

File No. 101171

Committee Item No. _____

Board Item No. 30

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Board of Supervisors Meeting

Date September 21, 2010

Cmte Board

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| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
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| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
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Completed by: Annette Lonich Date September 16, 2010

Completed by: _____ Date _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document is in the file.

Office of the Mayor
City & County of San Francisco



Gavin Newsom

2010 SEP - 7 PM 3: 16

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: ~~For~~ Mayor Gavin Newsom *NW*
RE: Resolution of local support for Congestion Management Agency block grant projects
DATE: September 7, 2010

Dear Madame Clerk:

Attached for introduction to the Board of Supervisors is a resolution of local support for four projects to be funded by \$11,553,000 in federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds through the Metropolitan Transportation Commission (MTC)'s Congestion Management Agency (CMA) Block Grant program; committing the necessary non-federal match of \$1,876,000; and stating assurance to complete the projects.

I request that this item be calendared without committee reference at the next full Board meeting.

Should you have any questions, please contact Starr Terrell (415) 554-5262.

10/17/10

1 [Local Support for Congestion Management Agency Block Grant Projects]

2
3 **Resolution of local support for four projects to be funded by \$11,553,000 in federal**
4 **Surface Transportation Program and/or Congestion Mitigation and Air Quality**
5 **Improvement funds through the Metropolitan Transportation Commission's Congestion**
6 **Management Agency Block Grant program; committing the necessary non-federal**
7 **match of \$1,876,000; and stating assurance to complete the projects.**

8
9 WHEREAS, the Metropolitan Transportation Commission (MTC) is the designated
10 recipient for federal Surface Transportation Program (STP) and/or Congestion Mitigation and
11 Air Quality Improvement (CMAQ) funds for the San Francisco Bay Area; and,

12 WHEREAS, MTC Resolution No. 3925 established a Congestion Management Agency
13 (CMA) Block Grant program for certain categories of STP and CMAQ funds for FY 2010-11
14 and FY 2011-12; and,

15 WHEREAS, the San Francisco County Transportation Agency (SFCTA), which is the
16 CMA for San Francisco County, solicited applications for \$11.7 million in federal funds under
17 the CMA Block Grant program; and,

18 WHEREAS, DPW has applied to the SFCTA and received approval for four projects to
19 receive \$11,553,000 in federal funds under the CMA Block Grant program:

- 20 1. Folsom Streetscape Improvements Project (\$4,265,000);
- 21 2. Second Street Streetscape Improvements Project (\$4,846,000);
- 22 3. Broadway Streetscape Improvements Project Phase 3 (\$1,454,000); and
- 23 4. Marina Green Bicycle Trail Project (\$988,000);

24 and,

1 WHEREAS, each of the projects requires a local match, which DPW plans to program
2 as follows:

- 3 1. Folsom Streetscape Improvements Project (\$682,000 in Prop K sales tax funds);
- 4 2. Second Street Streetscape Improvements Project (\$743,000 in Prop K funds);
- 5 3. Broadway Streetscape Improvements Project Phase 3 (\$322,000, of which
6 \$276,000 from Prop K funds and \$46,000 from state Prop 42 funds); and
- 7 4. Marina Green Bicycle Trail Project (\$129,000 in Prop K funds);

8 and,

9 WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a
10 resolution adopted by the responsible implementing agency stating the following:

- 11 1. the commitment of necessary local matching funds; and
- 12 2. that the sponsor understands that the STP/CMAQ funding is fixed at the
13 programmed amount, and therefore any cost increase cannot be expected to be
14 funded with additional STP/CMAQ funds; and
- 15 3. that the project will comply with the procedures specified in Regional Project
16 Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- 17 4. the assurance of the sponsor to complete the project as described in the
18 application, and if approved, as included in MTC's Transportation Improvement
19 Program (TIP); and
- 20 5. that the project will comply with all the project-specific requirements as set forth
21 in MTC Resolution No. 3925;

22 now, therefore be it

23 RESOLVED, That DPW is an eligible sponsor of STP/CMAQ-funded projects; and, be
24 it further

1 RESOLVED, That there is no legal impediment to DPW's application for the funds, or
2 DPW's ability to deliver the projects; and, be it further

