

File No. 101413

Committee Item No. 9

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee BUDGET AND FINANCE

Date 1/12/11

Board of Supervisors Meeting

Date \_\_\_\_\_

#### Cmte Board

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| <input type="checkbox"/>            | <input type="checkbox"/> | Motion                                       |
| <input checked="" type="checkbox"/> | <input 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"/> | Introduction Form (for hearings)             |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/> | MOU  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Information Form                       |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Budget                                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Subcontract Budget                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Contract/Agreement                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Award Letter                                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Application                                  |
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#### OTHER

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Completed by: Gail Johnson

Date 1/7/11

Completed by: \_\_\_\_\_

Date \_\_\_\_\_

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



1 [Accept and Expend Grant - Congestion Management Agency Block Grant - \$11,553,000]

2  
3 **Resolution authorizing the Department of Public Works to accept and expend**  
4 **\$11,553,000 in federal Surface Transportation Program and/or Congestion Mitigation**  
5 **and Air Quality Improvement funds awarded through the Metropolitan Transportation**  
6 **Commission's Congestion Management Agency Block Grant program.**

7  
8 WHEREAS, the Metropolitan Transportation Commission (MTC) is the designated recipient  
9 for federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air  
10 Quality Improvement (CMAQ) funds for the San Francisco Bay Area; and,

11 WHEREAS, MTC Resolution No. 3925 established a Congestion Management Agency  
12 (CMA) Block Grant program which delegated program management and project selection to  
13 the county congestion management agencies for three programs: the County Transportation  
14 for Livable Communities Program, the Regional Bicycle Program, and the Local Streets and  
15 Roads Shortfall Program, which are all funded with federal STP and CMAQ funds for FY  
16 2010-11 and FY 2011-12; and,

17 WHEREAS, the San Francisco County Transportation Agency (SFCTA), which is the  
18 CMA for San Francisco County, solicited applications for \$11,700,000 in federal funds under  
19 the CMA Block Grant program; and,

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

- 22 1. Folsom Streetscape Improvements Project (\$4,265,000);  
23 2. Second Street Streetscape Improvements Project (\$4,846,000);  
24 3. Broadway Streetscape Improvements Project, Phase 3 (\$1,454,000); and  
25

1           4. Marina Green Bicycle Trail Project (\$988,000);

2   and,

3           WHEREAS, each of the projects requires a local match, which DPW has programmed  
4   as follows:

- 5           1. Folsom Streetscape Improvements Project - \$682,000 in Prop K sales tax funds;
- 6           2. Second Street Streetscape Improvements Project - \$729,000, of which  
7           \$657,423 is Prop K funds and \$71,577 from state Prop 42 funds;
- 8           3. Broadway Streetscape Improvements Project Phase 3 - \$322,000, of which  
9           \$276,000 from Prop K funds and \$46,000 from state Prop 42 funds; and
- 10          4. Marina Green Bicycle Trail Project - \$128,025 in Prop K funds;

11   and,

12           WHEREAS, On September 21, 2010 the Board of Supervisors approved File 101171, a  
13   Resolution of Local Support for the four projects funded through the CMA Block Grant as  
14   required by MTC; and,

15           WHEREAS, The projects identified in this legislation are subject to the appropriate  
16   environmental review; and,

17           WHEREAS, The grants do not require an ASO amendment; now, therefore be it

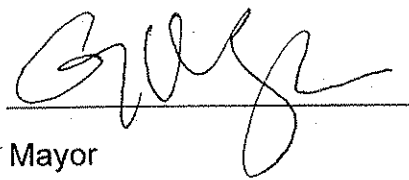
18           RESOLVED, That DPW will implement the projects as described in the application and  
19   in this resolution; and be it

20           FURTHER RESOLVED, That DPW will provide \$1,861,025 in non-federal matching  
21   funds; and be it

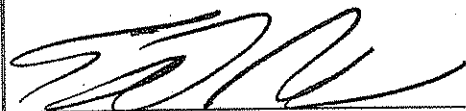
22           FURTHER RESOLVED, That DPW is authorized to accept and expend \$11,553,000 in  
23   federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality  
24   Improvement (CMAQ) funds awarded through the Metropolitan Transportation Commission  
25   (MTC)'s Congestion Management Agency (CMA) Block Grant program; and be it

1 FURTHER RESOLVED, That the Director of Public Works or his or her designee is  
2 authorized to execute all documents pertaining to the project with Caltrans.


