

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transportation Planning and Development

BRIEF DESCRIPTION:

Approving the 2009 Bicycle Plan (Plan); adopting California Environmental Quality Act (CEQA) Findings; and approving and authorizing related actions.

SUMMARY:

- In November 2006, the Superior Court of California found that the City had failed to properly evaluate the 2005 Bicycle Plan Update under CEQA and issued an injunction preventing implementation of bicycle projects until the City fully complied with the court’s ruling.
- On January 30, 2007, the SFMTA Board of Directors adopted Resolution No. 07-012, endorsing a revised Bicycle Plan for purposes of initiating environmental review, and approving a proposed scope of work for environmental review of the revised Plan.
- At its December 4, 2007 meeting, the SFMTA Board of Directors adopted Resolution No. 07-185, endorsing changes to the Plan Projects for purposes of environmental review, and approving a revised scope of the environmental review for these Projects.
- The environmental review of the revised Bicycle Plan requested by the SFMTA Board of Directors has been completed. The Planning Department issued a Draft Environmental Impact Report (DEIR) on November 26, 2008. The public comment period for the DEIR closed on January 13, 2009.
- At its May 19, 2009 meeting, the SFMTA Board of Directors conducted a duly noticed hearing concerning the Plan, including an informational presentation, and an overview of Plan implementation and funding.
- Between September 2, 2005 and June 5, 2009, SFMTA staff conducted numerous public hearings to review detailed plans for 46 near-term projects. The public was given notice of these hearings through notice postings, flyers, mailings, and publication on the SFMTA website, and staff received many comments from both project supporters and opponents.
- The San Francisco Planning Commission (CPC) has scheduled a hearing on June 25, 2009 to consider certification of the 2009 Bicycle Plan EIR.

ENCLOSURES:

1. SFMTAB Resolution
2. 2009 San Francisco Bicycle Plan
3. CEQA Findings

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

Charles Rivasplata

ASSIGNED SFMTAB CALENDAR DATE: _____

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PURPOSE

Seeking SFMTA Board of Directors approval of the 2009 San Francisco Bicycle Plan (Plan); approval of CEQA Findings; and approval of related actions in furtherance of the Plan, following the Planning Commission hearing to consider certification of the Bicycle Plan EIR on June 25, 2009.

GOALS

The SFMTA will further the following goals of the Strategic Plan:

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

Objective 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

Objective 2.3 - Fulfill bicycle and pedestrian network connectivity

Objective 2.4 - Reduce congestion through major corridors

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 3.2 - 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

Objective 4.2 - Ensure efficient and effective use of resources

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 enhanced systems and technologies required to support SFMTA's 2012 goals

DESCRIPTION

Staff drafted the principal elements of the Bicycle Plan in 2004, which was thereafter approved by the MTA and the Board of Supervisors in early 2005. Arguing that it had not gone through adequate environmental review, Petitioners Coalition for Adequate Review, Ninety-nine Percent and Rob Anderson filed a lawsuit to prevent implementation of the 2005 Bicycle Plan and related projects until adequate review under the California Environmental Quality Act, California Public Resources Code Sections 21000 *et seq.* ("CEQA") had been completed. In June 2006, the Superior Court of California enjoined the City from implementing any improvements to the City's bicycle network until the City completed environmental review of the Bicycle Plan.

In a comprehensive effort to address the court's orders, the SFMTA revised the Bicycle Plan and initiated CEQA review. At its January 30, 2007 meeting, the SFMTA Board of Directors endorsed the Plan projects for purposes of initiating environmental review, and approved a proposed scope of work with consultant Wilbur Smith for the environmental review.

The Planning Department determined that the proposed Plan required an Environmental Impact Report (“EIR”) under CEQA, and provided public notice of that determination on June 5, 2007. At its December 4, 2007 meeting, the SFMTA Board of Directors endorsed changes to the Plan projects and approved a revised scope of work for environmental review. On March 15, 2008, the Planning Department published its Initial Study, and on November 26, 2008, the Planning Department published the Draft Environmental Impact Report (“DEIR”). The DEIR was circulated for public review in accordance with CEQA, the State CEQA Guidelines, 14 California Code of Regulations, Sections 15000 *et seq.*, (“CEQA Guidelines”), and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”). The Planning Commission held a public hearing on the DEIR on January 8, 2009 and the public comment period closed on January 13, 2009. The Planning Department prepared responses to comments on the DEIR and published the Comments and Responses document on June 11, 2009, which together with the DEIR, supporting materials and documents, and additional information that became available, constitute the Final Environmental Impact Report (“FEIR”).

SFMTA staff conducted a number of presentations to city agencies, citizen advisory committees and community groups to update them on the Plan, its various actions and improvement projects, and the upcoming approval process. This includes formal presentations to the Bicycle Advisory Committee (BAC), Muni Accessibility Advisory Committee (MAAC) and the Citizens Advisory Committee (CAC).

The Plan provides an overview of the policies and components of a successful bicycle program. The goals and objectives (listed in the Executive Summary of the Plan) reflect the City’s commitment to the *Transit First* policy, to improving the quality of life of its residents and to expanding the role and importance of bicycle transportation in San Francisco. The Plan presents a framework for the City to provide the safe and attractive environment needed to promote bicycling as a transportation mode.

The Plan includes 81 recommended action items that are designed to make San Francisco a more bicycle-friendly city. These action items constitute a set of recommendations for improving key aspects of the bicycle environment that have often not been adequately addressed in the past, including bicycle education, encouragement and enforcement.

Another key component of the Plan is a program of 60 proposed near-term and 24 proposed long-term improvements to the bicycle route network. The near-term improvement projects are proposed for implementation within five years. Further, the Plan includes a series of minor improvements, including the installation of bike racks, bicycle signage and sharrows.

Between September 2, 2005 and June 5, 2009, SFMTA staff conducted numerous meetings and public hearings to review detailed plans for the 46 near-term bicycle projects contained in the Plan. The public was given notice of these hearings through notice postings, flyers, mailings, and publication on the SFMTA website and SFMTA staff received many comments from both project supporters and opponents. These projects are addressed in a companion resolution.

As contrasted to the 2005 Bicycle Plan, the 2009 Plan incorporates changes, such as

- Some Projects were redesigned to respond to the changing needs of the City; and
- Some goals, objectives and actions intended to improve bicycle transportation in the City were updated.

The EIR identifies a variety of significant unavoidable environmental impacts arising from the 2009 Bicycle Plan. These impacts generally relate to increased vehicular traffic congestion connected with reallocating space in the City's streets from primary use by motor vehicles to primary use by cyclists as well as impacts on the SFMTA's transit services. City staff and consultants have reviewed these environmental impacts, and, as required by CEQA, have identified mitigation measures that seek to reduce impacts to a less than significant level. In addition, staff and consultants have identified reasons that the Board may conclude that approval of the 2009 Bicycle Plan creates overriding benefits to the public, notwithstanding any remaining significant unavoidable environmental impacts.

Staff recommends that the SFMTA Board of Directors approve the Plan, and the related CEQA Findings.

ALTERNATIVES CONSIDERED

Alternatives to individual components of the Plan are discussed in detail in the EIR and the associated Comments and Responses document and were discussed in a variety of public hearings. The primary alternative to approving the Plan is the No Project alternative, in which SFMTA would not move forward with adoption of a Bicycle Plan or any of the related projects. This would prevent the City from achieving the Plan's public benefits, including, for example:

- Bicycle network improvements that ensure greater mobility for bicyclists and other transportation modes;
- A better balanced transportation system, based on a *Transit First* philosophy;
- A more environmentally sustainable city;
- Opportunities to secure funding for network infrastructure and bicycle-related programs.

Declining to approve the Plan would limit the SFMTA's ability to secure these benefits.

FUNDING IMPACT

An approved Bicycle Plan will allow the City to apply for available funds from a number of sources, such as the state's Bicycle Transportation Account (BTA), the Safe Routes to Transit Program (SR2T) and various state and federal grants. Full implementation of the Plan is dependent on obtaining revenue. Implementation of all of the 60 near-term improvements identified in the Plan is anticipated to cost approximately \$14 million. Staff is developing a full implementation budget for the Plan.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

This Plan was presented to several citizen advisory groups, including:

- Bicycle Advisory Committee (BAC) for the San Francisco Board of Supervisors
- Muni Accessible Advisory Committee (MAAC)
- SFMTA Board of Directors Citizen Advisory Committee (CAC)

The Planning Commission has set a hearing for June 25, 2009, to consider certification of the EIR for the 2009 Bicycle Plan. If the Planning Commission certifies the EIR, the Commission also will consider approving amendments to the San Francisco General Plan and Planning Code to reflect the Plan. The Planning Commission will also rescind prior General Plan amendments that arose from the 2005 Bicycle Plan.

If the EIR is certified by the Planning Commission, and the SFMTA Board approves the 2009 Bicycle Plan, the City Attorney's Office will return to the Superior Court of California seeking verification that the court's order has been satisfied and requesting that the injunction be dissolved so that implementation of the near-term bicycle improvements, as well as other minor bicycle improvements along the bicycle network can

proceed.

Some of the near-term Bicycle Plan projects require approval from the Recreation and Parks Commission, the Port Commission, and the Department of Public Works.

The San Francisco City Attorney's Office has reviewed this Calendar Item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the Plan, the CEQA Findings and related actions.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA), has been the primary agency responsible for bicycle planning and development of the 2009 San Francisco Bicycle Plan; and,

WHEREAS, The California Bicycle Transportation Act (Sections 891.2 and 891.4 of the California Streets and Highways Code) provides for the preparation of a bikeways plan by a city or county and submission of this plan to the California Department of Transportation for review and approval; and,

WHEREAS, Section 891.4 of the California Streets and Highways Code provides that any city or county which has received approval from the California Department of Transportation for its bikeways plan may apply to the Department of Transportation for Bicycle Transportation Account funds for bikeways and related facilities which implement such a plan; and,

WHEREAS, The SFMTA Board of Directors endorsed the Plan for purposes of initiating environmental review under the California Environmental Quality Act, California Public Resources Code sections 21000 *et seq.* (“CEQA”), and approved a proposed scope of work for the environmental review at its January 30, 2007 meeting, and endorsed changes to the Plan for the purposes of environmental review and approved a revised scope of work at its December 4, 2007 meeting; and,

WHEREAS, The 2009 San Francisco Bicycle Plan complies with Section 891.2 of the California Streets and Highways Code and is consistent with the Metropolitan Transportation Commission’s 2009 Regional Transportation Plan, the “Transportation 2035 Plan for the San Francisco Bay Area;” and,

WHEREAS, Between September 2, 2005 and June 5, 2009, SFMTA staff conducted numerous meetings and public hearings to review the 2009 Bicycle Plan and the detailed bicycle projects included in the Plan. The public was given notice of these hearings through notice postings, flyers, mailings, and publication on the SFMTA website, and SFMTA staff received many comments from both project supporters and opponents; and,

WHEREAS, The San Francisco Planning Department published a Draft Environmental Impact Report (“DEIR”) on the San Francisco Bicycle Plan on November 26, 2008, circulated it for public review in accordance with CEQA, the State CEQA Guidelines, 14 California Code of Regulations, Sections 15000 *et seq.*, and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”), held a public hearing on the DEIR on January 8, 2009, prepared responses to comments on the DEIR and published the Comments and Responses document on June 11, 2009, which, together with the DEIR, all supporting documents and materials and additional information that became available, constitute the Final Environmental Impact Report (“FEIR”); and,

WHEREAS, The Planning Commission on June 25, 2009, by Motion No. _____, reviewed and considered the FEIR and found that the contents of the FEIR and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31; and,

WHEREAS, The Planning Commission by Motion No. _____, certified the FEIR and found that the FEIR was adequate, accurate, and objective, reflected the independent judgment of the Planning Commission and that the Comments and Responses document contained no significant revisions to the DEIR that would have required recirculation under CEQA Guidelines Section 15088.5, and determined that the FEIR was in compliance CEQA and the CEQA Guidelines and adopted findings, as required by CEQA, with the elements described below. The FEIR and the Planning Commission's CEQA Findings are incorporated herein by reference; and,

WHEREAS, The SFMTA prepared proposed Findings, as required by CEQA, regarding the alternatives, mitigation measures and significant environmental impacts analyzed in the FEIR and overriding considerations for approving the Preferred Project, and a proposed mitigation monitoring and reporting program, which material was made available to the public and this Board for its review, consideration and actions (CEQA Findings); and

WHEREAS, The 2009 San Francisco Bicycle Plan and Planning Commission Motion Nos. _____ are incorporated herein by reference; and, now, therefore, be it

RESOLVED, The SFMTA adopts the CEQA Findings, attached hereto as Enclosure 3; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors adopts the 2009 San Francisco Bicycle Plan, including but not limited to all of its near-term projects, proposed long term projects and minor improvements and recommends that the San Francisco Board of Supervisors adopt the 2009 San Francisco Bicycle Plan and related legislation recommended to it by the San Francisco Planning Commission on June 25, 2009 in Resolution Nos. _____ and _____; and be it

FURTHER RESOLVED, The SFMTA Executive Director/CEO is hereby authorized to take all actions within his or her jurisdiction in order to appropriately implement the 2009 Bicycle Plan and the near-term projects and minor improvements set forth therein and in the FEIR and to take actions necessary to amend the Bicycle Plan so that it is consistent with the Planning Commission action and other actions taken by this Board in furtherance of the Plan and its related approvals; and be it

FURTHER RESOLVED, That a copy of this resolution shall be forwarded to the Metropolitan Transportation Commission in conjunction with their review and certification of the San Francisco Bicycle Plan; and be it

FURTHER RESOLVED, That a copy of this resolution shall be forwarded to the California Department of Transportation Bicycle Facilities Unit in conjunction with their review and approval of the San Francisco Bicycle Plan; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors hereby acknowledges that all actions undertaken pursuant to the 2009 San Francisco Bicycle Plan and its near-term projects and minor improvements shall be done in accordance with applicable provisions of the California Manual on Uniform Traffic Control Devices (CMUTCD) and the California Vehicle Code.

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

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transportation Planning and Development

BRIEF DESCRIPTION:

Approving of traffic modifications required to implement 46 of the 60 near-term improvement projects outlined in the 2009 Bicycle Plan and adopting findings under the California Environmental Quality Act (CEQA).