3 RESOLVED, That DPW will provide \$1,876,000 in non-federal matching funds; and, be
4 it further

5 RESOLVED, That DPW understands that the STP/CMAQ funding for these projects is
6 fixed at the MTC-approved amount, and that any cost increases must be funded by DPW from
7 other funds; and, be it further

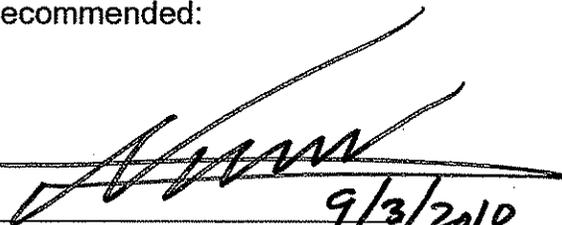
8 RESOLVED, That DPW understands the funding deadlines associated with these
9 funds and will comply with the provisions and requirements of the Regional Project Funding
10 Delivery Policy (MTC Resolution No. 3606, as revised); and, be it further

11 RESOLVED, That DPW and the projects will comply with the requirements set forth in
12 MTC Resolution No. 3925; and, be it further

13 RESOLVED, That DPW will implement the projects as described in the application and
14 in this resolution, and if approved, for the amount programmed in the MTC's TIP; and, be it
15 further

16 RESOLVED, That MTC is requested to support the projects described herein and to
17 include them in MTC's TIP.

18
19
20 Recommended:

21
22 
23 _____ 9/3/2010

24 Department Head

25
Department of Public Works
BOARD OF SUPERVISORS



Gavin Newsom, Mayor
Edward D. Reiskin, Director

Department of Public Works
Office of the Director
City Hall, Room 348
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4645

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Edward Reiskin, Director of Public Works
DATE: September 3, 2010
SUBJECT: Resolution of Local Support
GRANT TITLE: Federal STP/CMAQ Funds – CMA Block Grant

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2010 SEP - 7 PM 3:17
BY L

Attached please find the original and 4 copies of each of the following:

- Proposed resolution; original signed by Department
- Resolution #10-76 passed by the San Francisco County Transportation Authority on June 29, 2010, approving the CMA Block Grant

Special Timeline Requirements:

We request introduction on 9/7/2010 for adoption without reference to committee, because MTC requires a copy of the resolution by 9/15/2010.

Departmental representative to receive a copy of the adopted resolution:

Name: Anne Jenkins, Anne.Jenkins@sfdpw.org Phone: 558-4420

Interoffice Mail Address: DPW, BOE 30 Van Ness Ave, 5th Floor

Certified copy required Yes No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

Summary

The Department of Public Works (DPW) requests that the Board of Supervisors approve four transportation projects to be funded with \$11,553,000 in federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds. The Metropolitan Transportation Commission (MTC) requires a resolution adopted by the responsible implementing agency stating the commitment of necessary local matching funds; and agreeing to complete the project following MTC requirements.

Background

The Metropolitan Transportation Commission (MTC) is the designated recipient for federal STP and CMAQ funds for the San Francisco Bay Area. MTC established a Congestion Management Agency (CMA) block grant program for FY 2010-11 and FY 2011-12 for three programs: Transportation for Livable Communities, Local Streets and Roads, and the Regional Bicycle Program. (For more information on the CMA block grant program, please refer to the attached SFCTA Resolution 10-76.)

The San Francisco County Transportation Agency (SFCTA), which is the CMA for San Francisco County, solicited applications for \$11.7 million in federal funds under the CMA Block Grant program. In accordance with the three funding programs, SFCTA sought projects that incorporated streetscape improvements, pavement rehabilitation, and multimodal travel including bicycle facilities.

DPW applied to the SFCTA and received approval for four projects to receive \$11,553,000 in federal funds under the CMA Block Grant program. (The remaining \$185,000 was awarded to the Port of San Francisco for the Cargo Way bicycle project.) The table below lists the projects.

