

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets – Transportation Engineering

BRIEF DESCRIPTION:

Approving various routine traffic and parking modifications as consent calendar items per the attached resolution.

SUMMARY:

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

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Tom Folks

ASSIGNED SFMTAB CALENDAR DATE: _____

PURPOSE

To approve various routine traffic and parking modifications.

Benefit to the SFMTA 2008 – 2012 Strategic Plan:

GOAL

Goal 1 - Customer Focus: To provide safe, accessible, reliable, clean and environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy

Objective 1.1 - Improve safety and security across all modes of transportation

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

Objective 2.4 - Reduce congestion through major corridors

Objective 2.5 - Manage parking supply to align with SFMTA and community goals

ITEMS:

- A. ESTABLISH – 1-HOUR PARKING – From the driveway of 1250 Missouri Street to 97 feet northerly. **PH 4/16/2010 Requested by business.**
- B. ESTABLISH – PERPENDICULAR PARKING – Missouri Street, west side, from Cesar Chavez Street to 330 feet northerly. **PH 4/16/2010 Requested by business.**
- C. RESCIND – PERPENDICULAR PARKING – Alabama Street, east side, from Mullen Avenue to 24 feet southerly. **PH 4/16/2010 Requested by resident.**
- D. RESCIND – 2 HOUR PARKING, 9AM TO 6PM, MONDAY THROUGH FRIDAY, CARPOOL PERMITTED VEHICLES EXEMPT FROM ABOVE – Mabini Street, west side, between Folsom and Bonifacio Streets. **PH 4/16/2010 Requested by SFMTA.**
- E. ESTABLISH – PARKING METERS, 2 HOUR TIME LIMIT, AREA 2, MONDAY THROUGH SATURDAY, 9AM-6PM – Mabini Street, west side, between Folsom and Bonifacio Streets. **PH 4/16/2010 Requested by SFMTA.**
- F. RESCIND – 2 HOUR PARKING 8AM TO 6PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH CARPOOL PERMITS – Maple Street, west side between California and Sacramento Streets. **PH 4/16/2010 Requested by SFMTA.**
- G. ESTABLISH – 2 HOUR TIME LIMIT PARKING METERS, MONDAY THORUGH SATURDAY , AREA 3, 9AM TO 6PM – Maple Street, west side between California and Sacramento Streets. **PH 4/16/2010 Requested by SFMTA.**
- H. RESCIND – 35MPH SPEED LIMIT – 3rd Street between Channel Street and Evans Avenue. **PH 4/16/2010 Requested by SFMTA.**
- I. ESTABLISH – 30MPH SPEED LIMIT – 3rd Street between Channel Street and Evans Avenue. **PH 4/16/2010 Requested by SFMTA.**
- J. RESCIND – ONE-WAY STREET – Dore Street, between Howard and Folsom Streets (makes this street two-way). **PH 4/16/2010 Requested by Resident.**

- K. ESTABLISH – 2 HOUR PARKING 8AM TO 6PM, MONDAY THROUGH FRIDAY, AREA “T” EXEMPT FROM ABOVE – Portola Drive, west side, between Sydney Way and Laguna Honda Boulevard (800 block; frontage road). **PH 4/16/2010 Requested by Resident.**
- L. ESTABLISH – TRAFFIC SIGNAL – Brotherhood way and intersection of new private road serving 800 Brotherhood Way development, approximately 550 feet west of Chumasero Drive. **PH 4/16/2010 Requested by Developer.**
- M. ESTABLISH – RIGHT TURN ONLY LANE AND TOW-AWAY NO STOPPING ANYTIME – Brotherhood Way, north side, from approximately 350 west of Chumasero Drive to new private road. **PH 4/16/2010 Requested by Developer.**
- N. ESTABLISH – INCREASE SIDEWALK WIDTH TO 12 FEET AND NARROW WESTBOUND ROADWAY BY 3 FEET – Brotherhood Way, north side, from intersection of new private road to approximately 1,050 feet westerly. **PH 4/16/2010 Requested by Developer.**
- O. ESTABLISH – SIDEWALK BULBOUT OF ADDITIONAL 6 FEET IN WIDTH AND PROHIBIT ON-STREET PARKING – Brotherhood Way, north side, from intersection of new private road to approximately 60 feet westerly. **PH 4/16/2010 Requested by Developer.**
- P. ESTABLISH – SIDEWALK BULBOUT OF ADDITIONAL 6 FEET IN WIDTH AND PROHIBIT ON-STREET PARKING – Brotherhood Way, north side, from approximately 250 feet to 370 feet west of intersection of new private road (at intersection with Church Parking Lot, south of Brotherhood way). **PH 4/16/2010 Requested by Developer.**
- Q. REVOKE – TOW-AWAY NO PARKING ANYTIME – Bernal Heights Boulevard, north side, from Chapman Street to 85 feet westerly. **PH 4/16/2010 Requested by SFMTA.**
- R. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Folsom Street, east side, from 54 feet to 78 feet south of 13th Street (24 foot zone). **PH 4/16/2010 Requested by Business.**
- S. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES – Folsom Street, east side, from 54 feet to 78 feet south of 13th Street (24 foot zone). **PH 4/16/2010 Requested by Business.**

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

- A. ESTABLISH – 1-HOUR PARKING – From the driveway of 1250 Missouri Street to 97 feet northerly.
- B. ESTABLISH – PERPENDICULAR PARKING – Missouri Street, west side, from Cesar Chavez Street to 330 feet northerly.
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- L. ESTABLISH – TRAFFIC SIGNAL – Brotherhood way and intersection of new private road serving 800 Brotherhood Way development, approximately 550 feet west of Chumasero Drive.
- M. ESTABLISH – RIGHT TURN ONLY LANE AND TOW-AWAY NO STOPPING ANYTIME – Brotherhood Way, north side, from approximately 350 west of Chumasero Drive to new private road.
- N. ESTABLISH – INCREASE SIDEWALK WIDTH TO 12 FEET AND NARROW WESTBOUND ROADWAY BY 3 FEET – Brotherhood Way, north side, from intersection of new private road to approximately 1,050 feet westerly.
- O. ESTABLISH – SIDEWALK BULBOUT OF ADDITIONAL 6 FEET IN WIDTH AND PROHIBIT ON-STREET PARKING – Brotherhood Way, north side, from intersection of new private road to approximately 60 feet westerly.
- P. ESTABLISH – SIDEWALK BULBOUT OF ADDITIONAL 6 FEET IN WIDTH AND PROHIBIT ON-STREET PARKING – Brotherhood Way, north side, from approximately 250 feet to 370 feet west of intersection of new private road (at intersection with Church Parking Lot, south of Brotherhood way).
- Q. REVOKE – TOW-AWAY NO PARKING ANYTIME – Bernal Heights Boulevard, north side, from Chapman Street to 85 feet westerly.

- R. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Folsom Street, east side, from 54 feet to 78 feet south of 13th Street (24 foot zone).
- S. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES – Folsom Street, east side, from 54 feet to 78 feet south of 13th Street (24 foot zone).

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 Transportation Engineering, does hereby approve the changes.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

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S. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES – Folsom Street, east side, from 54 feet to 78 feet south of 13th Street (24 foot zone).

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 Transportation Engineering, does hereby approve the changes.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the San Francisco Municipal Transportation Agency, through its Executive Director/CEO (or his designee), to accept and expend up to \$375,000 in Transportation Development Act, Article 3 funds for bicycle safety outreach and education programs and bicycle facility projects.

SUMMARY:

- SFMTA requests authority to accept and expend up to \$375,000 in Transportation Development Act (TDA) grant funds for implementation of bicycle safety outreach and education programs, such as educational events, safety brochures, flyers, maps, public outreach campaigns to promote safe bicycling, outdoor media and advertising, purchasing and distributing of bicycle safety equipment and materials, and staff attendance at bicycle safety-related conferences and trainings, and bicycle facility projects.
- The choice of projects is based on input SFMTA received from various community groups, such as the San Francisco Bicycle Coalition and the Board of Supervisors' Bicycle Advisory Committee.
- The SFMTA also requires approval from the Board of Supervisors to accept and expend the funds described above because these projects are combined with projects from DPW to be presented to MTC as a unified program of projects using TDA funds.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION BE RETURNED TO: Eileen Ross, 1 South Van Ness Ave., 8th Floor

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

SFMTA requests authority to accept and expend up to \$375,000 in state TDA, Article 3 funds for bicycle safety outreach and education programs and bicycle facility projects.

GOALS

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

- Goal 1: Customer Focus – To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy.
Objective 1.1 – Improve safety and security across all modes of transportation
Objective 1.5 – Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, rideshare).
- Goal 2: Customer Focus – To get customers where they want to go, when they want to be there.
Objective 2.3 – Fulfill bicycle and pedestrian network connectivity.
- Goal 4: Financial Capacity – To ensure financial capacity and effective resource utilization
Objective 4.2 – Ensure efficient and effective use of resources.