SUMMARY:

- On June 25, 2009, it is anticipated that the San Francisco Planning Commission (CPC) will determine whether to certify the Final Environmental Impact Report (EIR) for the 2009 Bicycle Plan published on June 11, 2009 and recommend that the San Francisco Board of Supervisors amend the San Francisco Planning Code and General Plan in furtherance of the 2009 Bicycle Plan.
- If the Planning Commission certifies the EIR on June 25, on June 26, 2009, the SFMTA Board of Directors will consider a resolution that would approve the 2009 Bicycle Plan and adopt findings under the California Environmental Quality Act, including a statement of overriding considerations and a mitigation monitoring and reporting program. The 2009 San Francisco Bicycle Plan proposes to implement 60 near-term improvement projects over the next five years. It also includes 24 long-term improvement projects and minor improvements along the bicycle network, such as bicycle parking and sharrows.
- Upon approval of the 2009 Bicycle Plan, staff recommends that the SFMTA Board approve traffic modifications required to implement 46 of the 60 near-term projects listed in this Plan. Traffic modifications to implement the remaining near-term projects require further analysis and public comment and will be brought to the SFMTA Board at a later time.

ENCLOSURE:

1. SFMTAB Resolution including the 46 near-term Projects

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION
BE RETURNED TO

Charles Rivasplata

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

To seek SFMTA Board of Directors approval of traffic modifications enabling the construction and implementation of 46 near-term bicycle projects identified in the 2009 Bicycle Plan.

GOALS

The SFMTA will further the following goals of the Strategic Plan:

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

Objective 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

Objective 2.3 - Fulfill bicycle and pedestrian network connectivity

Objective 2.4 - Reduce congestion through major corridors

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 3.2 - 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

Objective 4.2 - Ensure efficient and effective use of resources

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 enhanced systems and technologies required to support SFMTA's 2012 goals

DESCRIPTION

On June 25, 2009 the Planning Commission will consider whether to certify the 2009 Bicycle Plan Final EIR, approve amendments to the San Francisco General Plan and the San Francisco Planning Code, and rescind prior General Plan amendments related to the San Francisco Bicycle Plan that was adopted in 2005.

If the Planning Commission certifies the 2009 Bicycle Plan Final EIR on June 25, 2009, the SFMTA Board of Directors, will have authority to consider approving the 2009 San Francisco Bicycle Plan.

Under the San Francisco Charter and the San Francisco Transportation Code, the SFMTA Board also has authority to execute the traffic modifications necessary to implement 57 of the 60 near-term bicycle projects. (Three of the 60 require approval by other city departments.) The traffic modifications include lane reductions, on-street parking removal, and signal timing changes, as well as changes to left turns, right turns and tow-away zones.

Map 1 illustrates both the near-term and the long-term improvement projects proposed in the 2009 Bicycle Plan. Detailed designs for the near-term improvement projects are on file with the SFMTA Board Secretary and are incorporated herein by reference.



Map 1. Near-term and Long-Term Improvements

Upon Planning Commission certification of the EIR, all of the near-term bicycle projects will have been environmentally cleared at the project level. The EIR evaluated multiple design alternatives for most of the 60 near-term projects. Staff has selected a preferred design alternative for 55 of these projects.

The attached resolution adopts corresponding traffic modifications necessary to implement or ratify 46 of the near-term bicycle projects. Ten of the 46 projects were legislated in the past. To the extent that the injunction issued by the San Francisco Superior Court in *Coalition for Adequate Review v. CCSF* invalidated the previous approvals, the previous approvals for these projects are ratified by the attached resolution:

- Project 3-1 North Point Street Bicycle Lanes, The Embarcadero to Van Ness Avenue
- Project 2-3 14th Street Bicycle Lane, Dolores Street to Market Street
- Project 2-5 Beale Street Bicycle Lane, Bryant Street to Folsom Street
- Project 2-9 Howard Street Bicycle Lane, The Embarcadero to Fremont Street
- Project 2-12 Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue
- Project 3-1 Fell Street and Masonic Avenue Intersection Improvements
- Project 3-6 “The Wiggle” Improvements, Duboce-Steiner-Waller-Pierce Haight-Scott
- Project 4-3 Illinois Street Bicycle Lanes, 16th Street to Cargo Way
- Project 5-3 Alemany Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue
- Project 8-5 Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard

The attached resolution adopts traffic modifications to implement the following 36 near-term projects that were not previously approved:

- Project 2-1 Second Street Bicycle Lanes, King to Market
- Project 2-2 Fifth Street Bicycle Lanes, Market to Townsend
- Project 2-4 17th Street Bicycle Lanes, Corbett to Kansas
- Project 2-6 Division Street Bicycle Lanes, Ninth St. to 11th St.
- Project 2-7 Fremont Street Bicycle Lane, Howard to Harrison
- Project 2-8 Howard Street Bicycle Lane, Extension at Ninth St.
- Project 2-13 McCoppin Street Bicycle Path, Market to Valencia
- Project 2-14 McCoppin Street Bicycle Lane, Gough Street to Valencia Street
- Project 2-15 Otis Street Bicycle Lane, Gough to South Van Ness
- Project 2-16 Townsend Street Bicycle Lanes, Eighth St. to Embarcadero
- Project 3-4 Polk Street Bicycle Lane, Market to McAllister
- Project 3-5 Scott Street Bicycle Lane, Fell to Oak
- Project 4-1 16th Street Bicycle Lanes, Third St. to Terry Francois
- Project 4-5 Mississippi Street Bicycle Lanes, 16th St. to Mariposa
- Project 5-1 23rd Street Bicycle Lanes, Kansas to Potrero
- Project 5-2 Alemany Boulevard Bicycle Lanes, Bayshore to Rousseau
- Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez to Silver
- Project 5-5 Cesar Chavez Street Bicycle Lanes, I-280 to US 101
- Project 5-7 Glen Park Area Bicycle Lanes
- Project 5-8 Kansas Street Bicycle Lanes, 23rd St. to 26th St.
- Project 5-9 Ocean Avenue Bicycle Lanes, Alemany to Lee
- Project 5-11 Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25th St. to Cesar Chavez
- Project 5-12 Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany to Brotherhood
- Project 6-1 Claremont Boulevard Bicycle Lanes, Dewey to Portola

- Project 6-2 Clipper Street Bicycle Lanes, Douglass to Portola
- Project 6-3 Laguna Honda Boulevard Bicycle Lanes, Plaza to Woodside
- Project 6-4 Laguna Honda Boulevard Bicycle Lanes, Portola to Woodside
- Project 6-5 Portola Drive Bicycle Lanes, Corbett to O'Shaughnessy
- Project 6-6 Portola Drive Bicycle Lanes, O'Shaughnessy/Woodside to Sloat/St. Francis
- Project 7-1 Intersection Improvements at Seventh Avenue and Lincoln Way
- Project 7-2 7th Avenue Bicycle Lanes, Lawton to Lincoln Way
- Project 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes, El Camino Del Mar to Cabrillo
- Project 7-5 Kirkham Street Bicycle Lanes, Ninth Ave. to Great Highway
- Project 7-6 Page and Stanyan Streets Intersection Traffic Signal Improvements
- Project 8-3 Holloway Avenue Bicycle Lanes, Junipero Serra to Varela
- Project 8-4 John Muir Drive Bicycle Lanes, Lake Merced to Skyline

Project 2-2 above creating bicycle lanes on 5th Street between Market Street and Townsend Street will likely not be implemented until the conclusion of Muni bus detours onto 5th Street that are expected to be required in connection with construction of the Central Subway.

Traffic modifications to implement the following remaining 14 near-term improvement projects are not included in the attached resolution. Traffic modifications for the following projects may be submitted to the SFMTA Board after additional planning and public input:

- Project 1-1 Broadway Street
- Project 1-2 Broadway Tunnel signage improvements
- Project 2-10 Market and Valencia Intersection
- Project 2-11 Market Street Bicycle Lanes, 17th Street to Octavia Boulevard
- Project 3-2 Masonic Avenue
- Project 3-3 McAllister Street
- Project 4-2 Cargo Way
- Project 4-4 Innes Street
- Project 5-6 Cesar Chavez/26th Street corridor
- Project 5-10 Phelan Avenue
- Project 5-13 San Bruno Avenue
- Project 7-4 JFK Drive
- Project 8-1 19th Avenue mixed path
- Project 8-2 Buckingham Way bicycle lanes, 19th Avenue to 20th Avenue

Implementation of the near-term bicycle projects and other elements of the 2009 Bicycle Plan can commence after the San Francisco Superior Court dissolves the Injunction imposed in *Coalition for Adequate Review v. CCSF*.

ALTERNATIVES CONSIDERED

Due to the injunction issued by the Superior Court, San Francisco has not implemented any bicycle facilities since 2005. Approval of these near-term improvements could yield a number of important benefits to the City in the areas of environmental quality, energy efficiency and public health, all key ingredients for a more sustainable San Francisco. Such project also will help to realize the goals of the 2009 Bicycle Plan and allow funding opportunities for such projects.

If these traffic modifications are not approved, the City will continue to operate an incomplete system of travel options, will continue dependence on motorized modes, such as the private car, and will continue to experience the negative consequences that this dependence holds for San Francisco. It also will not accomplish the 2009 Bicycle Plan goals or secure new funding for bicycle improvements.

FUNDING IMPACT

Staff estimates that implementation of all of the 60 near-term improvements identified in the 2009 Bicycle Plan could cost \$14 million. At least 30 percent of this amount (\$4.2 million) could be funded through Proposition K (Prop. K). In addition, the Bicycle Program has existing grant funds secured prior to the court injunction. Once the injunction is lifted, funding is also expected to be available through a number of programs: Bicycle Transportation Account (BTA), Safe Routes to Transit Program (SR2T), Transportation Fund for Clean Air (TFCA) and Regional Bicycle and Pedestrian Program (RBPP).

In Fiscal Year 2009-2010, approximately \$2.7 million have been identified, approximately 20 percent of this through Prop K funding and the remaining 80 percent through other grants. In Fiscal Year 2010-2011, just over \$8 million in potential bicycle improvement funding has been identified, half of this through Prop. K.

In the development of an overall funding scheme, SFMTA staff has established a set of criteria for the prioritization of project implementation, based on the goals of the Plan. These criteria include the following:

- Timely use of funds
- Readiness to go to construction and fit to non-Prop K funding.
- Community support as measured through input from advisory and community groups
- Demonstration of a high level of coordination with Better Streets or construction/repaving projects
- Cost effectiveness and ability to leverage other funds
- Demand for the project

OTHER APPROVALS RECEIVED OR STILL REQUIRED

These near-term improvement projects have been subjected to a great deal of community review, through community meeting and public hearings -- particularly in the past three months. Staff has held community meetings on the following dates:

On June 4, 2009, the SFMTA Citizens Advisory Committee (CAC) recommended that the SFMTA Board approve the 2009 Bicycle Plan, and legislate the bicycle projects therein.

On May 28, 2009, the San Francisco Bicycle Advisory Committee (SFBAC) endorsed the 2009 Bicycle Plan, including project recommendations to be submitted for approval before the SFMTA Board.

On June 25, 2009, the Planning Commission will determine whether to certify the Bicycle Plan EIR and recommend amendment of the San Francisco General Plan and the Planning Code. Planning Commission certification of the EIR is required prior to any legislation of the near-term improvements listed in the attached resolution. Before approving the traffic modifications in the **PAGE 7.**

attached resolution, the SFMTA Board of Directors must approve the 2009 Bicycle Plan and

associated CEQA findings.

Near-term Improvement Projects 2-10, 4-2, and 7-4 in the 2009 Bicycle Plan, as well as elements of Project 2-11, require approval from DPW, the Port Commission, or the Recreation and Park Commission.

After certification of the Final EIR and approval of the 2009 Bicycle Plan, the City Attorney's Office will request the dissolution of the injunction by the Superior Court of California.

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

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the traffic modifications required to implement the 46 identified near-term projects.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have proposed traffic modifications to facilitate implementation of 46 near-term bicycle improvements proposed in the 2009 Bicycle Plan; and,

WHEREAS, SFMTA staff and the inter-agency Transportation Advisory Staff Committee (TASC) have reviewed and endorsed detailed designs for these projects, which are on file with the Commission Secretary and are incorporated herein by reference; and

WHEREAS, These projects, along with other near-term projects, long-term projects, minor improvements on the bicycle network, and the 2009 Bicycle Plan were analyzed in the San Francisco Bicycle Plan Environmental Impact Report (EIR) certified by the San Francisco Planning Commission in Motion No. _____ on June 25, 2009; and

WHEREAS, The actions contemplated herein rely on said EIR, and information pertaining to the EIR and its certification are set forth in a SFMTAB companion Resolution No. _____, which is on file with the SFMTA Commission Secretary and incorporated herein by reference; and

WHEREAS, As part of companion Resolution No. _____, the SFMTAB also adopted California Environmental Quality Act Findings (CEQA Findings) which are on file with the SFMTAB Secretary and incorporated herein by reference; and

WHEREAS, the SFMTA Board relies on the CEQA Findings to support the actions set forth in this Resolution; and

WHEREAS, Between September 2, 2005 and June 5, 2009, SFMTA staff conducted numerous community meetings and public hearings to review detailed plans for the 46 near-term bicycle projects contained in this resolution, and the public was given notice of these hearings through public postings, flyers, mailings, and publication on the SFMTA website, and MTA staff received many comments from both project supporters and opponents;

WHEREAS, Traffic modifications required to implement projects 1-3, 2-3, 2-5, 2-9, 2-12, 3-1, 3-6, 4-3, 5-3, 8-5, as identified below, were approved before the issuance of the Superior Court injunction described in the accompanying staff report, and, to the extent that these previous approvals were invalidated by the Court's actions in the case *Coalition for Adequate Review v. City and County of San Francisco*, San Francisco Superior Court Case Number 505-509, the MTAB intends to ratify those previous approvals; now, therefore be it

RESOLVED, That in accordance with the provisions of the California Vehicle Code, the San Francisco Charter, and the San Francisco Transportation Code, the following regulations

governing the movement and parking of vehicles are hereby approved, rescinded, revoked or ratified as designated below:

RATIFY: PROJECT 1-3. NORTH POINT STREET BICYCLE LANES, THE EMBARCADERO TO VAN NESS AVE.

CLASS II BICYCLE LANE – ESTABLISH North Point Street, both directions between The Embarcadero and Van Ness Avenue.

BUS ZONES – EXTEND: 1) North Point Street, north side, from 60 feet west of Polk Street to 100 feet west of Polk Street; 2) North Point Street, north side, from 70 feet east of Hyde Street to 120 feet east of Hyde Street; 3) North Point Street, south side, from 86 feet west of Hyde Street to 120 feet west of Hyde Street; 4) North Point Street, south side, from 80 feet west of Jones Street to 100 feet west of Jones Street; 5) North Point Street, north side, from 75 feet west of The Embarcadero to 80 feet west of The Embarcadero; and 6) North Point Street, south side, from 80 feet west of The Embarcadero to 100 feet west of The Embarcadero.