Constr Year	Project Location and Description	District	Federal Funds	Total Cost
10-11	<i>Folsom Street from 19th Street to Cesar Chavez</i> Construct streetscape improvements including street trees and corner bulb-outs. Repave street. Install underground conduit, advanced traffic signal controllers and cabinets to prepare for pedestrian signals.	9	\$4,265,000	\$5,443,000
11-12	<i>Second Street from Market Street to King Street</i> Design and construct streetscape improvements including street trees, corner bulb-outs and crosswalk improvements. Repave street. Construct bicycle lanes. Install underground conduit, advanced traffic signal controllers and cabinets to prepare for a full SFgo signal upgrade.	6	\$4,846,000	\$6,076,000
11-12	<i>Broadway from Kearny Street to Montgomery Street</i> Design and construct streetscape improvements on Broadway from Kearny Street to Montgomery Street including street trees, corner bulb-outs and sidewalk improvements. Repave Broadway from Battery to Kearny.	3	\$1,454,000	\$1,811,000

11-12	<p><i>Marina Green Trail from Lyon Street to Laguna Street</i> Design and construct improvements to the multi-use Marina Green Trail. Improvements include bollard removal and upgrade, path and driveway intersection upgrades, pathway resurfacing and upgraded striping and signage.</p>	2	\$988,000	\$1,157,000
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In order to receive the funds, MTC requires that DPW submit a resolution agreeing to provide local matching funds and any other funds needed beyond the federal fund amount and to complete the projects as described and follow MTC’s project delivery requirements. The total cost column above includes both required local matching funds (ranging from 11.5% to 20%, depending on the funding category), and local funds for project design. Most of the funds to match the federal grants will consist of Proposition K sales tax. For street rehabilitation (repaving), design funds and a small amount (\$46,000) of local match will come from state Proposition 42 (Highway Users Tax) funds.

Questions about the proposed resolution can be directed to Anne Jenkins, Transportation Finance Analyst, 558-4420 or Kris Opbroek, Program Manager, 558-4045.



RESOLUTION APPROVING SAN FRANCISCO'S 2010 CONGESTION MANAGEMENT
AGENCY BLOCK GRANT PROGRAM OF PROJECTS

WHEREAS, The Metropolitan Transportation Commission (MTC) established the Congestion Management Agency (CMA) Block Grant program as part of its framework for programming funds anticipated under the yet-to-be-developed six-year federal surface transportation act; and

WHEREAS, As CMA for San Francisco, the Authority is required to submit a list of approved projects to MTC for San Francisco's CMA Block Grant program by July 30, 2010; and

WHEREAS, MTC set the following programming targets for the three fund programs that make up the CMA Block Grant: \$7.4 million for Local Streets and Roads (LS&R), \$3 million for county share Transportation for Livable Communities (TLC) and \$1.3 million for the Regional Bicycle Program (RBP), for a total of \$11.7 million in available funds; and

WHEREAS, On March 12, 2010, Authority staff solicited applications for projects from eligible project sponsors for a total of \$11.7 million in available CMA Block Grant funds; and

WHEREAS, By the May 3, 2010 deadline, Authority staff received five applications requesting a total of \$12.6 million; and

WHEREAS, The applications received requested less than the amount of RBP funds available, so Authority staff issued a supplemental call for projects on May 28, 2010, for a total of \$185,000 in available RBP funds; and

WHEREAS, By the June 8, 2010 deadline, Authority staff received two additional applications, the Cargo Way – Bay Trail Bicycle Lane Project (\$185,000) and the Coastal Trail Bicycle Project (\$185,000), requesting a total of \$370,000 in RBP funds; and



WHEREAS, The supplemental request brought the total number of applications for CMA Block Grant funds up to seven, requesting a total of \$13.4 million in CMA Block Grant funds, as shown in Attachment 1, and;

WHEREAS, Authority staff reviewed project eligibility and prioritized the applications for funding based on criteria described in Attachment 2; and

WHEREAS, The Authority staff recommendation, shown in Attachment 3, includes two funding strategies that are dependent on the results of the MTC's regional TLC program, which are expected to be known in late June and approved by MTC in July; and