DESCRIPTION

Article 3 of the TDA authorizes disbursement of funds for bicycle and pedestrian purposes. Within the nine-county Bay Area, the Metropolitan Transportation Commission administers TDA funds. SFMTA proposes to use these funds for the two projects described below.

1. Bicycle Safety Outreach and Education Programs (\$41,000) – Implement bicycle safety outreach & education programs, such as educational events, safety brochures, flyers, maps, public outreach campaigns to promote safe bicycling, outdoor media and advertising, purchasing and distributing of bicycle safety equipment and materials, and staff attendance at bicycle safety-related conferences and trainings.
2. Bicycle Facility Projects (\$334,000) – Planning, engineering, implementation, and maintenance of various bicycle projects, such as: striping and signing Class II bikeways (bike lanes); improving Class III bikeways (bike routes) by widening curb lanes and installing shared lane bicycle pavement symbols (“sharrows”), especially on roadways with heavy traffic volumes and narrow lanes; bicycle parking (bike racks, lockers and other materials and measures to facilitate bicycle parking); and implementing a bicycle sharing program.

PAGE 3.

Bicycle Plan Injunction

The San Francisco County Superior Court issued a peremptory writ of mandate on November 7, 2006 preventing the City and County of San Francisco from implementing portions of the San Francisco Bicycle Plan until environmental review has been completed on the entire plan. On June 25, 2009, the final environmental impact report (EIR) for the 2009 San Francisco Bicycle Plan was approved and the plan was certified by the San Francisco Planning Commission. On June 26, 2009, the SFMTA Board adopted the CEQA findings and the Bicycle Plan. The San Francisco Planning Department issued its notice of determination for the San Francisco Bicycle Plan on August 12, 2009 and it was filed by the county clerk on August 14, 2009. On November 24, 2009, the Court modified the injunction and set a briefing schedule and hearing date for June 1, 2010 (later postponed until June 22, 2010) on petitioners' objections to the approval of the EIR.

This request will fund planning and engineering work, which is not prohibited by the injunction, which allows the SFMTA to perform "studies, engineering, planning or other administrative work on any item in the 2005 San Francisco Bike Plan or any proposed improvement to any bicycle route"

This request will also fund minor improvements, such as sharrows, bicycle racks, bicycle sharing, and innovative design treatments. Under the modification to the injunction, the court has allowed such minor improvements. The modified injunction states, however, that any projects implemented are subject to being reversed if the Petitioners prevail in their challenge to the EIR.

Implementation of bicycle facility projects that are not currently permitted under the modified injunction will be postponed until after the injunction is lifted in its entirety, although planning and engineering of those projects will continue.

ALTERNATIVES CONSIDERED

Not applicable.

FUNDING IMPACT

No matching funds are required. If projects cannot be delivered in a timely manner, alternative funding will need to be sought.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The SFMTA requires approval from the Board of Supervisors to accept and expend the funds described above because these projects are combined with projects from DPW to be presented to the MTC as a unified program of projects using TDA Article 3 funds.

PAGE 4.

RECOMMENDATION

Staff recommends that the SFMTA Board approve the attached Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Executive Director/CEO (or his designee), to accept and expend up to \$375,000 in Transportation Development Act (TDA) funds for bicycle safety outreach and education programs and bicycle facility projects.

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

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, With input from the San Francisco Bicycle Coalition, the Board of Supervisors' Bicycle Advisory Committee, and community groups, the San Francisco Municipal Transportation Agency (SFMTA) Bicycle Program has identified a need for various bicycle projects and programs to improve and enhance bicycling as a safe, viable transportation option; and

WHEREAS, The SFMTA will apply for up to \$375,000 in Transportation Development Act, Article 3 funds for (1) implementation of bicycle safety outreach and education programs, such as educational events, safety brochures, flyers, maps, public outreach campaigns to promote safe bicycling, outdoor media and advertising, purchasing and distributing of bicycle safety equipment and materials, and staff attendance at bicycle safety-related conferences and trainings; and (2) bicycle facility projects; and

WHEREAS, SFMTA will not implement those projects prohibited by the modified injunction prohibiting implementation of the San Francisco Bicycle Plan until the injunction has been lifted by the San Francisco Superior Court; and

WHEREAS, If any of the projects and programs do not receive funding, this will not affect the other projects and programs; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA, through its Executive Director/CEO (or his designee), to accept and expend up to \$375,000 in Transportation Development Act, Article 3 funds for bicycle safety outreach and education programs and bicycle facility projects; and be it further

RESOLVED, That the SFMTA Board commends this matter to the Board of Supervisors for its approval to accept and expend the aforementioned grant funds; and be it further

RESOLVED, That the SFMTA Board authorizes the Executive Director/CEO (or his designee) to execute agreements and other documents required for receipt of these funds, pending approval of the Board of Supervisors; and be it further

RESOLVED, That the Executive Director/CEO (or his designee) shall transmit a copy of this resolution to the Metropolitan Transportation Commission.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving extensions of the current management agreements between the operators and non-profit corporations for operation of the Fifth and Mission Garage, the Union Square Garage, the Ellis-O'Farrell Garage and the Japan Center Garage on a month-to-month basis.

SUMMARY:

- With San Francisco Municipal Transportation Agency (SFMTA) oversight, four non-profit garage corporations manage four City-owned parking facilities through direct agreements with private operators. Currently, all four agreements have expired and are on a month-to-month basis.
- Each non-profit corporation is in the process of developing a Request For Proposals (RFP) that will result in new management agreements for each of the garages. To continue garage operations during the RFP process, the corporations have requested extensions to their current month-to-month contracts.
- Approval by the SFMTA Board of Directors is necessary to extend any month-to-month contract beyond 12 months from the date of expiration.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Amit M. Kothari

ASSIGNED SFMTAB CALENDAR DATE: _____

PURPOSE

The purpose of this report is to seek approval from the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors of requests from the Downtown Parking Corporation, the Uptown Parking Corporation, the Ellis-O'Farrell Parking Corporation and the Japan Center Parking Corporation for month-to-month extensions, for an additional 12 months, of the existing management agreements between those corporations and the operators of the Fifth and Mission Garage, the Union Square Garage, the Ellis-O'Farrell Garage and the Japan Center Garage, respectively.

GOAL

This action is consistent with the SFMTA 2008-2012 Strategic Plan.

- Goal 2: System Performance – To get customers where they want to go, when they want to be there
Objective 2.5: Manage parking supply to align with SFMTA and community goals
- Goal 3: External Affairs/Community Relations – To improve the customer experience, community value and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry
Objective 3.1: Improve economic vitality by growing relationships with businesses, community, and stakeholder groups
- Goal 4: Financial Capacity – To ensure financial stability and effective resource utilization
Objective 4.1: Increase revenue by 20 % or more by 2012 by improving collections and identifying new sources
Objective 4.2: Ensure efficient and effective use of resources

DESCRIPTION

Through direct agreements with private parking operators, four non-profit corporations, the Downtown Parking Corporation, the Uptown Parking Corporation, the Ellis-O'Farrell Parking Corporation and the Japan Center Parking Corporation manage the Fifth and Mission Garage, the Union Square Garage, the Ellis-O'Farrell Garage and the Japan Center Garage, respectively. These corporations have requested approval to continue these contracts on a month-to-month basis for an additional 12 months. These extensions will be at the current contract terms without any changes.

In April 2010, the SFMTA released a Request For Proposals (RFP) soliciting proposals from qualified parking operators to manage 13 parking facilities. The RFP does not include any facilities managed by non-profit corporations. The four non-profit corporations are in the process of developing their own RFPs based on the SFMTA's RFP. The nonprofit corporations will advertise the RFPs for non-profit garages after review and approval by the SFMTA. Since current contracts with the operators have already expired, the corporations need to extend these agreements, and under the terms of these agreements, any extensions beyond 12 months require SFMTA approval.

Additional details are provided in the following sections:

Fifth and Mission Garage

The Downtown Parking Corporation has requested a month-to-month extension to the current agreement with Ampco System Parking to May 31, 2011. During this extension all terms and conditions will remain the same as the original contract, including the \$4,600 per month management fee. All operating expenses are paid by the operator and reimbursed by the corporation.

Union Square Garage

The Uptown Parking Corporation has requested a month-to-month extension to the current agreement with City Park to June 30, 2011 with no change in the current contract terms. During this extension, City Park will continue to earn a \$4,166.66 monthly management fee. All operating expenses are paid by the operator and reimbursed by the corporation.

Ellis-O'Farrell Garage

The Ellis-O'Farrell Parking Corporation has requested a month-to-month extension to the current agreement with Parking Concepts, Inc. to April 30, 2011 with no change in the current contract terms. During this extension all terms and conditions remain the same, including the \$3,333.33 monthly management fee. All operating expenses are paid by the operator and reimbursed by the corporation.

Japan Center Garage

The Japan Center Parking Corporation has requested a month-to-month extension to the current agreement with Parking Concepts, Inc. to June 30, 2011 with no change in the current contract terms. During this extension the operator will be paid a \$3,000 monthly management fee. All operating expenses are paid by the operator and reimbursed by the corporation.