BUS ZONES – RESCIND: 1) North Point Street, north side, from Larkin Street to 75 feet easterly; and 2) North Point Street, south side, from Larkin Street to 60 feet westerly.

TOW-AWAY NO STOPPING ANYTIME-ESTABLISH: North Point Street, north side, from Powell Street to 150 feet westerly.

RIGHT LANE MUST TURN RIGHT-REVOKE: North Point Street, eastbound approaching The Embarcadero.

LEFT LANE MUST TURN LEFT –REVOKE: North Point Street, eastbound approaching The Embarcadero.

APPROVE: PROJECT 2-1. 2ND STREET BICYCLE LANES, KING ST. TO MARKET ST.

CLASS II BICYCLE LANE – ESTABLISH: 1) 2nd Street, northbound, from King Street to Market Street; and 2.) 2nd Street, southbound, from Market Street to Townsend Street.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: 1) 2nd Street, east side, from Mission Street to 100 feet southerly; 2) 2nd Street, east side, from Folsom Street to 100 feet southerly; 3) 2nd Street, west side, from Mission Street to 100 feet northerly; 4) 2nd Street, west side, from Howard Street to 100 feet northerly; 5) 2nd Street, west side, from Harrison Street to 100 feet northerly; and 6) Hawthorne Street, west side, from Folsom Street to 113 feet northerly.

NO LEFT TURN EXCEPT FOR MUNI – ESTABLISH: 2nd Street, southbound, at Mission Street.

NO LEFT TURN – ESTABLISH: 1) 2nd Street, southbound, at Natoma Street; 2) 2nd Street, southbound, at Clementina Street; 3) 2nd Street, southbound, at Folsom Street 4) 2nd Street, southbound, at Harrison Street; 5) 2nd Street, southbound, at Bryant Street; 6) 2nd Street, southbound, at Brannan Street; 7) 2nd Street, northbound, at Minna Street; and 8) 2nd Street, northbound, at Mission; and 9) 2nd Street, northbound, at Howard.

RIGHT TURN ONLY EXCEPT BICYCLES – ESTABLISH: 2nd Street, northbound, at Market Street.

LEFT LANE MUST TURN LEFT – ESTABLISH: Hawthorne Street, southbound, approaching Folsom Street.

WHITE ZONE, DURING BUSINESS HOURS – ESTABLISH: 2nd Street, east side, from 21 feet to 61 feet north of Minna Street.

YELLOW ZONE, 9AM TO 2PM, MONDAY THRU FRIDAY, 5PM TO 11PM, MONDAY THRU SATURDAY – ESTABLISH: 2nd Street, west side, from Natoma Street to 46 feet southerly.

YELLOW ZONE – ESTABLISH: Hawthorne Street, west side, from 113 feet to 158 feet north of Folsom Street.

APPROVE: PROJECT 2-2. 5TH STREET BICYCLE LANES, MARKET ST. TO TOWNSEND ST.

CLASS II BICYCLE LANE – ESTABLISH: 5th Street, both directions, between Mission Street and Townsend Street.

NO LEFT TURN – ESTABLISH: 1) 5th Street, southbound, at Clara Street; and 2) 5th Street, southbound, at Clementina Street.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) 5th Street, east side, from Bryant Street to 162 feet southerly (for right turn only lane); 2) 5th Street, west side, from Brannan Street to 100 feet northerly (for right turn only lane); and 3) 5th Street, west side, between Clara Street and Harrison Street (for through lane).

RIGHT LANE MUST TURN RIGHT – ESTABLISH: 5th Street, southbound, approaching Howard Street.

LEFT LANE MUST TURN LEFT – ESTABLISH: 5th Street, southbound, approaching Bryant Street.

RATIFY: PROJECT 2-3. 14TH STREET BICYCLE LANE, DOLORES ST. TO MARKET ST.

CLASS II BICYCLE LANE – ESTABLISH: 14th Street, eastbound, from Market Street to Dolores Street.

RIGHT TURN ONLY- ESTABLISH: Landers Street at 14th Street, and;

NO LEFT TURN – ESTABLISH: 1) Northbound Dolores Street at 14th Street;

ONE WAY RESTRICTION – ESTABLISH: Eastbound, from Market Street to Dolores Street

APPROVE: PROJECT 2-4. 17TH STREET BICYCLE LANES, CORBETT AVE. TO KANSAS ST.

SEGMENT I – CORBETT AVENUE TO VALENCIA STREET

CLASS II BICYCLE LANE – ESTABLISH: 1) 17th Street, westbound, from Valencia Street to Church Street; 2) 17th Street, westbound, from Castro Street to Eureka Street; and 3) 17th Street, eastbound, from Hartford Street to Valencia Street.

CONTINUOUS LEFT TURN CLASS II BICYCLE LANE – ESTABLISH: 16th Street, westbound, from Sanchez Street to Market Street.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 17th Street, both sides, from Church Street to 25 feet westerly.

TOW-AWAY NO PARKING ANYTIME – ESTABLISH: 17th Street, north side, from Castro Street to 160 feet westerly.

SEGMENT II – VALENCIA STREET TO HARRISON STREET

CLASS II BICYCLE LANE – ESTABLISH: 1) 17th Street, westbound, from Harrison Street to Valencia Street; and 2) 17th Street, eastbound, from Valencia Street to Harrison Street.

SEGMENT III – HARRISON STREET TO POTRERO AVENUE

CLASS II BICYCLE LANE – ESTABLISH: 1) 17th Street, westbound, from Potrero Avenue to Harrison Street; and 2) 17th Street, eastbound, from Harrison Street to Potrero Avenue.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) 17th Street, both sides, between Harrison Street and Florida Street.

SEGMENT IV – POTRERO AVENUE TO KANSAS STREET

CLASS II BICYCLE LANE – ESTABLISH: 1) Kansas Street, both directions, from 16th Street to 17th Street; 2) 17th Street, westbound, from Kansas Street to Potrero Avenue; 3) 17th Street, eastbound, from Potrero Avenue to Kansas Street; 4) Potrero Avenue, southbound, from Division Street to 17th Street; and 5) Potrero Avenue, northbound, from 17th Street to Alameda Street.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 17th Street, north side, between Kansas Street and Potrero Avenue.

NO LEFT TURN – REVOKE: Potrero Avenue, northbound, at 16th Street.

PERPENDICULAR (90-DEGREE ANGLE) PARKING – ESTABLISH: San Bruno Avenue, east side, from 17th Street to 185 feet southerly.

RATIFY: PROJECT 2-5. BEALE STREET BICYCLE LANE, BRYANT ST. TO FOLSOM ST.

BICYCLE LANE – ESTABLISH: Beale Street, west side, southbound from Bryant Street and Folsom Street (5 foot wide lane)

TOW AWAY NO PARKING 3:30 PM TO 7:00 PM MONDAY TO FRIDAY-ESTABLISH: Beale Street, west side, from Bryant Street to 50 feet northerly (50 ft. zone).

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: Beale Street, west side, from 115 feet to 230 feet north of Bryant Street (180 foot zone).

90 DEGREE PARKING-REVOKE: 1) Beale Street, east side, from 300 feet to 353 feet south of Folsom Street (53 ft. zone); 2) Beale Street, east side, from 620 feet to 764 feet south of Folsom Street (144 ft. zone); and 3) Beale Street, west side, from Bryant Street to 630 feet northerly (north end of Harrison overpass -630 foot zone).

APPROVE: PROJECT 2-6. DIVISION STREET BICYCLE LANES, 9TH ST. TO 11TH ST.

BICYCLE LANE – ESTABLISH: Division Street, both directions, between 9th and 11th Streets.

ONE-HOUR PARKING TIME LIMIT, 7 AM - 6 PM, EXCEPT SUNDAY – RESCIND: Division Street, north side, between 10th and 11th Streets.

NO PARKING, 12:00 AM - 6:00 AM, MONDAY, WEDNESDAY, AND FRIDAY, STREET CLEANING – RESCIND: Division Street, north side, between 10th and 11th Streets.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Division Street, north side, between 10th and 11th Streets.

NO PARKING, 12:00 AM - 6:00 AM, TUESDAY AND THURSDAY, STREET CLEANING – RESCIND: Division Street, south side, between 10th and 11th Streets.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Division Street, south side, between 10th and 11th Streets.

APPROVE: PROJECT 2-7. FREMONT STREET BICYCLE LANE, FOLSOM ST. TO HARRISON ST.

BICYCLE LANE – ESTABLISH: Fremont Street, southbound, from Folsom Street to Harrison Street.

APPROVE: PROJECT 2-8. HOWARD STREET BICYCLE LANE, EXTENSION AT 9TH ST.

CLASS II BICYCLE LANE – ESTABLISH: Howard Street, westbound from 200 feet east of 9th Street to 9th Street.

RATIFY: PROJECT 2-9. HOWARD STREET BICYCLE LANE, THE EMBARCADERO TO FREMONT ST.

CLASS II BICYCLE LANE – ESTABLISH: Howard Street, westbound, from The Embarcadero to Fremont Street.

BUS STOP, TOW AWAY, NO PARKING, 6AM TO 10AM, MONDAY THROUGH FRIDAY – ESTABLISH: Howard Street, south side, from Spear Street to 90 feet easterly.

**RATIFY: PROJECT 2-12 . MARKET STREET BICYCLE LANES,
OCTAVIA BLVD. TO VAN NESS AVE.**

CLASS II BICYCLE LANE – ESTABLISH: 1) Market Street, westbound, from Van Ness Avenue to Octavia Boulevard; and 2) Market Street, eastbound, from Gough Street to 12th Street.

TOW-AWAY NO STOPPING ANYTIME- ESTABLISH: Market Street, south side between Gough and 12th Streets.

TOW-AWAY NO STOPPING – ESTABLISH: 1) Market Street, north side between Gough Street and Octavia Boulevard; and 2) Market Street, south side between Gough and 12th Streets.

TOW-AWAY NO PARKING ANYTIME- ESTABLISH: Market Street, north side between Gough Street and Octavia Boulevard

DIAGONAL (45-DEGREE ANGLE) PARKING – ESTABLISH: Gough Street, east side, from Market Street to 104 feet southerly; and Stevenson Street to Colton Street

PERPENDICULAR (90-DEGREE ANGLE) PARKING – ESTABLISH: 12th Street, west side, from Market Street to 400 feet southerly.

PARKING METER AREA NO. 3- ESTABLISH: 1) Haight Street, south side, from Gough Street to 195 feet westerly; 2) Gough Street, east side, between Market and Colton Streets; and 3) Gough Street, west side, between Market and McCoppin Streets

**APPROVE: PROJECT 2-13. MCCOPPIN STREET BICYCLE PATH,
MARKET ST. TO VALENCIA ST.**

BICYCLE LANES – ESTABLISH: McCoppin Street, northside, west of Valencia Street to terminus.

**APPROVE: PROJECT 2-14. MCCOPPIN STREET BICYCLE LANE,
GOUGH ST. TO VALENCIA ST.**

BICYCLE LANES – ESTABLISH: McCoppin Street, westbound, from Gough Street to Valencia Street.

60-DEGREE BACK-IN ANGLED PARKING – ESTABLISH: McCoppin Street, south side, between Stevenson and Jessie Streets.

TRAFFIC LANE CHANGES – ESTABLISH: McCoppin Street, eastbound, from Valencia Street to Gough Street (to be changed from two lanes to one lane).

**APPROVE: PROJECT 2-15. OTIS STREET BICYCLE LANE, GOUGH
ST. TO SO. VAN NESS AVE.**

BICYCLE LANE – ESTABLISH: Otis Street, westbound, from South Van Ness Avenue to Gough Street.

**APPROVE: PROJECT 2-16. TOWNSEND STREET BICYCLE LANES,
8TH ST. TO EMBARCADERO**

CLASS II BICYCLE LANE – ESTABLISH: Townsend Street, both directions, between 2nd Street and 8th Street.

TOW-AWAY NO STOPPING ANYTIME – RESCIND: Townsend Street, south side, from 3rd Street to 281 feet westerly.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Townsend Street, north side, from 3rd Street to 67 feet easterly.

DIAGONAL (BACK-IN 45-DEGREE ANGLE) PARKING – ESTABLISH: 1.) Townsend Street, south side, between 4th Street and 7th Street (Replaces 45-degree angle parking); and 2.) Townsend Street, both sides, between 2nd Street and The Embarcadero (Replaces 45-degree angle parking).

PARALLEL PARKING – ESTABLISH: Townsend Street, north side, between 4th Street and 7th Street.

MULTIPLE LEFT TURN LANES (EXCEPT MUNI) - REVOKE: 4th Street, southbound, at Townsend Street but allowing Muni to turn left from the second lane from the east side.

MULTIPLE RIGHT TURN LANES – REVOKE: 4th Street, northbound, at Townsend Street.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: Townsend Street, eastbound, approaching 7th Street.

RATIFY: PROJECT 3-1. FELL STREET AND MASONIC AVENUE INTERSECTION IMPROVEMENTS

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Fell Street, south side, from 10 feet east of Masonic Avenue to 60 feet east of Masonic Avenue

APPROVE: PROJECT 3-4. POLK STREET BICYCLE LANE, MARKET ST. TO MCALLISTER ST.

CLASS II BICYCLE LANE – ESTABLISH: Polk Street, northbound, from Grove Street to McAllister Street.

DIAGONAL (BACK-IN 45-DEGREE ANGLE) PARKING – ESTABLISH: Polk Street, east side, from Grove Street to McAllister Street.

APPROVE: PROJECT 3-5. SCOTT STREET BICYCLE LANE, FELL ST. TO OAK ST.

CLASS II BICYCLE LANE – ESTABLISH: Scott Street, northbound left-turn lane, from Oak Street to Fell Street.

TOW AWAY NO STOPPING ANYTIME – REVOKE: Scott Street, west side, from Oak Street to 105 feet northerly.

RATIFY: PROJECT 3-6 “THE WIGGLE” BICYCLE IMPROVEMENTS, (FROM MARKET) DUBOCE AVE.-STEINER ST.-WALLER ST.-PIERCE ST.-HAIGHT ST.-SCOTT ST. (TO FELL ST.)

CLASS II BICYCLE LANE – ESTABLISH: Scott Street, northbound, from Haight Street to Oak Street

NO TURN ON RED – ESTABLISH: Scott Street, northbound, at Oak Street

APPROVE: PROJECT 4-1. 16TH STREET BICYCLE LANES, 3RD ST. TO TERRY FRANCOIS BLVD.