WHEREAS, Funding Strategy A, which will be used if the Municipal Transportation Agency's (MTA's) Haight and Market Street Transit and Pedestrian Improvement Project receives regional TLC funding, includes funding the Department of Public Works' (DPW's) Folsom Streetscape Improvement Project (\$4,265,000), DPW's Second Street Streetscape Project (\$5,031,000), DPW's Broadway Streetscape Improvements Project – Phase III (\$1,454,000), DPW's Marina Green Bicycle Trail Project (\$988,000), the Port of San Francisco's (Port's) Cargo Way – Bay Trail Bicycle Lanes Project (\$185,000), and will require working with DPW to reduce TLC project budgets by \$185,000 and/or find other fund sources in order to match the amount of available county-share TLC funds; and

WHEREAS, Funding Strategy B, which will be used if the MTA's Haight and Market Street Transit and Pedestrian Improvement Project does not receive regional TLC funding, includes funding the MTA's Haight and Market Street Transit and Pedestrian Improvement project (\$1,310,000), DPW's Folsom Streetscape Improvement Project (\$4,265,000), DPW's Second Street Streetscape Project (\$5,031,000), DPW's Marina Green Bicycle Trail Project (\$988,000), the Port of San Francisco's (Port's) Cargo Way – Bay Trail Bicycle Lanes Project (\$185,000), and will require



working with project sponsors to reduce TLC project budgets by \$41,000 and/or find other fund sources in order to match the amount of available county-share TLC funds; and

WHEREAS, On May 26, 2010, the Citizens Advisory Committee reviewed and approved a motion of support for the staff recommendation; and

WHEREAS, On June 15, 2010, the Plans and Programs Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore be it

RESOLVED, That the Authority hereby approves the 2010 CMA Block Grant program of projects, as shown in Attachment 3; and be it further

RESOLVED, The Executive Director is authorized to submit the 2010 CMA Block Grant program of projects to MTC; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. 2010 CMA Block Grant – Application Received (Updated: June 8, 2010)
2. 2010 CMA Block Grant Screening and Prioritization Criteria
3. 2010 CMA Block Grant – Staff Recommendation (Updated: June 9, 2010)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 29th day of June, 2010 by the following votes:

Ayes: Commissioners Avalos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell and Mirkarimi (9)

Nays: (0)

Absent: Commissioners Alioto-Pier and Campos (2)

Ross Mirkarimi 6/29/10

Ross Mirkarimi
Chairperson

Date

ATTEST:

José Luis Mescovich 6/29/10

José Luis Mescovich
Executive Director

Date

Attachment 2
2010 CMA Block Grant Program Screening and
Prioritization Criteria

The Authority evaluated 2010 CMA Block Grant applications that were submitted by the established deadline through a two-part process involving screening criteria and prioritization criteria.

CMA Block Grant Screening Criteria: Projects must meet all screening criteria in order to be considered further for CMA Block Grant funding. The screening criteria will focus on meeting the eligibility requirements for CMA Block funds and include, but are not limited to the following factors:

- Project is a fully funded, stand alone capital project.
- Project sponsor is an eligible administering agency per MTC's CMA Block Grant guidelines.
- Project sponsor is requesting a minimum of \$250,000 in CMA Block Grant funds.
- Project is consistent with the 2009 Regional Transportation Plan and Countywide Transportation Plan.

TLC Screening Criteria: Projects must meet all of the CMA Block Grant screening criteria and the TLC County Share screening criteria in order to be considered further for TLC County Share funding.

- Project must be a streetscape improvement that supports multi-modal travel.
- Project must be in an ABAG designated PDA.
- Project must have the required 20% local match in committed or programmed funds.

RBP Screening Criteria: Projects must meet all of the CMA Block Grant screening criteria and the RBP screening criteria in order to be considered further for RBP funding.

- Project must be capital projects that add route mileage to the existing Regional Bikeway Network as designated in MTC's 2009 Regional Bicycle Plan, or as amended through the update process developed by MTC.
- Project must have the required 11.47% local match in committed or programmed funds.

LS&R Screening Criteria: Projects must meet all of the CMA Block Grant screening criteria and the LS&R screening criteria in order to be considered further for LS&R funding.

- Project must be a pavement rehabilitation or preventative maintenance project that extends the useful life of the facility by at least 5 years. Capacity expansion projects, right-of-way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges is ineligible. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also ineligible. Non-pavement projects/activities that replace features currently existing on the roadway are eligible as follows: minor structures (e.g. headwalls, retaining walls, slide repair and slope protection), ADA compliance components,

NPDES/Permits, traffic safety components (e.g. striping, signs, signals), bike paths (Class II/III only), and sidewalks.