The non-profit corporations have indicated that their RFP process will be completed and new contracts will be awarded within the one-year extension period. Staff supports the contract extension request from each corporation.

The City Attorney has reviewed this report.

ALTERNATIVES CONSIDERED

It is necessary to extend these contracts to continue operating and managing these parking garages and to continue to meet the parking needs of customers.

FUNDING IMPACT

The requests to extend the current management agreements will allow the corporations to complete the RFP process and to execute new contracts with the selected vendors during FY2010-2011. Adequate funds to conduct the RFP process are included in the corporations' FY2010-2011 Operating Budgets.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are required for the extensions requested by the corporations.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors adopt the attached resolution approving extensions by the Downtown Parking Corporation, the Uptown Parking Corporation, the Ellis-O'Farrell Parking Corporation and the Japan Center Parking Corporation of Operating Agreements for the management of the Fifth and Mission Garage, the Union Square Garage, the Ellis-O'Farrell Garage and the Japan Center Garage, respectively, on a month-to-month basis for an additional 12 months.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Downtown Parking Corporation oversees the operation of the Fifth and Mission Garage; the Uptown Parking Corporation oversees the operation of the Union Square Parking Garage; the Ellis-O'Farrell Parking Corporation oversees the operation of the Ellis-O'Farrell Garage; and the Japan Center Parking Corporation oversees the operation of the Japan Center Garage on behalf of the City and County of San Francisco under separate lease agreements with the City; and

WHEREAS, The four corporations manage these garages through direct agreements with individual parking operators; and,

WHEREAS, The current contracts with the operators have expired and are continuing on a month-to-month basis; and,

WHEREAS, The corporations are in the process of developing new Requests For Proposals (RFP) that are anticipated to result in new management contracts, for each garage, within 12 months; and,

WHEREAS, The existing agreements require, and the corporations have requested, approval from the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors to extend the existing operator contracts on a month-to-month basis for an additional 12 months; and,

WHEREAS, Staff supports the extension requests that will allow the corporations to complete the RFP process and to execute new management contracts for the garages; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the extension of the operating agreement between the Downtown Parking Corporation and Ampco System Parking for the management of the Fifth and Mission Garage on a month-to-month basis through May 31, 2011; and, be it further

RESOLVED, That the SFMTA Board of Directors approves the extension of the operating agreement between the Uptown Parking Corporation and City Park for the management of the Union Square Garage on a month-to-month basis through June 30, 2011; and, be it further

RESOLVED, That the SFMTA Board of Directors approves the extension of the operating agreement between the Ellis-O'Farrell Parking Corporation and Parking Concepts, Inc. for the management of the Ellis-O'Farrell Garage on a month-to-month basis through April 30, 2011; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the extension of the operating agreement between the Japan Center Parking Corporation and Parking Concepts, Inc. for the management of the Japan Center Garage on a month-to-month basis through June 30, 2011.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

MUNICIPAL TRANSPORTATION AGENCY
City and County of San Francisco

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Authorizing the Executive Director/CEO to execute the Second Amendment to SFMTA Contract # 4099-08/09 with Cambridge Systematics, Inc. for Transportation Nexus Studies, to increase the contract amount by \$20,800 for a total contract amount not to exceed \$455,792, to reallocate \$47,409 from Task 4 (Public Meetings) to Task 3 (Auto Trip Mitigation Fee Nexus Study), and to extend the completion date from May 29, 2010 to July 28, 2010.

SUMMARY:

- On June 2, 2009, the SFMTA Board authorized the Executive Director/CEO to execute SFMTA Contract # 4099-08/09 with Cambridge Systematics for an amount not to exceed \$434,992 and a term of nine months, to conduct the TIDF nexus study update required under San Francisco Administrative Code Section 38.7, the nexus study required under Planning Code Section 326.8, and a third nexus study about a development fee to mitigate significant transportation-related environmental effects of new development for purposes of environmental analysis under the California Environmental Quality Act ("CEQA").
- On February 9, 2010, the Executive Director/CEO, acting under his contracting authority, extended the term of the contract from February 28, 2010 to May 29, 2010 due to the complex technical issues being encountered; there was no change in the contract amount.
- Due to additional technical issues with the ATMF study, more technical work and time are needed to complete the nexus studies. The proposed Second Amendment would extend the term of the agreement for an additional 60 days, to July 28, 2010; reallocate \$47,409 of funds from the Public Meeting task, a task which can be performed by the Task Force, to the ATMF study; and increase the contract amount by \$20,800 for a total amount not to exceed \$455,792.

ENCLOSURES:

1. SFMTAB Resolution
2. Amendment to SFMTA Contract # 4099-08/09

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO: Jay de los Reyes

ASSIGNED MTAB CALENDAR DATE: _____

PAGE 2

PURPOSE

This item requests authorization for the Executive Director/CEO to execute the Second Amendment to SFMTA Contract #4099-08/09 with Cambridge Systematics, Inc. for Transportation Nexus Studies, to extend the term of the contract from May 29, 2010 to July 28, 2010, reallocate \$47,409 from Task 4 (Public Meetings) to Task 3 (Auto Trip Mitigation Fee Nexus Study), and increase the contract amount by \$20,800, for a total contract amount not to exceed \$455,792.

GOAL

The contract with Cambridge Systematics as amended will help further the following goals and objectives in the SFMTA Strategic Plan:

Goal 1 – Customer Focus: To provide safe, accessible, clean, environmentally sustainable service and encourage use of auto-alternative modes through the Transit First Policy.

Objective 1.5 Increase percentage of trip using more sustainable modes.

Goal 2 – System Performance: To get customers where they want to go, when they want to be there.

Objective 2.2 Ensure efficient transit connectivity and span of service.

Objective 2.3 Fulfill bicycle and pedestrian network connectivity.

Goal 3 – External Affairs – Community Relations: To improve the customer experience, community value, and enhance the image of SFMTA, as well as ensure SFMTA is a leader in the industry.

Objective 3.4 Enhance proactive participation and cooperatively strive for improved regional transportation.

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

Objective 4.2 Ensure efficient and effective use of resources.

DESCRIPTION

Background

In 1981, the Board of Supervisors enacted San Francisco Administrative Code Chapter 38, establishing the Transportation Impact Development Fee ("TIDF"), and setting the fee at \$5.00 per square foot of new office development in Downtown San Francisco to mitigate the impact of such development on the City's public transit services. The ordinance was amended in 1984, but

remained essentially unaltered for 20 years. The TIDF has been an important revenue source for the SFMTA and will continue to be so in the future. Since 1981, Muni and SFMTA have collected more than \$122 million (including interest charges on installment payments) from the TIDF.

In 2004, following a comprehensive review and nexus study, the TIDF ordinance was substantially revised and expanded to all new non-residential development throughout the City. The rates are adjusted for inflation every two years, and currently range from \$9.07 to \$11.34 per square foot, with the next adjustment due on July, 1, 2011. The 2004 ordinance also requires that the information and calculations used in setting the rates be updated every five years and that the SFMTA Executive Director prepare a report for the SFMTA Board of Directors and the Board of Supervisors with recommendations as to whether the TIDF should be increased, decreased, or remain the same. The TIDF Nexus Study Update, the first of the three nexus studies authorized by the subject contract, will assist SFMTA in meeting this requirement.

In April, 2008, the Board of Supervisors also added Section 326.8 to the San Francisco Planning Code. This section authorized the formation of a task force, consisting of representatives from several City agencies and the SFCTA, to be coordinated by the SFMTA and the Office of City Attorney, in order to conduct "a nexus study establishing the impact of new residential development and new parking facilities on the City's transportation infrastructure and parking facilities" and, if justified, make recommendations to the Board of Supervisors for new impact fees on residential development and projects containing parking facilities. The Comprehensive Transportation Impact Development Fee (CTIDF) Nexus Study, the second of the three nexus studies authorized by the subject agreement, will assist in meeting the provisions of Section 326.8 by conducting a study on a) the impact of all new development, whether residential or commercial, on the City's entire transportation infrastructure, including that used by pedestrians and people who travel by bicycle; and b) the feasibility of a CTIDF to mitigate the impact of new development on the City's entire transportation system.

Furthermore, for the past several years, several city and county agencies, primarily the San Francisco (SF) Planning Department and the SF County Transportation Authority (SFCTA), have been working on a policy initiative to replace the Level-of-Service (LOS) standard for measuring the transportation-related environmental impact of new developments, under the California Environmental Quality Act (CEQA), with a new standard based on the number of Auto Trips Generated (ATG) by such new developments. The Auto Trip Mitigation Fee (ATMF) Nexus Study, the third of the three nexus studies authorized by the subject contract, will support the policy initiative already underway and will develop the basis for the potential adoption of a new ATMF to fund facilities and services that mitigate the significant transportation-related environmental impacts of new developments. Such facilities and services may include measures to improve bicycle and pedestrian safety, reduce noise, reduce greenhouse, gas emissions, and expand alternative modes of transportation. The interested agencies decided to combine all three studies into one request for proposals ("RFP") for a consultant to develop the studies.