BICYCLE LANE – ESTABLISH: 16th Street, both directions, between 3rd Street and Terry Francois Boulevard.

RATIFY: PROJECT 4-3. ILLINOIS STREET BICYCLE LANES, 16TH ST. TO CARGO WY.

BICYCLE LANES - ESTABLISH (18 month trial): 1) Illinois Street, both directions, between 16th Street and Cargo Way; 2) Sixteenth Street, both directions, between 3rd Street and Illinois Street; and,3) Cargo Way, both directions, between Illinois Street and Jennings Street.

APPROVE: PROJECT 4-3. ILLINOIS STREET BICYCLE LANES, 16TH ST. TO CARGO WY.

BICYCLE LANES – ESTABLISH (Permanent): 1) Illinois Street, both directions, between 16th Street and Cargo Way; 2) Sixteenth Street, both directions, between 3rd Street and Illinois Street; and 3) Cargo Way, both directions, between Illinois and 3rd Streets.

APPROVE: PROJECT 4-5. MISSISSIPPI STREET BICYCLE LANES, 16TH ST. TO MARIPOSA ST.

CLASS II BICYCLE LANES- ESTABLISH: Mississippi Street, both sides, between Mariposa Street and 16th Street.

APPROVE: PROJECT 5-1. 23RD STREET BICYCLE LANES, KANSAS ST. TO POTRERO AVE.

CLASS II BICYCLE LANE – ESTABLISH: 23rd Street, both directions, between Kansas Street and Potrero Avenue.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) 23rd Street, north side, between Kansas Street and Potrero Avenue.

APPROVE: PROJECT 5-2. ALEMANY BOULEVARD BICYCLE LANES, BAYSHORE BLVD. TO ROUSSEAU ST.

CLASS II BICYCLE LANE – ESTABLISH: 1.) Alemany Boulevard, eastbound, from Rousseau Street to Putnam Street; 2.) Alemany Boulevard, westbound, from 190 feet east of Putnam Street to Rousseau Street, and also to Justin Drive; and 3.) Justin Drive, southbound, from westbound Alemany Boulevard to eastbound Alemany Boulevard eastbound.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Alemany Boulevard, westbound, north side, from 120 feet west of Ellsworth Street to Justin Drive; and 2) Alemany Boulevard, eastbound, south side, from Congdon Street to Putnam Street.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: 1) Alemany Boulevard, eastbound, approaching Congdon Street; and 2) Alemany Boulevard, eastbound, approaching Trumbull Street.

BUS ZONE – ESTABLISH: 1) Alemany Boulevard, westbound, north side, from 300 feet to 400 feet west of Ellsworth Street (mid-block); and 2) Alemany Boulevard, westbound, north side, from Folsom Street to 80 feet westerly (far side, northwest corner).

RATIFY: PROJECT 5-3. ALEMANY BOULEVARD BICYCLE LANES, ROUSSEAU ST. TO SAN JOSE AVE.

CLASS II BICYCLE LANE – ESTABLISH: 1) Southbound, from Rousseau Street to Seneca Avenue, and from Geneva Avenue to San Jose Avenue; and 2) Northbound, from 200' west of San Jose Avenue to Niagara Avenue, and from Geneva Avenue to Rousseau Street.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: Northbound Alemany Boulevard at San Jose Avenue/Regent Street; and Southbound Alemany Boulevard at Rousseau Street.

LEFT LANE MUST TURN LEFT – ESTABLISH: 1) Southbound Alemany Boulevard at Geneva Avenue; and 2) Northbound Alemany Boulevard at Geneva Avenue.

NO PARKING ANYTIME – ESTABLISH: Westside Alemany Boulevard, from 34' to 70' north of Ocean Avenue.

APPROVE: PROJECT 5-4. BAYSHORE BOULEVARD BICYCLE LANES, CESAR CHAVEZ ST. TO SILVER AVE.

CLASS II BICYCLE LANE – ESTABLISH: 1) Bayshore Boulevard, northbound, from Silver Avenue to Oakdale Avenue; 2) Bayshore Boulevard, northbound, from Jerrold Avenue to Marin Street; and 3) Bayshore Boulevard, southbound, Oakdale Avenue to Silver Avenue.

CLASS III BICYCLE ROUTE – ESTABLISH: 1) Loomis Street, northbound, from Oakdale Avenue to Barneveld/McKinnon Avenues; 2) Barneveld Avenue, northbound, from Loomis Street/McKinnon Avenue to Jerrold Avenue; and 3) Jerrold Avenue, westbound, from Barneveld Avenue to Bayshore Boulevard.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Bayshore Boulevard, east side, between Jerrold Street and Marin Street; 2) Bayshore Boulevard, west side, between Hilton Street and Silver Avenue; and 3) Bayshore Boulevard, east side, from 140 feet north of Silver Avenue to Helena Street.

RIGHT LANE MUST TURN RIGHT EXCEPT FOR MUNI AND BICYCLES – ESTABLISH: Bayshore Boulevard, northbound, from Helena Street to Marengo Street.

APPROVE: PROJECT 5-5. CESAR CHAVEZ BICYCLE LANES, I-280 TO US 101 FWYS.

CLASS II BICYCLE LANE – ESTABLISH: 1) Cesar Chavez Street, both directions, between Kansas Street and Mississippi Street; and 2) Cesar Chavez Street, westbound, from Pennsylvania Avenue to Mississippi Street.

APPROVE: PROJECT 5-7. GLEN PARK AREA BICYCLE LANES, (A) CONNECTION BTWN. ALEMANY BLVD. AND SAN JOSE AVE. AND (B) CONNECTION BTWN. MONTEREY BLVD. AND SAN JOSE AVE.

CLASS II BICYCLE LANE – ESTABLISH: 1) Lyell Street, northbound, from Still Street to Bosworth Street; 2) Lyell Street, northbound, from Alemany Boulevard to Still Street; 3) Monterey Boulevard and San Jose Avenue, northbound, from Circular Street to Milton Street; 4) Arlington Street, southbound, from Wilder Street and Bosworth Street; 5) Lyell Street, southbound, from Still Street to Cayuga Avenue; 6) Monterey Boulevard off-ramp, southbound, approaching Diamond Street; 7) Bosworth Street, eastbound, from the I-280 on-ramp to Lyell Street; 8) Bosworth Street, eastbound, from Lyell Street to Rotteck Street; 9) Alemany Boulevard, eastbound, left-turn bicycle lane approaching Lyell Street; 10) Bosworth Street, westbound, from Lyell Street to Arlington Street; and 11) Bosworth Street, westbound, from Arlington Street to Diamond Street.

NO LEFT TURN – REVOKE: Alemany Boulevard, eastbound, at Lyell Street.

NO LEFT TURN EXCEPT FOR BICYCLES – ESTABLISH: Alemany Boulevard, eastbound, at Lyell Street.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Bosworth Street, south side, from I-280 on-ramp to Rotteck Street. Lyell Street, west side, from Bosworth Street to Cayuga Avenue.

NO U-TURN – ESTABLISH: Alemany Boulevard, eastbound, at Lyell Street.

STOP SIGN – ESTABLISH: Still Street, at Lyell Street, stopping Still Street.

APPROVE: PROJECT 5-8. KANSAS STREET BICYCLE LANES, 23RD ST. TO 26TH ST.

BICYCLE LANE – ESTABLISH: 1) Kansas Street, northbound, from 23rd Street to 26th Street; and 2) Kansas Street, southbound, from 23rd Street to 25th Street.

APPROVE: PROJECT 5-9. OCEAN AVENUE BICYCLE LANES, ALEMANY BLVD. TO LEE AVE.

CLASS II BICYCLE LANE – ESTABLISH: 1) Ocean Avenue, eastbound, from Lee Avenue to Harold Avenue; 2) Ocean Avenue, eastbound, from Geneva Avenue to Howth Street; 3) Ocean Avenue, eastbound, from Cayuga Avenue to Alemany Boulevard; and 4) Ocean Avenue, westbound, from Cayuga Avenue to approximately 115 feet east of I-280 off-ramp.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Ocean Avenue, south side, between Lee Avenue and Harold Avenue; 2) Ocean Avenue, north side, from San Jose Avenue to 150 feet easterly; 3) Ocean Avenue, north side, from I-280 on-ramp to 200 feet easterly; and 4) Ocean Avenue, south side, from Geneva Avenue to 135 feet easterly.

LEFT LANE MUST TURN LEFT EXCEPT FOR MUNI – ESTABLISH: Ocean Avenue, eastbound, at Phelan Avenue.

APPROVE: PROJECT 5-11. POTRERO AVENUE AND BAYSHORE BOULEVARD BICYCLE LANES, 25TH ST. TO CESAR CHAVEZ ST.

CLASS II BICYCLE LANE – ESTABLISH: 1) Potrero Avenue, northbound, from intersection of Potrero Avenue and US 101 off-ramp to approximately 300 feet south of 25th Street (at start of existing bicycle lane); and 2) Potrero Avenue, southbound, from approximately 120 feet south of 25th Street (at end of existing bicycle lane) to Cesar Chavez Street.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: Potrero Avenue, east side, from intersection of Potrero Avenue and US 101 off-ramp to approximately 300 feet south of 25th Street (at start of existing bicycle lane).

APPROVE: PROJECT 5-12. SAGAMORE STREET AND SICKLES AVENUE BICYCLE LANES, ALEMANY BLVD. TO BROTHERHOOD WY.

CLASS II BICYCLE LANE – ESTABLISH: 1) Sickles Avenue, eastbound, from San Jose Avenue to Alemany Boulevard; and 2) Sagamore Street, both directions, between Brotherhood Way and San Jose Avenue.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Sagamore Street, south side, from Capitol Avenue to 50 feet easterly; and 2) Sagamore Street, south side, from 100 feet to 150 feet west of Capitol Avenue.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: Sagamore Street, westbound, approaching Orizaba Avenue.

DIAGONAL (BACK-IN 45-DEGREE ANGLE) PARKING – ESTABLISH: Sagamore Street, north side, from 275 feet to 525 feet east of Orizaba Avenue.

BUS ZONE – ESTABLISH: Sagamore Street, south side, from Capitol Avenue to 100 feet westerly.

APPROVE: PROJECT 6-1. CLAREMONT BOULEVARD BICYCLE LANES, DEWEY BLVD. TO PORTOLA DR.

CLASS II BICYCLE LANE – ESTABLISH: 1) Claremont Boulevard, northbound, from Ulloa Street to Dewey Boulevard; and 2) Claremont Boulevard, southbound left turn, from Ulloa Street to Portola Drive.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Claremont Boulevard, west side, from Portola Drive to 85 feet north.

APPROVE: PROJECT 6-2. CLIPPER STREET BICYCLE LANES, DOUGLASS ST. TO PORTOLA DR.

BICYCLE LANES – ESTABLISH: Clipper Street, eastbound and westbound, between Diamond Heights Boulevard and Douglass Street.

APPROVE: PROJECT 6-3. LAGUNA HONDA BOULEVARD BICYCLE LANES, PLAZA ST. TO WOODSIDE AVE.

CLASS II BICYCLE LANE – ESTABLISH: 1) Laguna Honda Boulevard, northbound, from Woodside Avenue to Plaza Street; 2) Laguna Honda Boulevard, southbound, from Plaza Street to Woodside Avenue; and 3) Laguna Honda Boulevard, southbound, from Dewey Boulevard to 100 feet northerly.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: Laguna Honda Boulevard, west side, from Plaza Street to 200 feet southerly.

APPROVE: PROJECT 6-4. LAGUNA HONDA BOULEVARD BICYCLE LANES, PORTOLA DR. TO WOODSIDE AVE.

CLASS II BICYCLE LANE – ESTABLISH: Laguna Honda Boulevard, southbound, from Merced Avenue to Vasquez Avenue.

CLASS III BICYCLE ROUTE – ESTABLISH: Laguna Honda Boulevard, northbound, from Vasquez Avenue to Woodside Avenue.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: Laguna Honda Boulevard, west side, between Merced Avenue and Vasquez Avenue

APPROVE: PROJECT 6-5. PORTOLA DRIVE BICYCLE LANES, CORBETT AVE. TO O'SHAUGHNESSY BLVD.

CLASS II BICYCLE LANE – ESTABLISH: Portola Drive, both directions, between Corbett Avenue and O'Shaughnessy Boulevard/Woodside Avenue.

TOW AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Portola Drive, north side, from 170 feet to 250 feet west of Corbett Avenue; and 2) Portola Drive, westbound, from 60 feet to 120 feet east of Woodside Avenue.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: Portola Drive, westbound, approaching Woodside Avenue.

BUS ZONE – ESTABLISH: 1) Portola Drive, south side, from 575 feet to 625 feet east of O'Shaughnessy Boulevard (mid-block); 2) Portola Drive, south side, from Glenview Drive to 80 feet easterly (far side, southeast corner); 3) Portola Drive, north side, from the east end of the driveway of 110 Portola Drive to 80 feet easterly (mid-block); 4) Portola Drive, north side, from Burnett Avenue to 80 feet westerly (far side, northwest corner); and 5) Portola Drive, north side, from Glenview Drive to 80 feet westerly (far side, northwest corner).

APPROVE: PROJECT 6-6. PORTOLA DRIVE BICYCLE LANES, O'SHAUGHNESSY BLVD/ WOODSIDE AVE. TO SLOAT BLVD.

CLASS II BICYCLE LANE – ESTABLISH: 1) Portola Drive, westbound, from Woodside Avenue to Waithman Way; and 2) Portola Drive, eastbound, from Sloat Boulevard to O'Shaughnessy Boulevard.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Portola Drive, north side, between Sydney Way and Woodside Avenue; and 2) Portola Drive, south side, from Miraloma Drive to approximately 130 feet easterly (along traffic island).

APPROVE: PROJECT 7-1. INTERSECTION IMPROVEMENTS AT 7th AVENUE AND LINCOLN WAY

BICYCLE LANES – ESTABLISH: 1) 7th Avenue, northbound, from Lincoln Way to 40 feet southerly; and 2) 7th Avenue, both directions, between Lawton Street and 150 feet south of Judah Street.

RIGHT TURN ONLY EXCEPT BICYCLES - ESTABLISH: 7th Avenue, northbound and southbound, at Lincoln Way.

APPROVE: PROJECT 7-2. 7th AVENUE BICYCLE LANES, LAWTON ST. TO LINCOLN WY.

BICYCLE LANES – ESTABLISH: 1) 7th Avenue, northbound, from Lincoln Way to 40 feet southerly; and 2) 7th Avenue, both directions, between Lawton Street and 150 feet south of Judah Street.