- Project must be on the Federal-Aid System.
- Project selection must be based on the analysis results from San Francisco's certified Pavement Management System.
- Project must have the required 11.47% local match in committed or programmed funds.

CMA Block Grant Prioritization Criteria: Projects that meet all of the CMA Block Grant screening criteria and the screening criteria for the individual program will be prioritized for CMA Block Grant funding based on, but not limited to the factors listed below. The Authority reserves the right to modify or add to the prioritization criteria in response to additional guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

- **Project Readiness:** Projects that can clearly demonstrate an ability to meet timely use of funds requirements. This enables project benefits to be realized sooner and supports the regions strategy to obligate STP and CMAQ funds as early as possible. Within this criterion, the Authority will prioritize projects that can demonstrate CEQA clearance and a potential categorical exclusion in NEPA.
- **Community Support:** Projects with clear and diverse (e.g. broad) community support will receive a higher priority. This can be shown through letters of support, specific reference and community meetings regarding the project.
- **Safety:** Projects with safety benefits will be given a higher priority. Project sponsors must clearly define the safety issue that is being addressed and how the project will improve or alleviate the issue.
- **Complete Streets:** Projects that directly benefit multiple system users (e.g. pedestrians, cyclists, transit passengers) will be prioritized.
- **Geographic Equity:** This factor will be considered looking at the entire list of San Francisco projects.
- **Project Sponsor Priority:** For project sponsors that submit multiple CMA Block Grant applications, we will consider the project sponsor's relative priority for its applications.
- **Program Diversity:** The variety of project types will be considered looking at the entire list of San Francisco projects.
- **Multi-Agency Collaboration:** Project is supported by multiple city agencies.

Given the challenge of meeting the timely use of funds requirements and the consequences of failing to meet the requirements (e.g. loss of funds to the project and San Francisco), project readiness will be given strong consideration. As is customary, we will work closely with project sponsors clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the project's ability to meet timely use of funds requirements.

TLC County Share Prioritization Criteria: Projects that meet all of the screening criteria will be prioritized for TLC - County Share funding based on, but not limited to the factors listed below.

- Projects that improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.
- Projects that can demonstrate direct support for existing and planned mixed-use developments.
- Projects that are designed to create ADA compliant direct connections to link to high volume regional and local transit.
- Projects that improve safety and enhance the pedestrian environment will be given a high priority. This includes, but is not limited to, shortening pedestrian crossing distances, adding/upgrading crosswalks, adding/upgrading pedestrian signals, adding pedestrian lighting, adding public art and adding street trees/landscaping.
- Projects that have conceptual designs at a minimum and ideally completed survey work (e.g. at or near 35% design).
- Projects that are derived from a Board-adopted planning document (such as a transportation-land use plan, urban design/landscape concept plan, design development plan, specific plan, general plan etc.) and have conceptual design that has been reviewed by the public.

RBP Prioritization Criteria: Projects that meet all of the screening criteria will be prioritized for RBP funding based on, but not limited to the factors listed below.

- Projects that attract and meet the needs of a broad range of users, including school children, students, seniors, the disabled, families, commuters and recreationalists.
- Project near existing and planned activity centers such as shopping areas, employment centers, transit centers, civic centers, parks, schools, libraries and other community facilities.
- Projects that would close a gap or remove a barrier to access of the rest of the Regional Bikeway Network.

LS&R Prioritization Criteria: Projects that meet all of the screening criteria will be prioritized for LS&R funding based on, but not limited to the factors listed below.

- Projects with a PCI score of 70 or below.
- Projects on existing bicycle and transit routes.

If the amount of CMA Block Grant funds requested exceeds available funding we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended CMA Block Grant project list that best satisfies all of the aforementioned prioritization criteria.

