through this change:

- Goal 1 – Customer Focus
 - 1.1 Improve safety and security across all modes of transportation

Recommendation:

SFMTA staff requests a Board resolution supporting Caltrans' recommendation to reduce the speed limit on 19th Avenue between Eucalyptus Avenue and Martin Luther King Jr Drive in Golden Gate Park from 35 MPH to 30 MPH.

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

RESOLUTION No. _____

WHEREAS, 19th Avenue is a vital transportation corridor in the City carrying more than 85,000 vehicles per day; and,

WHEREAS, 19th Avenue and Park Presidio Boulevard are designated as part of California State Highway Route 1 under the jurisdiction of the State Department of Transportation (Caltrans); and,

WHEREAS, SFMTA staff has been working together with partner agencies including the San Francisco County Transportation Authority, the Department of Public Works and Caltrans to develop pedestrian safety, transit and traffic safety improvements along this corridor; and,

WHEREAS, SFMTA staff requested that Caltrans review the existing 35 MPH speed limit on 19th Avenue and Park Presidio Boulevard; and,

WHEREAS, Caltrans conducted an Engineering and Traffic Survey of the corridor and recommends lowering the speed limit on 19th Avenue between Eucalyptus Drive and Martin Luther King Jr Drive to 30 MPH; and,

WHEREAS, Caltrans will be responsible for implementing this change including changing all the appropriate speed limit signs; now, therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors supports Caltrans' recommendation to lower the speed limit on 19th Avenue between Eucalyptus Drive and Martin Luther King Jr Drive in Golden Gate Park from 35 MPH to 30 MPH.

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

Board

Secretary, Municipal Transportation Agency