In March 2009, a selection panel composed of representatives from the SFMTA, the Planning Department, the SFCTA and the Mayor's Office of Economic and Workforce Development

("MOEWD") evaluated the written proposals and oral presentations and scored Cambridge Systematics as the highest-ranked proposer.

On June 2, 2009, the SFMTA Board authorized the Executive Director/CEO to execute SFMTA Contract # 4099-08/09 with Cambridge Systematics for an amount not to exceed \$434,992 and a term of nine months.

On February 9, 2010, the Executive Director/CEO, acting under his contracting authority extended the term of the contract from February 28, 2010 to May 29, 2010 due to the complex technical issues that were being encountered. There was no increase in the contract amount.

As the work has progressed, additional technical issues with the ATMF study have arisen. SFMTA staff and staff from the other interested agencies have determined that further technical work and more time and resources are needed to complete the ATMF Study, and that in order to enable the work to be completed, it is appropriate to extend the term of the contract for an additional 60 days to July 28, 2010, reallocate \$47,409 of existing funds from the public meetings and outreach task (a function which can be performed by the Task Force) to the ATMF nexus study, and increase the contract amount by \$20,800 or 4.8%, for a total contract amount not to exceed \$455,792.

The City Attorney has reviewed this report.

ALTERNATIVES CONSIDERED

An alternative to extending this contract would be to allow the contract to terminate and to complete the nexus studies "in-house." Staff determined that the City does not have the specialized expertise or staff resources to perform and complete all the services required for the nexus studies of such scope and complexity.

Another alternative would be to rebid rather extend the contract. Staff has determined that rebidding, including going through another Request for Proposals process, would take longer and cost more than increasing the contract amount and extending the contract term in accordance with the proposed amendment.

FUNDING IMPACT

For SFMTA, operating funds for the administration of the TIDF ordinance and program, which are the sources of funding for SFMTA's share of the contract costs, are budgeted each fiscal year and its \$9,568 share of the \$20,800 increase will require minimal adjustment to the TIDF budget. SFCTA, MOEWD, and SF Planning have agreed to the contract modifications and their revised shares of the costs to of the CTIDF and ATMF nexus studies.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Since the City Attorney's Office is also a party to the contract, the proposed amendment also requires approval by that office in addition to the approval as to form required for all City contracts.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board authorize the Executive Director/CEO to execute the Second Amendment to SFMTA Contract #4009-08/09 with Cambridge Systematics, Inc. for Transportation Nexus Studies, to extend the term of the contract by 60 days, from May 29, 2010 to July 28, 2010, reallocate \$47,409 from Task 4 (Public Meeting) to Task 3 (Auto Trip Mitigation Fee Nexus Study), and increase the contract amount by \$20,800 for a total contract amount not to exceed \$455,792.

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

RESOLUTION No. _____

WHEREAS, The original Transit Impact Development Fee (TIDF) ordinance as enacted by the San Francisco Board of Supervisors in 1981 imposed an impact fee on new office development in Downtown San Francisco to mitigate the impact of such development on the City's public transit system; and

WHEREAS, Administrative Code Chapter 38, implementing the TIDF was substantially revised and expanded in 2004 to increase the TIDF, expand its scope to include non-residential development throughout the City of San Francisco, require that the information and calculations used to determine the TIDF rates be updated every five years, and that the Executive Director prepare and submit a report to the SFMTA Board and Board of Supervisors with recommendations as to whether the TIDF should be increased, decreased, or remain the same; and

WHEREAS, Section 326.8 of the San Francisco Planning Code directs the formation of a Task Force, consisting of various City and County agencies and the San Francisco County Transportation Authority and coordinated by the SFMTA and Office of City Attorney, to conduct a nexus study establishing the impact of new residential development and parking facilities on the City's entire transportation infrastructure and make recommendations to the Board of Supervisors for funding new transportation infrastructure and services, including new residential development and parking impact fees; and

WHEREAS, The interested agencies met and agreed on a comprehensive scope and timeline for the nexus studies, and further agreed that a consultant should be retained to assist with the TIDF update required by Administrative Code Section 38.7, the nexus study directed by Planning Code Section 326.8, and an additional nexus study to evaluate a development fee to mitigate significant transportation-related environmental effects of new development for purposes of environmental analysis under the California Environmental Quality Act ("CEQA"), as measured by new automobile trips generated; and

WHEREAS, On June 2, 2009, the SFMTA Board of Directors authorized the Executive Director/CEO to execute an agreement with Cambridge Systematics, Inc. for Transportation Nexus Studies for a term of nine months and an amount not to exceed \$434,992; and

WHEREAS, The First Amendment to the agreement, extending the term from February 28, 2010 to May 29, 2010 was approved by the Executive Director/CEO under his contract authority on February 9, 2010; and

WHEREAS, Due to the complex technical issues being encountered, additional time, technical work, and resources are needed to complete the studies; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO to execute the Second Amendment to SFMTA

Contract #4009-08/09 with Cambridge Systematics, Inc. for Transportation Nexus Studies, to increase the contract amount by \$20,800 for a total contract amount not to exceed \$455,792, to reallocate \$47,409 from Task 4 (Public Meetings) to Task 3 (Auto Trip Mitigation Fee Nexus Study), and to extend the completion date from May 29, 2010 to July 28, 2010.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment 2

City and County of San Francisco

**Municipal Transportation Agency
One South Van Ness Ave. 7th floor
San Francisco, California 94103**

**Office of the City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102**

Second Amendment to SFMTA Contract #4009-08/09 Agreement between the City and County of San Francisco and Cambridge Systematics, Inc. for Transportation Nexus Studies

THIS AMENDMENT ("Amendment") is made as of _____, 2010, in San Francisco, California, by and between Cambridge Systematics, Inc. ("Contractor") and the City and County of San Francisco ("City"), acting by and through its Municipal Transportation Agency ("SFMTA") and Office of the City Attorney ("City Attorney").

RECITALS

- A. City and Contractor have entered into the Agreement (as defined below).
- B. City and Contractor desire to modify the Agreement as 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 to conduct three transportation nexus studies dated June 23, 2009 between Contractor and City, as amended by the First Amendment, dated February 9, 2010.
 - b. 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 modified as follows:
 - a. Section 2 (Term of the Agreement) is amended to read as follows:*

2. Term of the Agreement

Subject to Section 1, the term of this Agreement shall be from June 23, 2009 to July 28, 2010.

b. Section 5 (Compensation) is amended to read as follows:

5. Compensation

Compensation shall be made in monthly payments on or before the 30th day of each month for work, as set forth in Section 4 of this Agreement, that the SFMTA's Executive Director/CEO, in his or her sole discretion, and with the concurrence of the City Attorney, concludes has been performed as of the 30th day of the immediately preceding month. In no event shall the amount of this Agreement exceed four hundred thirty-four thousand nine hundred ninety two dollars (\$457,792), unless this Agreement is modified in accordance with its terms. The breakdown of costs associated with this Agreement appears in Attachment B, "Calculation of Charges," attached hereto and incorporated by reference as though fully set forth herein.

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

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

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

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

c. Attachment B (Calculation of Charges) is removed and replaced with a new Attachment B, appended as Exhibit 1 of this Amendment.

3. Effective Date. The modifications set forth herein shall be effective on and after all parties have signed the Amendment.

4. 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, Contractor and City have executed this Amendment as of the date first referenced above.

CITY

San Francisco Municipal Transportation
Agency

CONTRACTOR

Cambridge Systematics, Inc.
City vendor number: 69909

Nathaniel P. Ford Sr.
Executive Director / CEO

Steven M. Pickrell
Senior Vice-President

Dennis J. Herrera
City Attorney

By:

Marisa Moret
Managing Attorney

Approved as to Form:

Dennis J. Herrera
City Attorney

By:

David A. Greenburg
Deputy City Attorney

AUTHORIZED BY:

**MUNICIPAL TRANSPORTATION
AGENCY BOARD OF DIRECTORS**

Resolution No: _____

Adopted: _____

Attest: _____

Roberta Boomer, Secretary to the
SFMTA Board of Directors

EXHIBIT 1

Attachment B Calculation of Charges

The table below shows the names of the consulting staff to perform the scope of services, their respective position titles and hourly fees, the projected number of hours and calculated costs for each of the tasks described in Attachment A. Services to be provided by Contractor.