Attachment 3
2010 CMA Block Grant - Staff Recommendations
Updated on June 9, 2010

Funding Strategy A

No.	Sponsor	Project Title	TLC	TLC Local Match	LS&R	LS&R Local Match	RBP	RBP Local Match	Other	Total Cost
1	DPW	Folsom Streetscape Improvements Project	\$1,065,000	\$267,000	\$3,200,000	\$415,000				\$4,947,000
2	DPW	Second Street Streetscape Improvements Project	\$1,006,000	\$252,000	\$3,885,000	\$504,400	\$140,000	\$19,000		\$5,806,400
3	DPW	Broadway Streetscape Improvements Project - Phase III	\$1,104,000	\$276,000	\$350,000	\$46,000				\$1,776,000
4	DPW	Marina Green Bicycle Trail Project					\$988,000	\$129,000	\$40,000	\$1,157,000
5	Port	Cargo Way - Bay Trail Bicycle Lanes Project					\$185,000	\$100,000		\$285,000
TOTAL			\$3,175,000	\$795,000	\$7,435,000	\$965,400	\$1,313,000	\$248,000	\$40,000	\$13,791,400
CMA Block Grant Funds Requested			\$3,175,000		\$7,435,000		\$1,313,000			\$11,923,000
CMA Block Grant Funds Available			\$2,900,000		\$7,435,000		\$0			\$11,738,000
Amount Over/Under Available			(\$185,000)		\$0		\$0			(\$185,000)

Strategy Points:

1. Assume Regional TLC funding for the Haight and Market Street project.
2. Adjust project costs for rounding to the nearest thousand.
3. Adjust Second Street project funding plan to move \$585,000 in crosswalk improvements from TLC to LS&R.
4. Work with DPW to reduce TLC project budgets by \$185,000.

Funding Strategy B

No.	Sponsor	Project Title	TLC	TLC Local Match	LS&R	LS&R Local Match	RBP	RBP Local Match	Other	Total Cost
1	MTA	Haight and Market Street Transit and Pedestrian Improvements	\$960,000	\$240,000	\$350,000	\$46,000				\$1,596,000
2	DPW	Folsom Streetscape Improvements Project	\$1,065,000	\$267,000	\$3,200,000	\$415,000				\$4,947,000
3	DPW	Second Street Streetscape Improvements Project	\$1,006,000	\$252,000	\$3,885,000	\$504,400	\$140,000	\$19,000		\$5,806,400
4	DPW	Marina Green Bicycle Trail Project					\$988,000	\$129,000	\$40,000	\$1,157,000
5	Port	Cargo Way - Bay Trail Bicycle Lanes Project					\$185,000	\$100,000		\$285,000
TOTAL			\$3,031,000	\$759,000	\$7,435,000	\$965,400	\$1,313,000	\$248,000	\$40,000	\$13,791,400
CMA Block Grant Funds Requested			\$3,031,000		\$7,435,000		\$1,313,000			\$11,779,000
CMA Block Grant Funds Available			\$2,900,000		\$7,435,000		\$1,313,000			\$11,738,000
Amount Over/Under Available			(\$41,000)		\$0		\$0			(\$41,000)

Strategy Points:

1. Assume no Regional TLC funding for the Haight and Market Street project.
2. Remove Broadway Streetscape - Phase III from consideration due to its ranking as DPW's lowest project priority for TLC funds.
3. Adjust project costs for rounding to the nearest thousand.
4. Adjust Second Street project funding plan to move \$585,000 in crosswalk improvements from TLC to LS&R.
5. Work with project sponsors to reduce TLC project budgets by \$41,000.