RIGHT TURN ONLY EXCEPT BICYCLES – ESTABLISH: 7th Avenue, northbound and southbound, at Lincoln Way.

APPROVE: PROJECT 7-3. GREAT HIGHWAY AND POINT LOBOS AVENUE BICYCLE LANES, EL CAMINO DEL MAR TO CABRILLO ST.

CLASS II BICYCLE LANE – ESTABLISH: 1) Great Highway and Point Lobos Avenue, northbound and eastbound, from Fulton Street to 48th Avenue; 2) Point Lobos Avenue, westbound, from El Camino Del Mar to approximately 725 feet westerly (at entrance to parking lot on south side of street); and 3) Great Highway, southbound, from approximately 575 feet north of Balboa Street (at entrance to parking lot on west side of street) to Balboa Street.

CLASS III BICYCLE ROUTE – ESTABLISH: 1) Balboa Street, both directions, between Great Highway and La Playa Street; and 2) La Playa Street, both directions, between Balboa Street and Cabrillo Street.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: Point Lobos Avenue, westbound, at El Camino Del Mar.

BUS ZONE – ESTABLISH: Point Lobos Avenue, north side, from El Camino Del Mar to 80 feet westerly (far side, northwest corner).

APPROVE: PROJECT 7-5. KIRKHAM STREET BICYCLE LANES, 9TH AVE. TO GREAT HWY.

SEGMENT I – 9TH AVENUE TO 18TH AVENUE

CLASS II BICYCLE LANE – ESTABLISH: Kirkham Street, both directions, between 9th Avenue and 18th Avenue.

SEGMENT II – 18TH AVENUE TO 20TH AVENUE

CLASS II BICYCLE LANE – ESTABLISH: Kirkham Street, both directions, between 18th Avenue and 20th Avenue.

SEGMENT III – 20TH AVENUE TO GREAT HIGHWAY

CLASS II BICYCLE LANE – ESTABLISH: Kirkham Street, both directions, between 20th Avenue and Great Highway.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Kirkham Street, south side, between 37th Avenue and Sunset Boulevard; and 2) Kirkham Street, north side, between 36th Avenue and Sunset Boulevard.

**APPROVE: PROJECT 7-6. PAGE AND STANYAN STREETS
INTERSECTION TRAFFIC SIGNAL IMPROVEMENTS**

TRAFFIC SIGNAL – ESTABLISH: Page and Stanyan Streets intersection.

**APPROVE: PROJECT 8-3. HOLLOWAY AVENUE BICYCLE LANES,
JUNIPERO SERRA BLVD. TO VARELA AVE.**

CLASS II BICYCLE LANE – ESTABLISH: Holloway Avenue, both directions, from Junipero Serra Boulevard to Varela Avenue.

RIGHT LANE MUST TURN RIGHT – ESTABLISH: Holloway Avenue, westbound, from Denslowe Drive to 19th Avenue.

TOW-AWAY NO STOPPING ANYTIME – ESTABLISH: 1) Holloway Avenue, north side, from Denslowe Drive to 19th Avenue; and 2) Holloway Avenue, south side, from Junipero Serra Boulevard to 100 feet westerly.

BUS ZONE – ESTABLISH: Holloway Avenue, south side, from Junipero Serra Boulevard to 100 feet westerly.

TRAFFIC LANE CHANGES – ESTABLISH: 1) Holloway Avenue, westbound, from Junipero Serra Boulevard to Denslowe Drive (to be changed from two lanes to one lane); and 2) Holloway Avenue, eastbound, from 19th Avenue to Junipero Serra Boulevard (to be changed from two lanes to one lane).

**APPROVE: PROJECT 8-4. JOHN MUIR DRIVE BICYCLE LANES,
LAKE MERCED BLVD. TO SKYLINE BLVD.**

CLASS II BICYCLE LANE – ESTABLISH: John Muir Drive, both directions, between Lake Merced Boulevard and Skyline Boulevard.

DIAGONAL (BACK-IN 45-DEGREE ANGLE) PARKING – ESTABLISH: John Muir Drive, south side, from 300 feet to 3000 feet east of Skyline Boulevard.

DIAGONAL (45-DEGREE ANGLE) PARKING – RESCIND: John Muir Drive, south side, from 300 feet to 3000 feet east of Skyline Boulevard (2700-foot zone).

**RATIFY: PROJECT 8-5. SLOAT BOULEVARD BICYCLE LANES,
GREAT HWY. TO SKYLINE BLVD.**

CLASS II BICYCLE LANE – ESTABLISH: Sloat Boulevard, both sides, between Skyline Boulevard and The Great Highway.

RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – ESTABLISH: Sloat Boulevard, westbound, from 37th Avenue to 39th Avenue; and, Sloat Boulevard, eastbound, from Skyline Boulevard to 350 feet westerly.

BUS ZONE – ESTABLISH: Sloat Boulevard, south side, from Skyline Boulevard to 45 feet westerly.

BUS ZONE – RELOCATE: Sloat Boulevard, north side, from 40 feet west of 47th Avenue to the northwest corner at 47th Avenue (80-foot zone).

RIGHT LANE MUST TURN RIGHT – RESCIND: Sloat Boulevard, eastbound, from Skyline Boulevard to 300 feet westerly.

and, be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Executive Director/CEO and his or her designees, in consultation with any other affected City departments, to take any additional actions necessary to implement the projects as they are set forth in this Resolution; and, be it

FURTHER RESOLVED, That the SFMTAB recommends that the Department of Public Works, Port Commission and the Recreation and Park Commission, in their respective discretion, take actions necessary and within their jurisdiction to implement the proposed bicycle projects 2-10 (Market/Valencia Intersection), 4-2 (Cargo Way) and 7-4 (John F. Kennedy Drive).

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**

DIVISION: Finance & Information Technology

BRIEF DESCRIPTION: Adopt the proposed fines, fees, charges, and rates for daily temporary and visitor residential parking permits, vehicle boot removal, towing, Transit Fare Evasion and Passenger Conduct Violations and Penalties, cable car rentals, historical streetcar rentals, curb painting, and off-street parking for motor vehicles and motorcycles.

SUMMARY:

- The SFMTA Board of Directors adopted increases to various fines, fees, fares, rates, and charges included in the original operating budgets for fiscal years 2008-2009 and 2009-2010 on April 15, 2008.
- The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for increases to various fines, fees, rates and charges, including residential parking permit fees, vehicle boot removal fees, towing fees, Transit Fare Evasion and Passenger Conduct Violations and Penalties, cable car rental fees, historical streetcar rental fees, and curb painting fees, and off-street parking rates for motor vehicles and motorcycles, under California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273.
- On April 21, 2009, the Board of Directors declared a fiscal emergency for 2009-2010 under California Public Resources Code section 21080.32 and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15285.
- CEQA provides an additional statutory exemption from environmental review for increases to fares, fees, rates and charges that support transit service, including off-street parking rates for motor vehicles and motorcycles, if implemented as a result of a declared fiscal emergency.
- Charter Section 16.112 requires published notice and a public hearing before the SFMTA may institute or change any fee, schedule of rates, charges or fares which affects the public. Section 10 of the SFMTA Board’s Rules of Order requires that the advertisement run for at least five days and not less than fifteen days prior to the public hearing regarding any increase to any rate, charge, fare, fee, or fine. In compliance with these requirements, an advertisement ran in the San Francisco Examiner for a five-day period beginning on June 4, 2009.
- The SFMTA Board of Directors approved the Amended Operating Budget for 2009-2010 which included various increases to fees, fines, fares, rates and charges on April 30, 2009.

ENCLOSURES:

1. SFMTAB Resolution
2. Attachment A - Proposed Increases to fines, fees, charges, and rates

APPROVALS:

DEPUTY OF DIVISION
PREPARING ITEM

DATE

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION BE RETURNED TO Sonali Bose

ASSIGNED SFMTAB CALENDAR DATE: _____

Purpose

Requesting that the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approve proposed increases to daily temporary and visitor residential parking permit fees, vehicle boot removal fee, towing fees, transit fare evasion and passenger conduct violation fines, cable car rental fees, historical streetcar rental fees, curb painting fees, off-street parking rates for motor vehicles and motorcycles. These fines, fees, charges, and rates were not included in either the original two-year adoption for Fiscal Years 2008-2009 and 2009-2010 approved by the SFMTA Board of Directors on April 15, 2008, the Fiscal Year 2009-2010 Amended Operating Budget approved by the SFMTA Board of Directors on April 30, 2009 or were included and approved but not at the appropriate calculated rate.

Goal

Approval of the proposed resolution will support: Strategic Plan Goals

- Goal 3: External Affairs/Community Relations-to improve the customer experience, community value and enhance the image of the SFMTA and
- Goal 4: Financial Capacity-to ensure financial stability and effective resource allocation.

Description

The SFMTA Board of Directors included increases to various fees, fares, charges, rates and fines in the adoption of the mandated two-year budget for fiscal years 2008-2009 and 2009-2010 approved on April 15, 2008. This was in accordance with Proposition A, a ballot measure approved by the voters in November 2007. One of the primary changes is that in even-numbered years, the SFMTA must submit a two-fiscal year budget. In odd-numbered years, the SFMTA may submit budget amendments for the second fiscal year.

On April 30, 2009, the SFMTA Board of Directors approved the fiscal year 2009-2010 Amended Operating budget that included additional increases or adjustments to various fees, fares, charges, rates and fines. Since that approval, there have been some significant changes that will impact specific fees, charges, rates and fines.

- The Transit Fare Evasion and Passenger Conduct Violation Penalties are being updated due to the recent audit recommendation by the Budget Analyst's Office that stated that the SFMTA needs to have stricter penalties for fare evaders, especially for multiple offenses.
- A transit fare evasion and passenger conduct violation additional late penalty fee is being proposed to provide financial assistance to the SFMTA in recouping costs associated with the collection of delinquent penalties for fare evasion and passenger conduct violations.
- The Vehicle Boot Removal Fee is a cost recovery fee and requires an increase due to the incurred labor costs. The original proposed fee for fiscal year 2009-2010 was \$215. Due to increased labor costs, an additional \$30 is required for SFMTA to recoup costs.

- The towing fee is a cost recovery fee requiring an update due to the increased labor costs.
- The daily temporary and visitor residential parking permit fee was not incorporated into the fee table with the other Neighborhood Parking Permits and thus was not approved with the submission of the two-year budget for fiscal years 2008-2009 and 2009-2010 approved by the SFMTA Board of Directors on April 15, 2008.
- Cable Car Rental and the Historical Vehicle Rental increases are necessary to recoup the costs that require SFMTA to impose a mandatory two-hour minimum rental for each charter. In order to accomplish this task and to allow the rates to be equitable and reasonable, the additional hour rate has been discounted from the previous year's rate. SFMTA has incorporated the non-profit and business rates into one rate that is based on the methodology utilized for the non-profit rate. The higher rate for the historic streetcar includes those costs associated with the preparation and maintenance charges that were inadvertently omitted from the dedicated positions necessary for these tasks.
- The Curb Painting fees require some adjustments to the original fees approved for the following:
 - The renewal fees were not included in the fee table as adopted by the SFMTA Board of Directors on April 15, 2008.
 - The separate figures for the process and paint fees for each zone were not updated with the newly adopted rates.
 - The rates approved to be effective for July 1, 2010 were approved with the July 1, 2009 effective date and required a modification to reflect the proper effective date.
- The rates for Off Street Parking rates for motor vehicles and motorcycles were included in the Fiscal year 2009-2010 Amended Operating Budget approved by the SFMTA Board of Directors on April 30, 2009 but there was an error and the correct rates are now being provided.

Alternatives Considered

Alternatives were not considered since these are mostly cost recovery items, modifications or omissions previously approved on April 15, 2008 or April 21, 2009 or to impose stricter penalties for violators.

Funding Impact

Impact to the 2009-2010 Amended Operating Budget.

Required Noticing and Approvals

Public Notice

Charter Section 16.112 requires published notice and a public hearing before the SFMTA may institute or change any fee, schedule of rates, charge or fare which affects the public. Section 10 of the SFMTA Board's Rules of Order requires that the advertisement run for at least five days and not less than fifteen days prior to the public hearing regarding any increase to any rate, charge, fare, fee, or fine. In compliance with this requirement, an advertisement ran in the San Francisco Examiner for a five-day period beginning on June 4, 2009.

Environmental Clearance

Increases to fares, fees, rates, fines, and charges are subject to environmental review under the California Environmental Quality Act (CEQA). City Planning has determined that the increases to the

Daily Temporary and Visitor Residential Parking Permit Fee, Vehicle Boot Removal Fee, Towing Fees, Transit Fare Evasion and Passenger Conduct Violation Penalties, Cable Car Rental Fee, Historical Streetcar Rental Fee, Curb Painting Fees, Off-Street Parking Rates for Motor Vehicles and Motorcycles are statutorily exempt from environmental review under California Public Resources

Code section 21080(b) (8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273.

Further, on April 21, 2009, the Board of Directors declared a fiscal emergency for 2009-2010 under California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285. As a result, City Planning has determined that the increases to the Off-Street Parking Rates for Motor Vehicles and Motorcycles are also statutorily exempt from environmental review under California Public Resources Code section 21080.32 and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15285.

The City Attorney's Office has reviewed the item.

Recommendation

Staff recommends that the SFMTA Board approve proposed increases to various fees, fares, rates, fines and charges for Daily Temporary and Visitor Residential Parking Permits, Vehicle Boot Removals, Towing, Transit Fare Evasion and Passenger Conduct Violations and Penalties, Cable Car Rentals, Historical Streetcar Rentals, Curb Painting, Off-Street Parking Rates for Motor Vehicles and Motorcycles.