Table 1. Labor Hours and Costs by Work Task

Direct Labor

Name	Labor Category	Rate	TIDF Update Hours	TIDF Update Dollars	CTIF Hours	CTIF Dollars	ATMF Hours	ATMF Dollars	Public Mtg Hours	Public Mtg. Dollars	Total Hours	Total Dollars
Chris Wornum	Principal	\$260.53	40	\$10,421	80	\$20,842	157.45	\$41,020.45	0	0	277.45	\$72,284.05
Ryan Green-Roesel	Associate	\$120.40	40	\$4,816	124	\$14,930	369.45	\$44,481.78	0	0	533.45	\$64,227.38
Wendy Tao	Senior Professional	\$120.40	0	\$0	52	\$6,261	120.00	\$14,448.00	0	0	172.00	\$20,709.00
Yushang Zhou	Senior Associate	\$193.33	0	\$0	0	\$0	40.00	\$7,733.00	0	0	40.00	\$7,733.00
Regina Speir	Production	\$113.19	16	\$1,811	32	\$3,622	52.00	\$5,885.88	0	0	100.00	\$11,319.00
William Cowart	Sr. Associate	\$170.50	0	\$0	0	\$0	60.00	\$10,230.00	0	0	60.00	\$10,230.00
George Mazur	Principal	\$206.62	0	\$0	0	\$0	40.00	\$8,264.80	0	0	40.00	\$8,264.80
Direct Labor Total			96	\$17,048	288	\$45,655	838.90	\$132,064.11	0	0	1,222.90	\$194,767.23

Table 1. Labor Hours and Costs by Work Task (Continued)

Direct Expenses

Name	Rate	TIDF Update Hours	TIDF Update Dollars	CTIF Hours	CTIF Dollars	ATMF Hours	ATMF Dollars	Public Mtg Hours	Public Mtg. Dollars	Total Hours	Total Dollars
Travel							\$70.00		0		\$70.00
Shipping			\$40		\$40		\$80.00		0		\$160.00
Outside Graphics & Copying									0		
Teleconferencing			\$40		\$40		\$80.00		0		\$160.00
Other							\$0.77		0		\$0.77
Direct Exp. Total			\$80		\$80		\$230.77		0		\$390.77

Consultants

Name	Rate	TIDF Update Hours	TIDF Update Dollars	CTIF Hours	CTIF Dollars	ATMF Hours	ATMF Dollars	Public Mtg Hours	Public Mtg. Dollars	Total Hours	Total Dollars
Bob Spencer	\$200.00	80	\$16,000	156	\$31,200	264	\$52,800	0	0	500	\$100,000
Consultants Total		80	\$16,000	156	\$31,200	264	\$52,800	0	0	500	\$100,000

SubContractors

Name	Rate	TIDF Update Hours	TIDF Update Dollars	CTIF Hours	CTIF Dollars	ATMF Hours	ATMF Dollars	Public Mtg Hours	Public Mtg. Dollars	Total Hours	Total Dollars
Envirotrans Solutions		50	\$10,000	50	\$10,000	50.00	\$10,000	0	0	150	\$30,000
Nelson/Nygaard		280	\$34,840	90	\$12,402	24.00	\$4,992	0	0	394	\$52,234
Seifel Consulting				90	\$17,950	338.00	\$60,450	0	0	428	\$78,400
Subcontractors Total		330	\$44,840	230	\$40,352	412.00	\$75,442	0	0	972	\$160,634
TOTAL PROPOSAL		506	\$77,968	674	\$117,287	1,514.90	\$260,537	0	0	2,695	\$455,792

THIS PRINT COVERS CALENDAR ITEM NO. : 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION:

To identify possible funding options for the SFMTA Board to consider placing on the November 2010 ballot, with a discussion of revenue potential, the methodology to estimate these revenues, the voting process and approval requirements, and a summary of the pros and cons of each option.

SUMMARY:

- On April 6, 2010, the San Francisco Municipal Transportation Agency (SFMTA) Board requested additional information on long-term revenue options to help address the SFMTA operating budget deficit.
- Securing new revenue sources will help the SFMTA address major operating budget shortfalls, reducing the pressure to implement Muni service cuts and fare increases.
- The following potential funding options are presented for the SFMTA Board's further consideration: Sales Tax, Vehicle License Fee, Parcel Tax, Payroll Tax, Hotel Tax and Commercial Off-Street Parking Tax.
- To meet a mid-July deadline to place a potential revenue option on the November 2010 ballot, the SFMTA Board will need to select a preferred option and proceed with any necessary legislation. Some funding options, including a sales tax or Vehicle License Fee increase, will also require Board of Supervisors and potentially state approval.
- By state law, any special purpose tax would require a 2/3 supermajority vote.
- If any of the revenue options are approved, they would generate approximately \$20 million to \$65 million annually, depending on the revenue option type and rate.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

SHOULD BE RETURNED TO: Sonali Bose

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

To identify possible funding options for the San Francisco Municipal Transportation Agency (SFMTA) Board to consider placing on the November 2010 ballot. To provide information on revenue potential, the methodology to estimate these revenues, the voting process and approval requirements and a summary of the pros and cons of each option.

GOAL

Approval of the resolution will support:

- Goal 4 – Financial Capacity: To ensure financial stability and effective resource utilization and
- Objective 4.1: Increase revenue by 20% or more by 2012 by improving collections and identifying new sources.

DESCRIPTION

On April 6, 2010, the SFMTA Board requested additional information on long-term revenue options to help address the SFMTA operating budget deficit. San Francisco's transit ridership rate is one of the highest in the United States. With approximately 700,000 boardings on an average weekday, a robust Muni system is essential to the residents, commuters and visitors. Regardless of whether one uses transit or not, funding a comprehensive and frequent transit network (as well as other options such as bicycling and walking) is key to increasing economic vitality through enhancing access to employment and businesses, reducing traffic congestion and air pollution, avoiding high gas prices, mitigating climate change and lessening oil dependence.

The SFMTA understands the difficulty in securing additional resources to sustain and enhance transit service, particularly in the current economic environment. Consistent with the City's "Transit First" Policy, the SFMTA also recognizes the need to avoid further service reductions. With this in mind, these possible ballot measures are presented for the Board's further consideration.

Potential Funding Options

Table A identifies funding options currently under consideration and their annual revenue potential.

Table A: Potential Funding Options

Revenue Option	Description	Annual Revenue Potential
Sales Tax (local portion)	½ percent sales tax (an additional ¾ percent is currently permitted by state law)	\$65 million
Vehicle License Fee	Restore fee from current 1.15 percent to 2 percent of the vehicle purchase price, adjusted for depreciation (1998 levels)	\$33 million
Parcel Tax	\$198 annually for each residential and commercial property parcel	\$28 million
Payroll Tax	Raise payroll tax from 1.5 percent to 1.75 percent	\$55-60 million
Hotel Tax	Raise 14 percent occupancy tax by 2 percent	\$20 million
Commercial Off-Street Parking Tax	Raise 25 percent tax to 35 percent (SFMTA would retain 80 percent share under Proposition A)	\$20 million

Methodology Used to Estimate Revenue Potential

All of the taxes and fees under consideration already exist. To estimate the annual revenue potential for new funding sources, the current rates for each potential tax or fee and their current revenue yield are used. Most of this information comes from the Office of the Controller's FY 2009-10 Six-Month Budget Status Report.

For purposes of estimation, it is assumed that the change in the tax or fee rate will not be large enough to impact consumption levels (i.e., a person will continue to stay at a hotel room regardless of whether the hotel tax is 14 percent or 16 percent).

Table B and its corresponding footnotes show the estimated revenue for each funding option.

Table B: Estimated Revenues

Funding Option	Existing Rate	Current Revenue Generated (millions)	Potential Rate Increase for SFMTA	Potential Revenue Generated (millions)
Sales Tax (local portion)	1 percent	\$128.9 ⁽¹⁾	0.5 percent	\$64.5
Vehicle License Fee ⁽²⁾	1.15 percent	unavailable	0.85 percent	\$33.0
Parcel Tax	\$198 ⁽³⁾	\$28.0 ⁽³⁾	\$198	\$28.0
Payroll Tax ⁽⁴⁾	1.5 percent	\$345.0 ⁽¹⁾	0.25 percent	\$57.5

Funding Option	Existing Rate	Current Revenue Generated (millions)	Potential Rate Increase for SFMTA	Potential Revenue Generated (millions)
Hotel Tax	14 percent	\$146.8 ⁽¹⁾	2 percent	\$21.0
Commercial Off-Street Parking Tax	25 percent (80 percent to SFMTA)	\$51.1 ⁽¹⁾	10 percent (80 percent to SFMTA)	\$20.4

Sources/Notes:

⁽¹⁾ FY 2009-10 Six-Month Budget Status Report, Office of the Controller

⁽²⁾ The formula for Vehicle License Fee (VLF) assessment is based upon the purchase price of the vehicle or the value of the vehicle when acquired. The VLF decreases with each renewal for the first 11 years. The maximum VLF rate temporarily increased from 0.65% to 1.15% on May 19, 2009 through June 30, 2011, but may be extended for another year. The VLF could be restored to its historical maximum rate of 2%, which could net \$33 million based on the 475,000 vehicles registered in San Francisco.

⁽³⁾ Approved by the voters in November 2008, the San Francisco Unified School District collects a \$198 annual parcel tax to support public school education. The City Controller estimated that this tax would raise approximately \$28 million annually (<http://www.smartvoter.org/2008/06/03/ca/sf/meas/A/>).