101171

No.	Sponsor	Project Title	Brief Project Description	TLC (County share) Funding Requested	TLC Loc
1	MTA	Haight and Market Street Transit and Pedestrian Improvements ⁷	Design and construct the necessary striping, signal and sign modifications to convert Haight Street from Octavia Boulevard to Market Street from one-way to two-way. Design and construct streetscape improvements at the Haight/Gough Street and Market Street intersection including corner bulb-outs, street trees, an enhanced pedestrian refuge island, a transit boarding island and crosswalk enhancements. Design and construct bicycle lane improvements, including safe hit posts, on Market Street between Gough Street and Franklin Street.	\$960,000	
2	DPW	Folsom Streetscape Improvements Project	Construct streetscape improvements on Folsom Street from 19th Street to Cesar Chavez Street including street trees and corner bulb-outs. Repave Folsom Street from 19th Street to Cesar Chavez Street. Install underground conduit, advanced traffic signal controllers and cabinets on Folsom Street from 19th Street to Cesar Chavez Street to prepare for pedestrian signals.	\$1,065,100	
3	DPW	Second Street Streetscape Improvements Project	Design and construct streetscape improvements on Second Street from Folsom Street to King Street including street trees, corner bulb-outs and crosswalk improvements. Repave Second Street from Market Street to Harrison Street and from Bryant Street to King Street. Construct bicycle lanes on Second Street from Market Street to King Street. Install underground conduit, advanced traffic signal controllers and cabinets on Second Street from Market Street to King Street to prepare for a full SFgo signal upgrade.	\$1,591,632	
4	DPW	Broadway Streetscape Improvements Project - Phase III	Design and construct streetscape improvements on Broadway Street from Kearny Street to Montgomery Street including street trees, corner bulb-outs and sidewalk improvements. Repave Broadway Street from Battery Street to Kearney Street.	\$1,103,733	
5	DPW	Marina Green Bicycle Trail Project	Design and construct improvements to the multi-use Marina Green Trail between Lyon Street and Laguna Street. Improvements include bollard removal and upgrade, path and driveway intersection upgrades, pathway resurfacing and upgraded striping and signage.		
6	Port	Cargo Way - Bay Trail Bicycle Lanes ⁸	Construct an on-street Class I bicycle facility, including a physical barrier, signage, striping, lane demarcations and signal modifications, on Cargo Way from Third Street to Jennings Street.		
7	Presidio Trust	Coastal Trail Bicycle Project ⁸	Widen Lincoln Boulevard in the Presidio to accommodate bicycle lanes from Merchant Road to Washington Boulevard.		
TOTAL				\$4,720,465	
CMA Block Grant Funds Requested				\$4,720,465	
CMA Block Grant Funds Available				\$2,990,000	
Amount Over/Under Available				(\$1,730,465)	

¹ Acronyms used in these columns include: TLC - Transportation for Livable Communities, LS&R - Local Streets and Roads, RBP - Regional Bicycle Program.
² Projects are in order according to sponsor priority.
³ The intended source of local match for TLC projects is the Prop K Transportation and Land Use category.
⁴ The intended source of local match for LS&R projects is DPW's gas excise tax subvention.
⁵ The intended sources of local match for RBP projects are the Prop K Bicycle Circulation and Safety category for the Marina Green and Second Street projects, Port capital funds for the Cargo W
⁶ The sources of the other local funds are a Bay Trail grant from the Bay Area Air Quality Management District for the Marina Green project and a Fiscal Year 2010/11 Transportation Fund for C
⁷ This project is also competing for regional TLC funds. This application was updated by MTA on May 19, 2010 to include \$396,000 with local match to LS&R for pavement renovation and \$51,0
⁸ This project was added on June 8, 2010 in response to the Authority's supplemental call for RBP applications issued on May 28, 2010.

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 Applications Received
 8, 2010

Funding Programs ¹						
(20%) ²	LS&R Funding Requested	LS&R Local Match (11.47%) ³	RBP Funding Requested	RBP Local Match (11.47%) ³	Other Funding	Total Cost
\$240,000	\$350,000	\$46,000				\$1,596,000
\$266,275	\$3,200,000	\$414,594				\$4,945,969
\$707,908	\$3,300,000	\$427,550	\$140,000	\$18,138		\$5,875,228
\$275,933	\$350,000	\$45,346				\$1,775,012
			\$988,414	\$128,060	\$40,045	\$1,156,519
			\$185,000	\$100,000		\$285,000
			\$185,000	\$659,084	\$78,879	\$922,963
\$1,180,116	\$7,200,000	\$933,490	\$1,498,414	\$905,282	\$118,924	\$16,556,691
	\$7,200,000		\$1,498,414			\$13,418,879
	\$7,435,000		\$1,313,000			\$11,738,000
	\$235,000		(\$185,414)			(\$1,680,879)

and private contributions for the Coastal Trail project.
 program manager grant for the Coastal Trail project, approved by the Authority Board on May 18, 2010 through Resolution 10-68.
 cal match to TLC for traffic signal work, which were inadvertently omitted from the scope as originally submitted.