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

WHEREAS, On April 15, 2008, the SFMTA Board of Directors approved a two year budget which included increases to various fees, fares, rates and charges; and,

WHEREAS, The SFMTA is proposing to increase various fees, fares, fines rates and charges, as itemized in Attachment A to this Resolution including for Daily Temporary and Visitor Residential Parking Permits, Vehicle Boot Removals, Towing, Transit Fare Evasion and Passenger Conduct Violation Penalties, Cable Car Rentals, Historical Streetcar Rentals, Curb Painting, Off-Street Parking Rates for Motor Vehicles and Motorcycles; and,

WHEREAS, San Francisco City Charter Section 16.112 requires that published notice be given and a public hearing be held before any fee or any schedule of rates, charges or fares which affects the public is instituted or changed; and,

WHEREAS, The SFMTA has conducted outreach to inform the public of increases in fees, fares, rates, fines and charges and, pursuant to Section 10 of the SFMTA Rules of Order and Charter Section 16.112, conducted a noticed public hearing regarding such proposal on June 26, 2009; and,

WHEREAS, The Planning Department has determined that increases to the Daily Temporary and Visitor Residential Parking Permit Fee, Vehicle Boot Removal Fee, Towing Fees, Transit Fare Evasion and Passenger Conduct Violation Penalties, Cable Car Rental Fee, Historical Streetcar Rental Fee, Curb Painting Fees, Off-Street Parking Rates for Motor Vehicles and Motorcycles are statutorily exempt from environmental review under California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273; and,

WHEREAS, Said CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; and,

WHEREAS, Section 8A.105 (e) of the City Charter establishes City policy that parking-related revenues support transit service; and,

WHEREAS, On April 21, 2009, the SFMTA Board of Directors declared that a fiscal emergency exists caused by the failure of agency revenues to adequately fund agency programs and facilities pursuant to California Public Resources Code section 21080.32 and California Environmental Quality Act implementing guidelines, Title 14 of the California Code of Regulations section 15285; and

WHEREAS, The Planning Department has determined that the increases to the Off-Street Parking Rates for Motor Vehicles and Motorcycles are also statutorily exempt from environmental review under California Public Resources Code section 21080.32 and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15285 based on the SFMTA's declaration of fiscal emergency; and,

WHEREAS, Said determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by this reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves increases in various fees, fares, rates, fines, and charges, as itemized in Attachment A, including Daily Temporary and Visitor Residential Parking Permits, Vehicle Boot Removals, Towing, Transit Fare Evasion and Passenger Conduct Violation Penalties, Cable Car Rentals, Historical Streetcar Rentals, Curb Painting, Off-Street Parking Rates for Motor Vehicles and Motorcycles.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at their meeting of June 26, 2009.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A
Proposed Off-Street Parking Meter Rates for 2009-2010 (Addendum)

*Indicates change from Board action taken April 30, 2009

Category	Current	Proposed Effective July 1, 2009 (unless otherwise noted)
Motorcycle Parking Meter Rates	Off-street - \$0.10/hr* The Board of Supervisors last raised motorcycle parking meter rates in 2002-2003.	Off-street - \$0.40/hr*
Parking Meter Rates	Off-street - \$1.50/hr* The Board of Supervisors last raised parking meter rates in 2005.	Off-street - \$2.00/hr*

**Attachment A – Proposed Increases to Fares, Fees, Fines, Rates and Charge
Increases effective Thirty Days After Board Approval**

	Current Rate	Proposed Rate
Neighborhood Parking Permits		
Temporary and Residential Daily Permit Parking	\$5	\$10
Color Curb Fees		
White/Green Zones		
1 to 22 FT (Process \$336, Paint \$158) New (Process \$424, Paint \$199)	\$494	\$623
23 to 44 FT (Process \$672, Paint \$316) New (Process \$847, Paint \$399)	\$988	\$1,246
45 to 66 FT (Process \$1,008, Paint \$474) New (Process \$1,271, Paint \$598)	\$1,482	\$1,869
Over 66 FT (Process \$1,344, Paint \$632) New (Process \$1,695, Paint \$797)	\$1,976	\$2,492
1 to 22 FT Curb Painting Renewal	\$160	\$199
23 to 44 FT Curb Painting Renewal	\$320	\$399
45 to 66 FT Curb Painting Renewal	\$480	\$598
Over 66 FT Curb Painting Renewal	\$640	\$797
Other		
Red zones (Process \$80, installation \$73/LIN FT) New (Process \$100, Paint \$93)	\$153	\$193
Boot Removal Fee		
Fee	\$205	\$245
Towing Fee		
Administrative Tow Fee	\$70.50	\$155.75
Transit Violation Fees (Fare Evasion)		
1 st Offense	\$50	\$75
2 nd Offense	\$75	\$250
3 rd Offense	\$100	\$500
Additional Late Penalty Fee	New	\$25
Cable Car Rental		
First Hour Fee	\$454	
Two-hour Minimum Fee	New	\$467
Each Additional Hour	\$195	\$173
Historic Vehicle Rental		
First Hour Fee	\$311	
Two-hour Minimum Fee	New	\$438
Each Additional Hour	\$126	\$173

Attachment A – Proposed Increases to Fares, Fees, Fines, Rates and Charge
Effective July 1, 2010

	Current Rate	Proposed Rate
Color Curb Fees		
White/Green Zones		
1 to 22 FT (Process \$424, Paint \$199) New (Process \$511, Paint \$241)	\$623	\$752
23 to 44 FT (Process \$847, Paint \$399) New (Process \$1,022 Paint \$482)	\$1,246	\$1,504
45 to 66 FT (Process \$1271, Paint \$598) New (Process \$1,534, Paint \$722)	\$1,869	\$2,256
Over 66 FT (Process \$1,695, Paint \$797)New (Process \$2,045, Paint \$963)	\$2,492	\$3,008
Other		
Red zones (Process \$100, installation \$93/LIN FT) New(Process \$121, Paint \$112)	\$193	\$233

THIS PRINT COVERS CALENDAR ITEM NO. : 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Administration

BRIEF DESCRIPTION:

Presentation of the FY09 Q3 Service Standards Scorecard

SUMMARY:

- Schedule adherence (A1) increased on a quarter over quarter basis. Performance rose from 72.7 percent in FY09 Q2 to 74.5 percent in FY09 Q3.
- Scheduled service hours delivered (A2) decreased from 96.8 percent in FY09 Q2 to 96.5 percent in FY09 Q3.
- With the exception of transit operators and Parking and Traffic shops employees, all groups achieved their unscheduled absence rate (A4) goals in FY09 Q3.
- Traffic and parking control requests addressed within 90 days (A7) decreased from 89 percent in FY09 Q2 to 77 percent in FY09 Q3.
- Percent of color curb applications processed within 30 days (A8) increased from 87 percent in FY09 Q2 to 96 percent in FY09 Q3.
- Operator conduct complaints resolved within 30 days (C2) increased from 63% in FY09 Q2 to 93% in FY09 Q3.
- Bus collisions per 100,000 miles (C4) decreased from 6.32 in FY09 Q2 to 5.25 in FY09 Q3. Rail collisions per 100,000 miles decreased from 4.22 in FY09 Q2 to 3.88 in FY09 Q3. Performance in both areas achieved the quarterly goals.

ENCLOSURES:

1. FY09 Q3 Service Standards Scorecard

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION TO BE RETURNED TO Travis Fox

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

In accordance with Charter Section 8A.103, the San Francisco Municipal Transportation Agency (SFMTA) tracks, monitors and reports on over 35 service standards for system reliability and performance, staffing performance and customer service on a quarterly basis.

Results are presented in the *Service Standards Scorecard*, which highlights results in both graphical and data formats.

GOAL

The Service Standards Program supports a number of the Agency's strategic goals, including:

GOAL 2: System Performance - To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First policy.

Objective 2.1 Improve transit reliability to meet 85% on-time performance standard.

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

Objective 4.1 Ensure efficient and effective use of resources.

GOAL 5: SFMTA Workforce - To provide a flexible, supportive work environment and develop a workforce that takes pride and ownership of the Agency's mission and vision and leads the agency into an evolving, technology-driven future.

Objective 5.1 Increase resources available for employees in performing their jobs.

Objective 5.3 Improve internal communication and employee satisfaction.

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

Objective 6.1 Identify, develop, and deliver the new and enhanced systems and technologies required to support SFMTA's 2012 goals.

DESCRIPTION

Key results for FY09 Q3 (January-March 2009) are as follows:

Schedule adherence (A1) increased in FY09 Q3, reaching the highest level in the past 30 reporting periods. Performance rose from 72.7 percent in FY09 Q2 to 74.5 percent in FY09 Q3. The goal is 85 percent.

Scheduled service hours delivered (A2) fell short of the goal of 98.5 percent. Service delivery decreased from 96.8 percent in FY09 Q2 to 96.5 percent in FY09 Q3.

PAGE 3.

With the exception of transit operators and Parking and Traffic shops, all employee groups achieved their unscheduled absence rate (A4) goals during FY09 Q3. In the case of transit operator absenteeism, it is important to note that data previously provided by the Public Utilities Commission (PUC) was replaced with reporting from the SFMTA's Trapeze application starting in FY09 Q1. Trapeze reporting captures absenteeism types not in the PUC report, including jury duty, loans to unions, suspensions, and "working miss outs", which are late arrivals to work.

Traffic and parking control requests addressed within 90 days (A7) decreased from 89 percent in FY09 Q2 to 77 percent in FY09 Q3. The goal is 80 percent.

Percent of color curb applications processed within 30 days (A8) continued to rise, increasing from 87 percent in FY09 Q2 to 96 percent in FY09 Q3. This represents the strongest performance since recording of the standard was initiated six years ago. The goal is 90 percent.

Percent of operator conduct complaints resolved within 30 days (C2) increased from 63% in FY09 Q2 to 93% in FY09 Q3. The goal is 75 percent.

Collisions per 100,000 miles (C4) for bus and rail achieved the goals for FY09 Q3. Bus collisions per 100,000 miles decreased from 6.32 in FY09 Q2 to 5.25 in FY09 Q3. The goal is 6.47 or lower. Rail collisions per 100,000 miles decreased from 4.22 in FY09 Q2 to 3.88 in FY09 Q3. The goal is 4.74 or lower. Both the bus and rail collision rates are below results during the prior fiscal year.

The FY09 Q3 includes a new breakdown of customer complaints by type in the Scorecard Appendix. Future reporting will provide greater detail on complaints by line.

ALTERNATIVES CONSIDERED

Not applicable. Reporting on the achievement of Service Standards is required by Charter.

FUNDING IMPACT

Not applicable.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The CAC will review the report during its March meeting.

RECOMMENDATION

Receive the report.

THIS PRINT COVERS CALENDAR ITEM NO. : 15

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Administration

BRIEF DESCRIPTION:

Adopting the Service Standards and Milestones for Fiscal Year 2010 (FY10)

SUMMARY:

- In accordance with Charter Section 8A.103, the San Francisco Municipal Transportation Agency (SFMTA) tracks, monitors and reports upon system reliability and performance, staffing performance and customer service on a quarterly basis.
- The SFMTA must establish milestones toward achievement of service standards by July 1 of every year. The proposed resolution would adopt the milestones to be achieved by July 1, 2010.
- The recommended service standards for FY10 (July 1, 2009 through June 30, 2010) are largely a continuation of the FY09 standards. Select modifications to standards have been proposed. Once FY10 budget-related service adjustments have been implemented, staff will re-examine the standards and may propose adjustments that better reflect the future operating environment.
- The proposed service standards include measures of transit, parking and traffic, pedestrian, bicycling, and congestion management related activities.

ENCLOSURES:

1. Proposed FY10 Service Standards and Milestones

APPROVALS:

DATE

DIRECTOR OF DIVISION

PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION TO BE RETURNED TO Travis Fox

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

In accordance with Charter Section 8A.103, the SFMTA tracks, monitors and reports on over 35 service standards for system reliability and performance, staffing performance and customer service on a quarterly basis. Service Standards and Milestones are adopted in advance of each fiscal year.

GOAL

The Service Standards Scorecard supports a number of the Agency's strategic goals, including:

GOAL 2: System Performance - To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First policy.

Objective 2.1 Improve transit reliability to meet 85% on-time performance standard.

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

Objective 4.1 Ensure efficient and effective use of resources.

GOAL 5: SFMTA Workforce - To provide a flexible, supportive work environment and develop a workforce that takes pride and ownership of the Agency's mission and vision and leads the agency into an evolving, technology-driven future.

Objective 5.1 Increase resources available for employees in performing their jobs.

Objective 5.3 Improve internal communication and employee satisfaction.

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

Objective 6.1 Identify, develop, and deliver the new and enhanced systems and technologies required to support SFMTA's 2012 goals.

DESCRIPTION

The recommended service standards for FY10 incorporate feedback from internal and external stakeholders, including the Citizens Advisory Council's Operations and Customer Service Subcommittee, SFMTA Board of Directors' Policy and Governance Committee and SFMTA management and staff.

Due to the challenges associated with the current operating environment, the recommended service standards for FY10 are largely a continuation of those approved for FY09. Once FY10 budget related service adjustments have been implemented, staff will re-examine the standards and may propose adjustments that better reflect the operating environment at that time. During the coming months staff will also evaluate the need for measures associated with the former Taxi Commission functions and will propose measures for adoption by the SFMTA Board of Directors.

PAGE 3.

At this juncture, the following changes are proposed for FY10:

- A1 On-Time Performance
 - The current methodology produces a systemwide statistic that is weighted by *vehicles observed* by line or route rather than *ridership* by line or route.
 - Transitioning to weighting by ridership will enhance reporting integrity with limited impact on the consistency of results. (Ridership weighted on-time performance has been within one percent of the results produced by the current methodology during the past four quarters.)
 - Details of on-time performance by individual line and route will continue to be reported to ensure all Muni services are covered by the Service Standards Scorecard.
- A3 Load Factors
 - Introducing a < 4% goal for percentage of peak period runs exceeding 125% of sitting and standing capacity (as defined in the Short Range Transit Plan)
- C2 Passenger Service Report (PSR) Resolution Rate
 - Expanding the measure to cover all types of customer complaints
 - Introducing resolution timeframes that more accurately reflect both business needs (e.g., collective bargaining agreement requirements) and customer expectations
 - Documenting the Agency's definition of when a PSR is considered resolved
- C7 Proof-of-Payment Program
 - Quarterly reporting of the Fare Evasion Rate (for monitored modes and locations)
 - Annual reporting of the Inspection Rate (customer contacts as a percentage of total ridership), Citation Rate (citations as a percentage of total customer contacts), and Warning Rate (warnings as a percentage of total customer contacts).

More detailed information is provided in the *Proposed FY10 Service Standards and Milestones* document.

ALTERNATIVES CONSIDERED

Not applicable. Annual adoption of the Service Standards and Milestones is required by the Charter.

FUNDING IMPACT

Not applicable.

PAGE 4.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Citizen Advisory Committee's Operations and Customer Service Subcommittee reviewed the Proposed Service Standards and Milestones on May 18, 2009.