⁽⁴⁾ Two other cities that employ payroll taxes to support transit operations include Portland, Oregon (0.6818% of wages) and Paris, France (Versement transport, 2.6% rate applies to companies employing more than 9 people)

Voting Process and Approval Requirements

The voter-approved Proposition E (1998), subsequently modified by Proposition A (2007), sets forth various provisions relating to seeking new revenues (Section 8A.109):

- “To the extent allowed by law, the Board of Supervisors may, by ordinance, dedicate to the Agency revenues from sources such as gas taxes, motor vehicle licensing taxes or other available motor vehicle-related revenue sources.”
- “The Mayor, the Board of Supervisors, and the Agency (SFMTA) diligently shall seek to develop new sources of funding for the Agency’s operations, including sources of funding dedicated to the support of such operations, which can be used to supplement or replace that portion of the Municipal Transportation Fund consisting of appropriations from the General Fund of the City and County. Unless prohibited by preemptive state law, the Agency may submit any proposal for increased or reallocated funding to support all or a portion of the operations of the Agency, including, without limitation, a tax or special assessment directly to the electorate for approval, or to the owners of property or businesses to be specially assessed, or to any persons or entities whose approval may be legally required, without further approval of the Mayor or the Board of Supervisors. The Agency shall be authorized to conduct any necessary studies in connection with considering, developing, or proposing such revenue sources.”

PAGE 5.

State law recognizes two types of taxes: general taxes for general purposes (e.g., General Fund), which require a simple majority of voters to approve, and special taxes for specific purposes (e.g., dedicated to the SFMTA), which require a 2/3 majority. While revenues from a general tax can be used to support the SFMTA, they cannot be legally dedicated to such a specific purpose.

The City Charter grants the SFMTA with the authority, consistent with state law, to place taxes on the ballot without approval from the San Francisco Board of Supervisors or Mayor. However, some taxes may require authorization by the Board of Supervisors under State law.¹ All taxes will require a noticed public hearing and adoption of either a resolution or ordinance submitting the proposal to the electorate.

Table C summarizes the approval process for each funding option.

Table C: Approval Process

Funding Options	SFMTA Board	Board of Supervisors	State Legislature	State Board of Equalization
Sales Tax	x	x		x
Vehicle License Fee	x	x	x	
Parcel Tax	x			
Payroll Tax	x			
Hotel Tax	x			
Commercial Off-Street Parking Tax	x			

A 2/3 supermajority vote is required if revenues are legally dedicated to the SFMTA (otherwise a 50 percent majority vote).

Table D summarizes the key dates in order to include these measures on the November 2, 2010 general election.

¹ Boards of Supervisors can raise local revenue by imposing or increasing a tax, an assessment, or a fee. Each of these local revenue sources has its own constitutional and statutory authority and unique laws governing its use. A Board of Supervisors may not impose new taxes without a vote of the people. Subject to a vote, a Board may impose a utility users tax, a business license tax, and a transient occupancy tax (hotel or bed tax). If the proceeds from these taxes are designated for general purposes, majority voter approval is required. If the tax proceeds are restricted to special purposes, two-thirds voter approval is required. Proposition 218, passed in November, 1996, applies additional constraints to county taxing authority, as well as fees and assessments.

Table D: Key Dates

Date	Event
June 1	Last regular SFMTA Board meeting at which the SFMTA Board may urge the Board of Supervisors to submit to the Director of Elections an increase in a tax or fee. (Sales Tax and VLF)
June 8	Last regular Board of Supervisors meeting to introduce a motion or ordinance to be submitted to the Director of Elections increasing a tax or fee. (Sales Tax and VLF)
July 15	Last date for a Board of Supervisors Rules Committee meeting for reference of proposed motion(s) or ordinance(s) increasing taxes or fees to the full Board. (Sales Tax and VLF)
July 27	Last regular Board of Supervisors meeting at which the Board may adopt a motion or ordinance (second reading) for submittal to the Director of Elections increasing a tax or fee. (Sales Tax and VLF)
July 30	Last day for Board of Supervisors or SFMTA Board to submit to the Director of Elections any ordinance(s) or motions increasing taxes or fees that the respective Board has voted to submit to the electorate.

Source: Department of Elections, City and County of San Francisco
Board of Supervisors February 2, 2010 Memo

Pros and Cons of Potential Funding Options

Table E below evaluates the potential funding options with respect to their revenue yield, particularly in relation to the magnitude of the rate increase for the funding source, and the difficulty in securing approval for implementation. The table also includes other factors for consideration.

Table E: Funding Options Evaluation

Revenue Option	Revenue Yield	Approval Requirements	Other Comments
Sales Tax	++	o	A sales tax is often considered “regressive” because lower-income people pay the same rate as others; however, transit also enables lower-income people to save money by reducing automobile usage.
Vehicle License Fee	+	-	There is a strong nexus between restoring historic vehicle license fee rates and improving public transit. Unlike most other potential funding sources, the vehicle license fee will require state legislative approval (which may be a long process).
Parcel Tax	+	o	Achieving a supermajority vote for a parcel tax

Revenue Option	Revenue Yield	Approval Requirements	Other Comments
			may be difficult in this economy, but voters approved one in 2008 for the San Francisco Unified School District.
Payroll Tax	++	o	A payroll tax would ensure that commuters residing outside of San Francisco can help fund city transit services that they may use directly or benefit from indirectly. Payroll taxes might encourage companies to locate elsewhere, although this migration would be limited with a small rate increase.
Hotel Tax	+	+	It might be easier to approve a hotel tax because it would mostly be paid by tourists. The hotel tax might have a small impact on the tourism industry (the tax increase on a \$150 per night (base rate) room would be \$3.)
Commercial Off-Street Parking Tax	+	-	There is a strong nexus between parking rates and improving public transit. However, a similar proposition to raise the off-street parking tax failed in 2006.

The City Attorney has reviewed this report.

ALTERNATIVES CONSIDERED

Without additional revenues, the SFMTA financial challenges will worsen, resulting in a smaller, more expensive and less effective transportation system. Beginning May 8, 2010, for example, the SFMTA cut Muni transit services by approximately 313,000 annual hours (10 percent), which includes changes that will increase crowding and reduce service hours and frequency, particularly during the evenings and weekends. During the past year, Fast Pass rates have increased twice and the cash fare has increased 33%. The SFMTA will continue to face long-term financial uncertainty without new revenue sources. In turn, this will undermine the SFMTA's ability to keep fares in line with inflation and provide frequent and comprehensive public transportation options consistent with the City's "Transit First" policy.

FUNDING IMPACT

The potential funding impact for each revenue option is detailed above in Table A: Potential Funding Options. If any of the revenue options are approved, the SFMTA would realize additional revenues of approximately \$20 million to \$65 million annually, depending on the revenue option type and rate.

PAGE 8.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are required for this calendar item.

RECOMMENDATION

These options are presented for the Board's further consideration. To meet a mid-July deadline to place a potential revenue option on the November 2010 ballot, the SFMTA Board will need to select a preferred option and proceed with any other necessary legislation.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA provides essential transportation services, including approximately 700,000 average weekday trips on the Muni system, but recently eliminated 313,000 annual transit service hours (10 percent) due to insufficient funds to pay for day-to-day operating expenses; and,

WHEREAS, The voter-approved Proposition A (2007) states, “The Mayor, the Board of Supervisors, and the Agency (SFMTA) diligently shall seek to develop new sources of funding for the Agency’s operations, including sources of funding dedicated to the support of such operations, which can be used to supplement or replace that portion of the Municipal Transportation Fund consisting of appropriations from the General Fund of the City and County”; and,

WHEREAS, Under Proposition A, “Unless prohibited by preemptive state law, the Agency may submit any proposal for increased or reallocated funding to support all or a portion of the operations of the Agency, including, without limitation, a tax or special assessment directly to the electorate for approval, or to the owners of property or businesses to be specially assessed, or to any persons or entities whose approval may be legally required, without further approval of the Mayor or the Board of Supervisors”; and,

WHEREAS, Consistent with the City’s “Transit First” Policy, securing new revenue sources to fund a comprehensive and frequent transit network, as well as other sustainable transportation options such as bicycling and walking, is key to increasing economic vitality through enhancing access to employment and businesses, reducing traffic congestion and air pollution, avoiding high gas prices, mitigating climate change and lessening oil dependence; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors will seek voter approval to increase the _____ rate by _____ and proceed with any other necessary legislation required to place this measure on the November 2, 2010, ballot that; and, be it further

RESOLVED, That the funds raised by the measure, if approved by the voters, support SFMTA programs including, but not limited to, the restoration of 313,000 annualized transit service hours lost during the May 8, 2010, service cuts.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

THIS PRINT COVERS CALENDAR ITEM NO. : 15

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets – Transportation Engineering

BRIEF DESCRIPTION:

Approving trial parking modifications at Coit Tower for this summer.

SUMMARY:

- This would repeat last summer's parking regulations at the Coit Tower parking lot, which restricted parking on weekends to residents only. The regulations were intended to address the problem of recurrent weekend congestion at the parking lot.
- Last summer's trial drastically reduced weekend automobile trips to the parking lot by about 50%.
- One goal is to improve the tourist experience of Coit Tower by eliminating the frustrating delay of waiting for a parking space to become available.
- The reduction in traffic congestion made noticeable improvements to the operation of the 39 Coit bus line.
- Local residents noticed a dramatic improvement in the quality of their neighborhood with the reduction in traffic congestion.

ENCLOSURES:

1. SFMTAB Resolution
2. Attachment A—Telegraph Hill Boulevard Saturday Counts
2. Attachment B—Telegraph Hill Boulevard Sunday Counts

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION

BE RETURNED TO _____ Tom Folks _____

ASSIGNED SFMTAB CALENDAR DATE: _____

PURPOSE

Modifications to the parking regulations at the Coit Tower parking lot are recommended to reduce recurrent weekend congestion during summer months. SFMTA staff is recommending a repeat of last year's trial.

GOAL

This proposal is consistent with the following goals and objectives of the San Francisco Municipal Transportation Agency's 2008-2012 Strategic Plan:

Goal 1—Customer Focus: To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy.

Objectives:

- 1.3 Reduce emissions as required by SFMTA Clean Air Plan
- 1.4 Improve accessibility across transit services
- 1.5 Increase percentage of trips using more sustainable modes (such as transit, walking, bicycling, rideshare)

Goal 2—System Performance: 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
- 2.2 Ensure efficient transit connectivity and span of service
- 2.5 Manage parking supply to align with SFMTA and community goals

Goal 3—External Affairs/Community Relations: To improve the customer experience, community value, and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry.

Objectives:

- 3.1 Improve economic vitality by growing relationships with businesses, community, and stakeholder groups
- 3.2 Pursue internal and external customer satisfaction through proactive outreach and heightened communication conduits

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

utilization.

Objectives:

- 4.1 Increase revenue by 20% or more by 2012 by improving collections and identifying new sources
- 4.2 Ensure efficient and effective use of resources

DESCRIPTION

Traffic congestion at the Coit Tower parking lot has been a longstanding problem. There are 29 regular parking spaces, two motorcycle parking spaces and one blue zone. The parking serves two principal functions: to provide parking for visitors to Coit Tower and to provide parking for neighborhood residents. The parking situation for neighborhood residents is particularly challenging due to the lack of vehicular access to many dwelling units on the east side of Telegraph Hill.

Currently, the Coit Tower parking lot has Area A residential permit parking restrictions. Without a residential parking permit, vehicles are subject to a 30-minute time limit from 8 a.m. to 9 p.m., daily. Bus service is provided by the 39 Coit route, which has a terminal at the parking lot.

As a tourist attraction, Coit Tower is popular year-round, with peak visits occurring on weekends and in the summer. During those peak times, the parking lot fills up and cars begin a queue down Telegraph Hill Boulevard as people wait for a parking space to open up. The queue can at times become quite extensive and the wait unbearable. Many drivers will give up waiting for a space. Those people miss out on seeing the attractions of Coit Tower and the City loses their potential visiting revenue. Those drivers typically make an awkward u-turn maneuver to go back down the hill, which is made particularly difficult because of the narrow width of the road. Even when visitors are successfully able to find a parking space, their visit is limited to 30 minutes, which severely affects the quality of their visit to Coit Tower, if they intend to take the elevator ride, look at the murals, and enjoy the natural setting.

The vehicle queueing creates other problems. One particularly damaging effect is on the reliability of the 39 Coit route. Service times and schedule adherence become a significant problem when the bus is caught in the queue. Idling vehicles are also a source of air pollution and detract from the neighborhood quality of life and park ambiance.

The City has tried various means to alleviate the queueing. Solutions are complicated by competing needs. The residents need long-term parking, while the Recreation and Park Department, which operates Coit Tower, needs short-term parking for visitors.

The current residential permit parking regulations were implemented in 1978. In 1998, the Department of Parking and Traffic attempted to address the queueing problem by a \$140,000 Clean Air grant, which installed a system of warning signs to notify the public

when the parking lot was full to discourage motorists from driving up to the top of the hill. Unfortunately, that project, which relied simply on providing motorist information, was not able to successfully dissuade motorists from driving during peak times.

In the intervening years, other California cities have installed residential permit parking restrictions that have restricted parking in certain residential areas to only residents. While SFMTA staff originally had some concerns about the legality and precedence of that type of regulation, the practice has become more prevalent, particularly in cities that are impacted by seasonal tourist traffic, such as Santa Barbara, Santa Monica, Santa Cruz, and Beverly Hills.

The local neighbors, through the Telegraph Hill Dwellers' organization, asked that the SFMTA try similar restrictions for the Coit Tower parking lot. Their proposal suggested resident-only parking on summer weekends, from June through September. This allows visitors to park at the parking lot Monday through Friday during the summer and at all days of the week for the rest of the year. On summer weekends, the emphasis for visitors would be for them to take the bus, walk or be dropped off. Visitors with disabled placards would also continue to be exempt from the residential permit parking restrictions.

The Recreation and Park Department agreed to try these regulations last summer. They agreed that the current congestion is a problem and may be hampering their concession revenues. Improving accessibility by eliminating congestion was thought to be worth a try if it improves the Coit Tower visitor experience by allowing visitors to stay for longer periods of time. They were also supportive of restricting late night non-resident parking to reduce violence and vandalism.

On May 19, 2009, the SFMTA Board approved a consent calendar item with the proposed parking restrictions. From the beginning of June through the end of September last year, weekends were limited to resident-only parking, with the disability exemption noted previously. A coalition of local residents, representatives from Pier 39 and staff from SFMTA heavily promoted the 39 Coit route. Brouchures were distributed to major hotels as well as the Visitors and Convention Bureau. On a number of levels, last year's trial was successful.

Most remarkably, the amount of traffic going to Coit Tower on weekends was reduced by about half. The daily traffic volume for a typical Saturday last summer was 1937 vehicles. In 1995, the typical volume was 4234 vehicles, and counts from as far back as 1958 show a volume of 3531 vehicles. Attachment A and B are included showing the reduction in traffic volumes on Saturday and on Sunday.

Saturday and Sunday ridership levels on the 39 Coit were about 38-50% higher on Saturdays and 33-78% higher on Sundays. The average run times on the 39 Coit were also improved, although those results are not as dramatic and the results less reliable. The average Saturday run time between Union Street and Columbus Avenue was 7.4 minutes before the trial, dropped to 6.3 minutes in July, and rose to 7.3 minutes in

September. On Sunday, the average run time dropped from 7.0 minutes to 6.7 minutes.

Unfortunately, one key metric that could not be reliably measured last summer was concession revenue at Coit Tower. Year to year revenues were difficult to compare because of other factors affecting the amount of weekend visitors last summer. The elevator was out of service the first weekend the restrictions went into place. They also closed early for a private event on one evening, and they suffered a PG&E neighborhood power outage on a Sunday that forced them to remain closed until after 5:30 PM. The concessionaire does feel that they have lost revenue because of the parking restrictions, but they have been unable to quantify the results.

The restrictions also received some negative publicity from people who received \$73 parking citations. Those receiving citations claimed to be unaware of the weekend parking restrictions. In fact, we initially installed seven signs to warn people about the new parking restrictions. Five of the signs were located on the roadway leading up to the parking lot with three of those signs using flashing yellow lights to attract attention. The parking lot itself had two signs, meeting our usual sign spacing criteria. We did, however, add a third sign at the parking lot later in the summer.

A visitor survey was administered Friday, Saturday, and Sunday, from September 18th through 20th between 2 pm and 5 pm on each of the three days. Survey forms were handed to visitors near the top of the steps leading to the Tower. A total of 448 forms were completed, representing 1,177 visitors. The results showed that 65% of visitors arrived on foot while 24% arrived by car and 7% by MUNI. Those who did arrive by MUNI spent more time at the Tower and are more likely to ride the elevator, compared with those who arrive by car for example. These findings are roughly similar for Friday, when parking at the Tower is limited to 30 minutes, and for the weekend days when there was technically no legal visitor parking at the Tower.

Upon completion of last year's trial, residents of the neighborhood were pleased with the results and asked that the restrictions be made permanent. They also asked that the restrictions be expanded to include the months of May and October. SFMTA staff supports these parking restrictions because it furthers the agency's transit-first objectives and reduces the deleterious aspects of automobile congestion. At this time, however, the agency is not prepared to recommend that these regulations be made permanent because of inconclusive impacts to the Recreation and Park Department. The Recreation and Park Department is willing to conduct a repeat of last year's trial to refine their conclusions.

ALTERNATIVES CONSIDERED

In making this proposal, SFMTA staff considered the following alternatives:

- Status Quo
- Paid Parking

- **Permanent and Expanded Weekend Parking Restrictions**

The status quo option would keep the 30-minute, 8 a.m. to 9 p.m., daily, residential permit parking restriction. This option would result in a return of the seasonal queues and their negative impacts. Visitors arriving by automobile would continue to have free parking at Coit Tower, but they would continue to be subject to a 30-minute limit from 8 a.m. to 9 p.m. This option may result in higher Coit Tower concession revenues, but it also includes an environmental cost to the neighborhood. The nearby residents were enthusiastic about last summer's results and would be disappointed with a return to the status quo.