RECOMMENDATION

Staff recommends adoption of the FY10 Service Standards and Milestones.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Charter Section 8A.103 establishes standards for on-time performance and service delivery for the Municipal Railway and requires the San Francisco Municipal Transportation Agency to establish other performance standards for system reliability and performance, staffing performance and customer service; and,

WHEREAS, Section 8A.103 requires the Agency to adopt milestones for achievement of these standards by July 1 of each year; and,

WHEREAS, Staff met with the San Francisco Municipal Transportation Agency Board of Directors' Policy and Governance Committee on May 12, 2009, and

WHEREAS, Staff met with the Citizens' Advisory Council's Operations & Customer Service Committee on May 18, 2009, to present proposed changes and solicit the committee's input; and,

WHEREAS, Staff recommends adoption of the San Francisco Municipal Transportation Agency's Service Standards and Milestones entitled "Proposed FY10 Service Standards and Milestones", to be achieved by July 1, 2010; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the FY10 Service Standards milestones for the Municipal Railway as required by the City Charter; and the FY10 Service Standards for the other Agency functions, as contained in "Proposed FY10 Service Standards and Milestones".

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transportation Planning and Development

BRIEF DESCRIPTION:

Authorizing the award of San Francisco Municipal Transportation Agency Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project, to Schembri Construction Company, Inc., located at 1485 Bayshore Blvd., #130, San Francisco, CA 94124, as the lowest responsive and responsible bidder, in the amount of \$9,676,090.

SUMMARY:

- On November 20, 2007, the San Francisco Municipal Transportation Agency Board of Directors adopted Resolution No. 07-178, authorizing bid call for Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project.
- The project consists of replacing and upgrading the aging and damaged substation power equipment at Station E and Richmond Substations, modifying the existing floor slab that supports the electrical equipment to create a waterproof barrier at Station E, and replacing a collapsed ductbank outside the Richmond Substation. The project will also include a new ductbank connecting Richmond Substation to Balboa Substation to minimize service disruptions during construction and to improve system reliability and redundancy.
- Three bids were received and publicly opened on March 4, 2009.
- The Contract Compliance Office has reviewed the three bid proposals and determined that the bid from the apparent low bidder, Shimmick Construction Company, Inc., did not meet the 15 percent Small Business Enterprise (SBE) participation goal established for the Contract and did not demonstrate adequate good faith efforts to meet the SBE participation goal.
- Staff recommends awarding Contract No. 1220 to Schembri Construction in the amount of \$9,676,090, as the lowest responsive and responsible bidder.
- Federal and local sources are providing funds for the work under this contract.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget & Financial Plan
3. Memorandum Analyzing Bid Responsiveness

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

_____ Gigi Pabros _____

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2

PURPOSE

San Francisco Municipal Transportation Agency (SFMTA) Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project, will replace and upgrade the aging and damaged substation power equipment at Station E and Richmond Substations to reduce operational problems, reduce maintenance, increase system reliability, and provide for increased future load demands.

GOAL

Contract No. 1220 would assist in the implementation of the following goals, objectives, and initiatives in the SFMTA 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

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 2.2 Ensure efficient transit connectivity and span of service

Objective 2.4 Reduce congestion through major corridors

Goal 5: SFMTA Workforce: To provide a flexible, supportive work environment and develop a workforce that takes pride and ownership of the agency's mission and vision and leads the agency into an evolving, technology-driven future

Objective 5.1 Increase resources available for employees in performing their jobs (tools, staff hours, etc.)

Objective 5.2 Improve facilities in which people are working

DESCRIPTION

Background

Station E has been shut down since 2002 due to damaged electrical equipment. The power previously distributed from Station E is currently being back-fed from surrounding substations. Having Station E in operation will allow SFMTA to efficiently manage its overhead power needs without stressing the electrical equipment in other substations and provides backup circuitry in case the surrounding substations' circuitry fails. The electrical equipment at the Richmond Substation is over 25 years old and past its useful life. Some of the components are no longer being manufactured. SFMTA risks outages and curtailment of service on the heavily used 1-California Line, as redundant circuitry from other substations does not exist for two of its circuits.

The Muni Traction Power Station E and Richmond Substations Upgrade Project is one of the highest priority projects in the Overhead Rehabilitation Program. The equipment at the two Substations needs to be replaced as soon as possible to alleviate potential problems. Any reduction in the scope of work would not fulfill the needs of Operations and Maintenance and might not be cost-effective.

Scope of Work

SFMTA Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project, is identified in the latest San Francisco Municipal Railway Short Range Transit Plan under Infrastructure Program and within the Overhead Rehabilitation Program. Rehabilitation of Station E and Richmond Substations would reduce operational problems, reduce maintenance, increase system reliability, and provide for increased future load demands.

The main scope of work for this project consists of replacing and upgrading the aging and damaged substation power equipment at Station E and Richmond Substations, modifying the existing floor slab that supports the electrical equipment to create a waterproof barrier at Station E, and replacing a collapsed ductbank outside the Richmond Substation. The project will also include a new ductbank connecting Richmond Substation to Balboa Substation to minimize service disruptions during construction and to improve system reliability and redundancy.

The time allotted to substantially complete the work is 535 calendar days. Liquidated damages are \$1,500 per day for each and every calendar day of delay in failure to complete the work. Additional liquidated damages are applicable for interruptions to Muni Operations and are described in the contract documents.

Bids and Bid History

The SFMTA Board of Directors adopted Resolution No. 07-178 on November 20, 2007, authorizing bid call for Contract No. 1220.

On March 4, 2009, SFMTA's Transportation Planning and Development Division received and opened three bid proposals, as follows:

	<u>Bidder</u>	<u>Bid Amount</u>
1	Shimmick Construction Company, Inc. 8201 Edgewater Drive #202 Oakland, CA 94621	\$9,244,500
2	Schembri Construction Company, Inc. 1485 Bayshore Blvd., #130 San Francisco, CA 94124	\$9,676,090
3	Blocka Construction, Inc. 4455 Enterprise Street Fremont, CA 94538	\$10,361,400

PAGE 4

Following receipt of bids, SFMTA received a bid protest from Schembri Construction alleging that Shimmick Construction Company, Inc.'s bid was non-responsive to the SFMTA's SBE Program Participation goals.

SFMTA's Contract Compliance Office reviewed the protest and found that Shimmick's bid was non-responsive to the SBE Program Participation goals. See enclosure 3 for an analysis of the bid's responsiveness.

Based on this finding, Schembri Construction Company, Inc. is determined to be the lowest responsive and responsible bidder.

The engineer's estimate at the time of advertising was \$8,300,000. Schembri's bid exceeded the engineer's estimate by \$1,376,090, approximately 16.5 percent above the engineer's estimate.

Based on the engineer's analysis of the bid, staff believes it underestimated the costs for the transformer and rectifier units. Staff prepared the engineer's estimate by requesting the equipment quote from the supplier and used that quote to develop the engineer's estimate. By the time of bid, the equipment prices had increased, specifically for the transformer and rectifier units.

The Contract Compliance Office has determined that Schembri has demonstrated that it will meet the 15 percent SBE participation goal established for this contract and is in compliance with Chapter 12B Equal Benefits Provision of the San Francisco Administrative Code.

ALTERNATIVES CONSIDERED

The project team held discussions with Maintenance staff concerning whether the traction power substations upgrade work should be done by in-house staff. The preference was to have a contractor to perform the upgrade and replacement because contractors have enough crews with electrical and construction expertise to complete the work in a timely manner with minimal impact to Operations. Staff determined that contracting out to contractors was the best practical alternative.

Once one of the bids was found to be non-responsive, staff also analyzed the alternative of rejecting all bids and re-advertising the contract. Unfortunately, repackaging the contract documents, rebidding and awarding the contract could result in delay of four to six months. The project includes replacement of aging substation power equipment, which requires shutdown of the Richmond Substation. It is not practical to shut down the Substation except during the summer when power demand is lower with less ridership and reduced service with the summer schedule. Moreover, the work on the Richmond Substation involves procurement of long lead equipment, which could take six to nine months. Any further delay in awarding the contract might not allow the contractor to be able to work on the Richmond Substation in the summer of 2010. As a result, the entire project could be delayed for at least a year.

PAGE 5

Furthermore, the sales tax increased by 1% as of April 1, 2009, affecting all purchases of materials on construction projects. Copper prices have also been rising. The project includes substantial usage of copper for traction power cables. The possibility of getting lower bids from a re-bid is unlikely due to the issues mentioned and the increases in equipment cost. In addition, rebidding the contract may cost the project approximately \$100,000 just for repackaging the contract documents. Therefore, staff recommends acceptance of the lowest responsive and responsible bid.

FUNDING IMPACT

Funding for the entire project comes from a combination of Federal and Local funds. On March 24, 2009, the Board of Supervisors approved SFCTA's supplemental application for additional Prop K funds for the project. All funding for this project has been secured.

The budget and financial plan for this project is presented in Enclosure 2 of the calendar item.

APPROVALS RECEIVED OR STILL REQUIRED

No other approvals from any other agency are required for the award of this contract.

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

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorize the Executive Director/CEO to award SFMTA Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project, to Schembri Construction Company, Inc., as the lowest responsive and responsible bidder, for a contract amount of \$9,676,090.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project, is identified in the latest San Francisco Municipal Railway Short Range Transit Plan under Infrastructure Program and within the Overhead Rehabilitation Program; and,

WHEREAS, The work to be performed under this project will replace and upgrade aging and damaged substation power equipment at Station E and Richmond Substations, modify the existing floor slab at Station E that supports electrical equipment to create a waterproof barrier, replace a collapsed ductbank outside of the Richmond Substation, and install a new ductbank connecting Richmond Substation to Balboa Substation to minimize service disruptions during construction and to improve system reliability and redundancy; and,

WHEREAS, By rehabilitating Station E and Richmond Substations, SFMTA seeks to reduce operational maintenance, increase system reliability, and provide for increased future traction power load demands; and,

WHEREAS, On November 20, 2007, the SFMTA Board of Directors adopted Resolution No. 07-178, authorizing bid call for Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project; and,

WHEREAS, On March 4, 2009, SFMTA received and publicly opened three bid proposals in response to its invitation for bids; and,

WHEREAS, SFMTA determined that the bid from the apparent low bidder, Shimmick Construction Company, Inc., did not meet the Small Business Enterprise (SBE) participation goal of the contract, and that Shimmick did not submit adequate documentation of having made good faith efforts to meet the goal; therefore, SFMTA staff concluded that Shimmick is non-responsive to the bidding requirements; and,

WHEREAS, SFMTA determined that Schembri Construction Company, Inc., located at 1485 Bayshore Blvd., #130, San Francisco, CA 94124, is the lowest responsible and responsive bidder, with a bid amount of \$9,676,090; and,

WHEREAS, Funds for this contract are available and the project is funded Federal grants (80%) and by local funding sources (20%), including the San Francisco County Transportation Authority; and,

WHEREAS, The time allowed to substantially complete the work under this contract is 535 calendar days after issuance of the Notice to Proceed; and,

WHEREAS, The Contract Compliance Office has reviewed the bid documents and confirms that Schembri Construction Company, Inc., has demonstrated that it will meet the 15 percent SBE participation goal established for this contract; now, therefore, be it,

RESOLVED, That SFMTA Board of Directors authorizes the award of SFMTA Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project, to Schembri Construction Company, Inc., as the lowest responsive and responsible bidder, in an amount not to exceed \$9,676,090.

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

ENCLOSURE 2

Contract No. MR-1220

Muni Traction Power Station E and Richmond Substations Upgrade Project Project Budget and Financial Plan

PROJECT BUDGET

Category	Budget
Conceptual Engineering Phase	\$500,000
Detail Design Phase	\$1,100,000
Construction Phase	
Construction Management	\$2,600,000
Construction Contract – MR-1220	\$9,676,090
Maintenance Support/Bus Substitution/Outreach	\$400,000
PG&E Support Services	\$300,000
Other Direct Cost	\$70,000
Contingency	\$833,910
Total	\$15,480,000

FINANCIAL PLAN

Project Funding Source	Amount
Federal Grant	\$12,384,000
Local Grants	
Prop K and Local Bridge Toll	\$3,096,000
Total	\$15,480,000

MEMORANDUM

TO: Carter Rohan, Senior Director of Transportation Planning & Development

FROM: Virginia Harmon, Equal Opportunity Office Senior Manager

DATE: June 10, 2009

SUBJECT: Contract No. 1220, Muni Traction Power Station E and Richmond Substations Upgrade Project

This memo is in regard to the responsiveness of bids on the above-referenced project with respect to the SFMTA's Small Business Enterprise (SBE) Program requirements.

I. Overview of SBE Program

The SFMTA implements the SBE Program ("the Program") for the participation of SBEs in contracting opportunities in accordance with the federal DBE regulations in 49 CFR Part 26 (the "Regulations"). The intention of the Program is to create a level playing field on which SBEs can compete fairly for contracts and subcontracts relating to the construction and professional services activities of the SFMTA. The Regulations are incorporated into the SFMTA's SBE Program as though fully set forth therein. In addition, the Program's requirements are set forth in an SBE Program insert, which is included in all bid documents for FTA-funded projects. The Contract Compliance Office (CCO) is the SFMTA division responsible for the development, implementation and monitoring of the program.

CCO establishes SBE participation goals on FTA-funded projects. To be determined responsive to the SBE participation goals, a bidder must demonstrate in its submittal that it will meet the SBE goal established by CCO in the performance of this contract; or if the bidder is unable to meet the goal, it must submit documentation that it attempted in good faith to meet this goal prior to submission of the bid. A bidder that is not responsive shall be ineligible for award of the contract.

An SBE may participate as a prime contractor, subcontractor, joint venture partner with a prime contractor, vendor of material or supplies incorporated or expended in the work, or a supplier of other services. Small business firms may qualify for the SFMTA's SBE program by being certified as a Small Business Enterprise ("SBE") in the State of California's Small Business Program, as a Disadvantaged Business Enterprise ("DBE") under the California Unified Certification Program, or as a Local Business Enterprise ("LBE") under the City and County of San Francisco's LBE program.¹

¹ Though they share the same acronym, SFMTA's SBE Program is different than the State of California's small business program. Unless otherwise indicated, the term SBE refers to a firm that is certified by any of the three programs mentioned in this paragraph.

II. Analysis of Responsiveness to SBE Program Participation Goals

The issue in this case is how the Program counts the participation of an SBE who is a "supplier" of equipment for a project. In calculating the participation of a firm that is certified as a "supplier," the SBE program insert sets forth the following guidelines based on the definition in the Regulations of a "regular dealer:"

SBE Regular Dealer - Count 60% of the costs of materials and supplies obtained from an SBE regular dealer that owns, operates or maintains a store or warehouse in which the materials and supplies are regularly bought, kept in stock and sold or leased to the public in the usual course of business (except regular dealers of bulk items such as petroleum, cement and gravel who own and operate distribution equipment in lieu of maintaining a place of business). This applies whether an SBE is a prime contractor or subcontractor.

CCO established an SBE goal of 15% for this contract. On March 4, 2009, the SFMTA received bids from the following firms: Shimmick Construction Company, Inc. ("Shimmick"), Schembri Construction Company, Inc. ("Schembri") and Blocka Construction ("Blocka"). Below is a summary of the bids.

<u>Bidder</u>		<u>Bid Amount</u>
1.	Shimmick Construction Company, Inc.	\$9,244,500
2.	Schembri Construction Company Inc.	\$9,676,090
3.	Blocka Construction, Inc.	\$10,361,400

A. Analysis of Shimmick's Bid Documents

In its bid, Shimmick listed the following firms to meet the SBE goal²:

Name	Work Description	Estimated Dollar Amount	Estimated % of Bid	Certification Type
M. Hernandez	Traffic Control	\$30,000.00	.3%	Federal DBE
Lotus General Contractors Inc.	Painting/Coating	\$200,000.00	2.3%	City and County of San Francisco LBE
Electrical Design Technology, Inc.	Electrical Equipment furnish	\$2,460,000 (60% of listed \$4,100,000)	28.1%	Department of General Services SBE
Totals		\$2,690,000	30.7%	

On its face, Shimmick's bid appeared to have met the SBE goal. However, upon further investigation, CCO determined that Electrical Design Technology Inc. ("EDT"), though certified as a "supplier" with the Department of General Services, does not qualify for the 60% SBE credit

² Please note that, for purposes of analyzing whether the bidder met the SBE participation goal, CCO removed the fixed allowance of \$500,000 for differing site conditions and reimbursable expenses set forth in the Bid Schedule. The total bid price for Shimmick, therefore, was adjusted to \$8,774,500.00 for this analysis.

attributable to a "regular dealer," because they do not own, operate or maintain a store or warehouse in which the materials and supplies that they proposed to supply for this contract are regularly bought, kept in stock and sold or leased to the public in the usual course of business. For this project, EDT proposed to design and oversee the manufacture of breakers and other specialty electrical equipment manufactured by another company. CCO has determined, therefore, that EDT is not an SBE regular dealer under the Regulations. As such, Shimmick cannot receive credit for EDT's participation, leaving a shortfall on Shimmick's bid with respect to meeting the SBE participation goal as follows:

Name	Work Description	Estimated Dollar Amount	Estimated % of Bid	Certification Type
M. Hernandez	Traffic Control	\$30,000.00	.3%	Federal DBE
Lotus General Contractors Inc.	Painting/Coating	\$200,000.00	2.3%	City and County of San Francisco LBE
Totals		\$230,000	2.6%	

B. Analysis of Shimmick's Good Faith Efforts

The SBE Program insert states that if the amount of SBE participation does not meet the contract-specific goal, the SFMTA CCO shall review the good faith efforts report submitted by the bidder with its bid. The SFMTA CCO shall determine whether, prior to submission of bid, the bidder has performed the quality, quantity and intensity of efforts that demonstrates a reasonably active and aggressive attempt to meet the contract-specific goal.

CCO provides a form in each package for bidders to complete to demonstrate their good faith efforts. The form requires a bidder to explain the steps taken and the reasons the efforts were not successful to obtain SBE participation. The following is a list of types of actions that are considered as part of the bidder's good faith efforts to obtain SBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

- a. Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified SBEs who have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the SBEs to respond to the solicitation. The bidder must determine with certainty if the SBEs are interested by taking appropriate steps to follow up initial solicitations.

Analysis

Shimmick attended the SFMTA scheduled pre-bid meeting and solicited SBEs through an advertisement. Shimmick also solicited SBEs directly via fax and phone calls. Shimmick's advertisement, however, was posted only for one day on two separate occasions.

With regard to identifying potential SBEs who might perform work on a contract, CCO performed a search for certified firms in four of the nine work categories identified by Shimmick as possible SBE subcontracting opportunities. CCO found 134 firms that Shimmick did not solicit; more than 100 of those were Electrical Contractors (See Attachment A).

Finally, Shimmick failed to submit adequate documentation that it attempted to determine if SBEs were interested. For example, solicited SBEs were contacted only once without any follow-up, even if the solicited SBE indicated that they wanted more information, would get back to Shimmick, or its telephone line was busy.

- b. Selecting portions of the work to be performed by SBEs in order to increase the likelihood that the SBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate SBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces.

Analysis

Shimmick identified nine work categories considered for subcontracting work by SBEs: Electrical, Flatwork, Grinding-AC/Concrete, Paving, Traffic Control, Pre-Cast Utility, Ready Mix, Electrical Conduit, and Electrical Power Cable. In its solicitations of SBEs, however, Shimmick did not provide further detail regarding the scope of work in each category, the estimated amount of work in each category, whether SBEs could submit a bid on just a portion of the work in each category, or any other evidence of breaking out the contract work items into economically feasible units so that SBEs could submit bids. They also failed to consider other means of meeting the SBE goal such as a joint venture with an SBE or soliciting SBEs with General Engineering Licenses.

- c. Providing interested SBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

Analysis

The solicitation that Shimmick provided to the SBEs that they did contact directly contained only basic information about the project. The solicitation did not include specific information that would have assisted SBEs in responding to the solicitation such as the size of the project, the duration of the project, and any specific parts of the project specifications related to the categories of work that Shimmick identified.

- d.
 - i. Negotiating in good faith with interested SBEs. It is the bidder's responsibility to make a portion of the work available to SBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available SBE subcontractors and suppliers, so as to facilitate SBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of SBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for SBEs to perform the work.

Analysis

Shimmick did not submit any documentation that they negotiated with any SBEs, only that they sent one fax and made one phone call to each SBE that they solicited. Nor did they submit any documentation regarding why agreements with SBEs other than those listed to meet the SBE participation

goal could not be reached.

- ii. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including SBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using SBEs is not in itself sufficient reason for a bidder's failure to meet the contract SBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from SBEs if the price difference is excessive or unreasonable.

Analysis

As mentioned above, Shimmick did not submit documentation of negotiating with subcontractors.

- e. Not rejecting SBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (e.g. union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal.

Analysis

Shimmick did not submit documentation of any bids that they received other than those from the listed SBE firms. In addition, Shimmick did not submit any documentation showing the reasons it selected the firms that they listed to meet the SBE goal. In fact, for one listed SBE firm, Lotus Engineering, Shimmick did not submit any documentation regarding how they were contacted, even though the work they were listed to perform (Painting/Coating) was not on Shimmick's list of identified work categories.

- f. Making efforts to assist interested SBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

Analysis

Shimmick did not submit documentation of compliance with this step.

- g. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women and small business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of SBEs.

Analysis

Shimmick did not submit documentation of compliance with this step.

After a thorough review of the documentation submitted, CCO has determined that Shimmick failed to demonstrate the quality, quantity and intensity of efforts that demonstrates a

reasonably active and aggressive attempt to meet the SBE goal. This is further substantiated by the fact that the other two bidders on the contract were able to meet the SBE goal. It is difficult to believe that Shimmick could not have met the SBE goal by soliciting additional Electrical Contracting SBEs rather than proposing to do the electrical installation work themselves, particularly since the third low bidder met the goal in substantial part by subcontracting outdoor electrical work to an SBE.

C. Analysis of Schembri's Bid Documents

In its bid and subsequent 5-day bid documents, Schembri listed the following firms to meet the SBE goal³:

Name	Work Description	Estimated Dollar Amount	Percentage of Bid	Certification Type
A & B Construction	Ductbank partial	\$560,000	6.1%	City and County of San Francisco LBE
M. Hernandez	Traffic Control	\$30,000	0.3%	City and County of San Francisco LBE
Lotus General Contractors, Inc.	Painting & Concrete Repair	\$220,000	2.4%	City and County of San Francisco LBE
Martinez Electric	Supply Electric Equipment	\$220,000 (based on 5% credited by bidder towards \$4,400,000 listed amount)	2.4%	Federal DBE
Schembri	Supervision, Demo and General Conditions	\$1,966,090.00	21.4%	City and County of San Francisco LBE
Totals		2,996,090.00	32.6%	

III. CONCLUSION

Based on the analysis of the bid documents submitted, CCO has determined that the second low bidder, Schembri, is responsive to the SBE program requirements.

³ After removing the allowance of \$500,000 for differing site conditions and reimbursable expenses as noted above in footnote 1, the total bid price for Schembri for the purposes of analyzing whether it met the SBE participation goal was adjusted to \$9,176,090.00.

ATTACHMENT A

Firms Solicited Directly

Type of Work	# of Certified Firms	Total Solicited	Difference
Concrete	50	35	15
Electrical	173	66	107
Paving	32	25	7
Traffic Control	20	16	5
Total	275	149	134

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transportation Planning and Development

BRIEF DESCRIPTION:

Authorizing the San Francisco Municipal Transportation Agency (SFMTA), through its Executive Director/CEO (or his designee), to expend \$92,600 of Transportation Fund for Clean Air (TFCA) Regional Funds for the North Point Bicycle Lanes Project, a component of the 2009 San Francisco Bicycle Plan (Plan).

SUMMARY:

- On January 15, 2008, \$92,600 in TFCA funds (from the Bay Area Air Quality Management District) were accepted by the SFMTA Board of Directors, per Resolution 08-004.
- SFMTA staff currently requests authority from the SFMTA Board of Directors to expend these TFCA Regional Funds.
- Funds will be used to construct bicycle lanes on North Point Street, between The Embarcadero and Van Ness Avenue.
- The project is expected to fill a void in the existing bicycle network, effectively providing an east-west connection between the Fisherman’s Wharf area and the Van Ness corridor.

ENCLOSURE:

SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

Charles Rivasplata

ASSIGNED SFMTAB CALENDAR DATE: _____

PAGE 2.

PURPOSE

To seek SFMTA Board of Directors approval to expend \$92,600 in TFCA Funds to install bicycle lanes on North Point Street, between The Embarcadero and Van Ness Avenue. This project is included in the 2009 Bicycle Plan.

GOALS

The SFMTA will further the goals of the Strategic Plan:

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

Objective 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

Objective 2.3 - Fulfill bicycle and pedestrian network connectivity

Objective 2.4 - Reduce congestion through major corridors

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 3.2 - 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

Objective 4.2 - Ensure efficient and effective use of resources

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 enhanced systems and technologies required to support SFMTA's 2012 goals

DESCRIPTION

At its January 15, 2008 meeting, the SFMTA Board of Directors adopted Resolution No. 08-004, authorizing the acceptance (but not the expenditure) of \$92,600 in TFCA funds from the Bay Area Air Quality Management District (BAAQMD) for the construction of bicycle lanes on North Point Street, between the Embarcadero and Van Ness Avenue. This project is one of 60 near-term improvements targeted for implementation in the 2009 Bicycle Plan. The resolution accepting funds acknowledged that the SFMTA retained the sole and absolute discretion to: (i) modify the project as necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid such impacts; (iii) balance the benefits against unavoidable significant impacts prior to taking final action if such significant impacts cannot otherwise be avoided; or (iv) determine not to proceed with the proposed project based upon the information generated by the environmental review process.

On June 25, 2009, the San Francisco Planning Commission certified the environmental impact report on the 2009 San Francisco Bicycle Plan, which includes an analysis of environmental impacts from

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the North Point Bicycle Lanes Project. Certification of the 2009 Bicycle Plan Environmental Impact Report (EIR) and subsequent lifting of the injunction will finally allow for these funds to be expended and for the North Point Bicycle Lanes Project to be implemented.

The Transportation Fund for Clean Air, a grant program administered by the BAAQMD, is funded by a \$4 surcharge on motor vehicles registered in the Bay Area. The purpose of the TFCA program is to provide grants to implement cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality.

The North Point Bicycle Lanes Project is an important piece of the Plan, providing enhanced bicycle facilities along a heavily-traveled corridor and tourist destination. These lanes will provide an important link between the waterfront (e.g., The Embarcadero corridor) and Fort Mason, with connections to the northern waterfront and Polk Street bicycle facilities. These enhancements will further integrate the various components of the multimodal transportation system in San Francisco.

ALTERNATIVES CONSIDERED

Board approval of this Resolution could result in a number of benefits, such as:

- Bicycle network improvements that ensure greater mobility;
- A better balanced transportation system, based on a *Transit First* philosophy;
- A more environmentally sustainable city

Failure to expend these funds would further delay the implementation of this key project, preventing the area from offering new travel options to the automobile and from realizing important reductions in automobile traffic and emissions.

FUNDING IMPACT

It is estimated that implementation of this project will cost approximately \$92,600.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

If the EIR is certified by the Planning Commission, the City will return to the San Francisco Superior Court seeking verification that the court's order requiring environmental review has been satisfied and requesting that the injunction prohibiting the SFMTA from implementing new bicycle facilities be dissolved. A lifting of the court injunction would allow the SFMTA to implement the North Point Street bicycle project.

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

RECOMMENDATION

It is recommended that the SFMTA Board of Directors approve the resolution to authorize the expenditure of \$92,600 funds in TFCA funding for the North Point Bicycle Lanes Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Bay Area Air Quality Management District (BAAQMD) provides Transportation Fund for Clean Air (TFCA) grant funding to implement cost-effective projects in the Bay Area that decrease motor vehicle emissions, and thereby improve air quality; and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) applied for and was granted \$92,600 in TFCA funding from BAAQMD to implement the North Point Bicycle Lanes Project, a near-term improvement identified in the 2009 Bicycle Plan; and,

WHEREAS, On January 15, 2008, the SFMTA Board of Directors adopted Resolution No. 08-004, authorizing the acceptance (but not the expenditure) of this TFCA funding; and,

WHEREAS, On June 25, 2009, the San Francisco Planning Commission in Motion No. _____, certified the environmental impact report as accurate, adequate and objective and prepared in compliance with the provisions in the California Environmental Quality Act, Public Resources Code Sections 21000 et seq. ("CEQA"), the State CEQA Guidelines, 14 California Code of Regulations, Sections 15000 *et seq.*, ("CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and,

WHEREAS, On June 26, 2009, the SFMTA Board of Directors adopted Resolution No. _____, adopting the 2009 Bicycle Plan, and adopted CEQA Findings related to the 2009 Bicycle Plan, including findings related to the North Point Bicycle Lanes Project; and,

WHEREAS, The public has been notified about proposed modifications on North Point Street and has been given the opportunity to comment on modifications through the public hearing process; and,

WHEREAS, On June 26, 2009, the SFMTA Board of Directors adopted Resolution No. _____, approving traffic modifications necessary to implement the North Point Bicycle Lanes Project; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA, through its Executive Director/CEO, to expend \$92,000 of TFCA funding for the North Point Bicycle Lanes Project.

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