Another option that was considered was the idea of charging for parking at Coit Tower. This option, however, is more complicated operationally and has other concerns. Chief among those concerns are what this would mean to the current residential parking. Residents could be made exempt from meter fees, but this could set an undesirable precedent in other parts of the city. In dense, mixed use areas, residential parking could take up a vast number of the metered spaces, which could cripple access for business customers. Another issue about charging for parking is how much would have to be charged to discourage automobile use to Coit Tower. As an example, the maximum allowed rate under the SFPark pilot projects is \$6 per hour. That rate is probably not going to be high enough to discourage people from using their car to visit Coit Tower. The long queues, with their undesirable effects, would likely persist, especially if visitors park longer than the current 30-minute time limit.

The recommended proposal is intended to provide a compromise between the various parking needs, allowing visitors to continue to park at the lot from Monday through Friday and during the non-peak tourist season. Residents of the neighborhood have asked that these regulations be made permanent and expanded to include the months of May and October. Doing so would extend the regulations from four months to six months out of the year. Since the Recreation and Park Department is not yet comfortable with making these regulations permanent, we are therefore recommending a repeat of last year's trial.

RECOMMENDATION

SFMTA staff recommends a trial to change the parking regulations at the Coit Tower parking lot for June through October of this year. The proposed parking regulations would limit parking at the parking lot on weekends to vehicles with residential permit parking Area A permits and to vehicles with disabled parking permits. The current Monday through Friday regulations would remain the same.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Traffic congestion at the Coit Tower parking lot has been a longstanding problem; and,

WHEREAS, That traffic congestion leads to increased air pollution, delays to the 39 Coit, frustrations to visitors and a degradation in the neighborhood quality of life; and,

WHEREAS, A trial parking regulation last summer, which limited parking at the Coit Tower parking lot on weekends from June through October to residents with Area A residential parking permits was deemed a success and wish to repeat the trial again this summer; and,

WHEREAS, The specific changes to the parking regulations would be as follows:

- A. ESTABLISH -- NO PARKING ANYTIME, SATURDAYS AND SUNDAYS, MAY THROUGH SEPTEMBER, EXCEPT AREA A PERMITS [TRIAL] -- Coit Tower Parking Lot at the terminus of Telegraph Hill Boulevard (the Monday through Friday regulations would remain the same).
- B. RESCIND -- 30-MINUTE LIMIT, 8 AM TO 9 PM, SATURDAY AND SUNDAY, MAY THROUGH SEPTEMBER, EXCEPT AREA A PERMITS [TRIAL] -- Coit Tower Parking Lot at the terminus of Telegraph Hill Boulevard (the Monday through Friday regulations would remain the same).

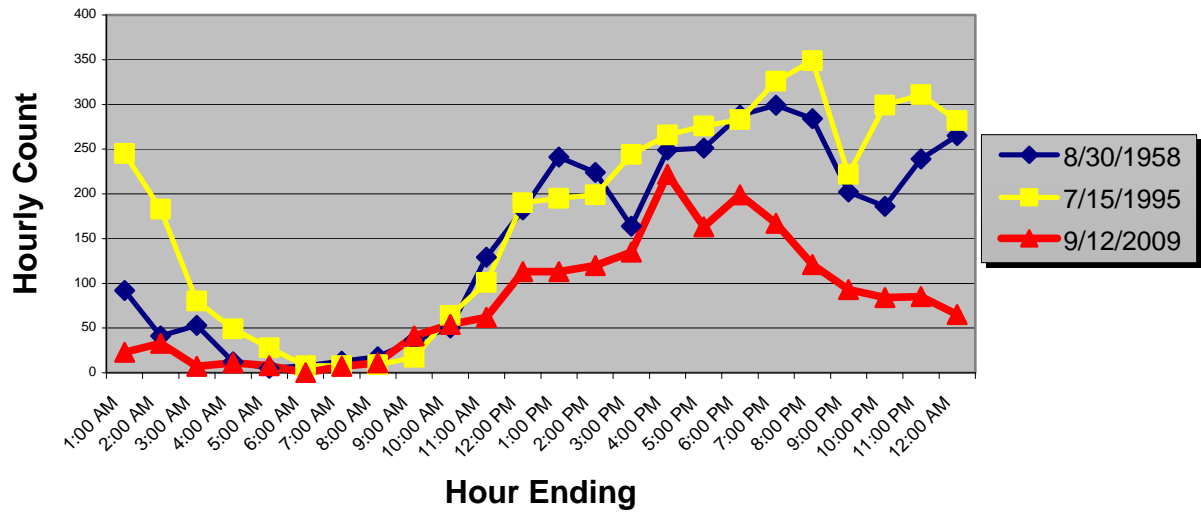
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

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

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

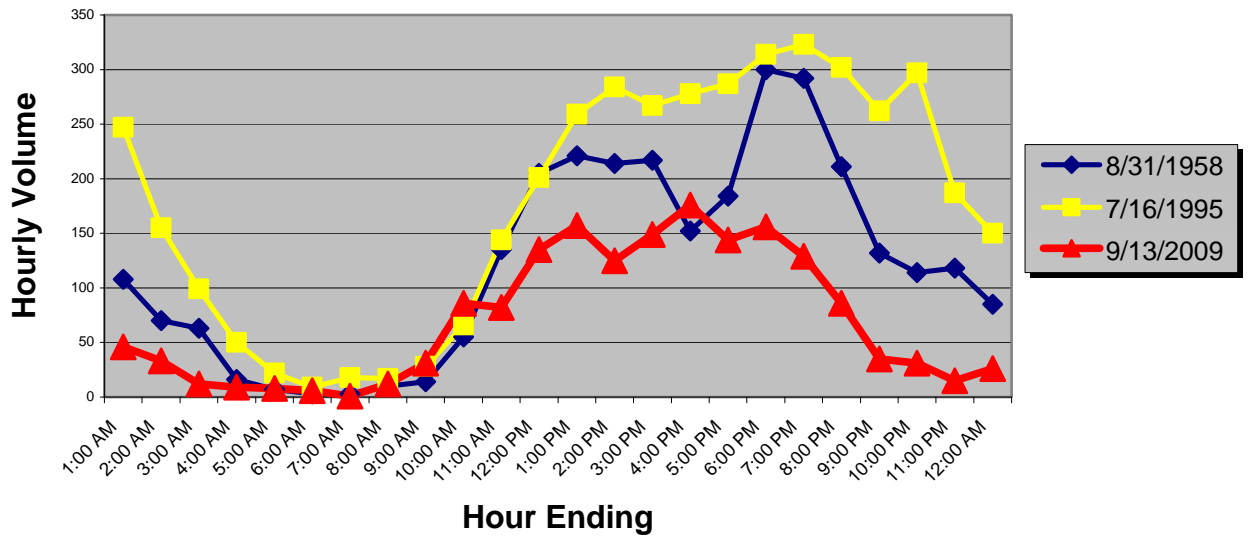
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A Telegraph Hill Boulevard--Saturday Traffic Counts



Hour Ending	8/30/1958	7/15/1995	9/12/2009
1:00 AM	92	245	23
2:00 AM	41	183	33
3:00 AM	53	80	7
4:00 AM	12	49	11
5:00 AM	5	28	8
6:00 AM	8	8	0
7:00 AM	13	8	7
8:00 AM	18	9	11
9:00 AM	36	17	41
10:00 AM	50	64	54
11:00 AM	129	101	62
12:00 PM	182	190	113
1:00 PM	241	195	113
2:00 PM	224	199	120
3:00 PM	164	244	135
4:00 PM	249	266	222
5:00 PM	251	276	163
6:00 PM	288	283	199
7:00 PM	299	326	167
8:00 PM	284	349	121
9:00 PM	202	222	93
10:00 PM	186	299	84
11:00 PM	239	311	85
12:00 AM	265	282	65
Totals:	3531	4234	1937

Attachment B **Telegraph Hill Boulevard--Sunday Traffic Counts**



Hour Ending	8/31/1958	7/16/1995	9/13/2009
1:00 AM	108	247	46
2:00 AM	70	155	33
3:00 AM	63	99	12
4:00 AM	16	50	9
5:00 AM	7	22	8
6:00 AM	3	9	6
7:00 AM	3	18	1
8:00 AM	10	17	12
9:00 AM	14	28	31
10:00 AM	55	66	86
11:00 AM	135	144	82
12:00 PM	205	201	135
1:00 PM	221	259	157
2:00 PM	214	284	125
3:00 PM	217	267	149
4:00 PM	152	278	176
5:00 PM	184	287	144
6:00 PM	300	314	156
7:00 PM	292	323	129
8:00 PM	211	302	86
9:00 PM	132	262	35
10:00 PM	114	297	31
11:00 PM	118	187	15
12:00 AM	85	150	26
Totals:	2929	4266	1690