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5 Recommended:

Approved: 

6  Mayor

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10 Department Head

Approved: 

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Controller



City and County of San Francisco



Gavin Newsom, Mayor  
Edward D. Reiskin, Director



Phone: (415) 554-6920  
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TDD: (415) 554-6900  
<http://www.sfdpw.com>

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: November 15, 2010  
SUBJECT: Accept-Expend Resolution  
GRANT TITLE: Federal STP/CMAQ Funds – CMA Block Grant

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

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

**Special Timeline Requirements:**

Departmental representative to receive a copy of the adopted resolution:

Name: Simone Jacques, [Simone.Jacques@sfdpw.org](mailto:Simone.Jacques@sfdpw.org)

Phone: 558-4034

Interoffice Mail Address: DPW, BOE 30 Van Ness Ave, 5<sup>th</sup> 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 authorize acceptance and expenditure of \$11,553,000 in federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds. The Board of Supervisors has already approved a resolution of local support (File 101171, 9/21/2010) stating the commitment of necessary local matching funds; and agreeing to complete the project. The resolution of local support is required by the Metropolitan Transportation Commission (MTC)

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*Customer Service*

*Teamwork*

*Continuous Improvement*

before the project can be programmed in the Federal Transportation Improvement Program (TIP).

### **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 Authority (SFCTA), which is the CMA for San Francisco County, solicited applications for \$11,700,000 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.

<b>Programming Year</b>	<b>Project Location</b>	<b>District</b>	<b>Federal Funds</b>	<b>Total Cost</b>
10-11	<b>Folsom Street from 19th Street to Cesar Chavez</b>	9	\$4,265,000	\$5,443,000
11-12	<b>Second Street from Market Street to King Street</b>	6	\$4,846,000	\$6,062,000
11-12	<b>Broadway from Kearny Street to Montgomery Street</b>	3	\$1,454,000	\$1,811,000
11-12	<b>Marina Green Trail from Lyon Street to Laguna Street</b>	2	\$988,000	\$1,116,025
			\$11,553,000	\$14,432,025

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. Of the \$1,861,025 needed for local match, \$117,577 will be secured from Proposition 42 or gas tax swap funds allocated to San Francisco. The remaining \$1,743,448 local match need will be secured from Proposition K. DPW has submitted allocation requests to the SFCTA to secure local matching funds for the construction phase of Folsom Street, and for the design phase of Second, Broadway and Marina. We anticipate final approval of these allocation requests at the Authority's December meeting. Prop K funds for the construction phase of Second, Broadway and Marina will be allocated by the SFCTA when DPW is ready to proceed to that phase of work. The attached budget summary provides detail about the sources and uses related to these projects.

Questions about the proposed resolution can be directed to Simone Jacques, Transportation Finance Analyst, 558-4034 or Kris Opbroek, Project Manager, 558-4045.



File Number: \_\_\_\_\_  
(Provided by Clerk of Board of Supervisors)

**Grant Information Form**  
(Effective January 2000)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Congestion Management Agency Block Grant (Federal Surface Transportation and Congestion Mitigation and Air Quality Improvement Funds)

2. Department: Public Works

3. Contact Person: Simone Jacques

Telephone: 558-4034

4. Grant Approval Status (check one):

☒ [X] Approved by funding agency

☐ [ ] Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$11,553,000

6a. Matching Funds Required: \$ \$1,861,025

b. Source(s) of matching funds (if applicable): Proposition K, Proposition 42/Gas Tax Swap

7a. Grant Source Agency: Metropolitan Transportation Commission

b. Grant Pass-Through Agency (if applicable):

8. Proposed Grant Project Summary: This grant provides funds for the four projects described below:

**Folsom Streetscape Improvements:** 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.

**Second Street Streetscape Improvements:** 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.

**Broadway Streetscape Improvements, 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.

**Marina Green Bicycle Trail:** 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.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: July 2010

End-Date: June 2013

10. Number of new positions created and funded: None

11. If new positions are created, explain the disposition of employees once the grant ends? N/A.

12a. Amount budgeted for contractual services: \$10,054,035

b. Will contractual services be put out to bid? Yes.

c. If so, will contract services help to further the goals of the department's DBE requirements? Yes.

d. Is this likely to be a one-time or ongoing request for contracting out? One-time.

13a. Does the budget include indirect costs? ☐ Yes ☒ No

b1. If yes, how much?

b2. How was the amount calculated?

c. If no, why are indirect costs not included?

☐ Not allowed by granting agency

☐ To maximize use of grant funds on direct services

☒ Other (please explain):

DPW's current indirect cost plan does not allocate COWCAP to the Engineering and Construction Management bureaus.

14. Any other significant grant requirements or comments:

**\*\*Disability Access Checklist\*\***

15. This Grant is intended for activities at (check all that apply):

☒ Existing Site(s)

☐ Existing Structure(s)

☐ Existing Program(s) or Service(s)

☐ Rehabilitated Site(s)

☐ Rehabilitated Structure(s)

☐ New Program(s) or Service(s)

☐ New Site(s)

☐ New Structure(s)

16. The Departmental ADA Coordinator and/or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:

Departmental or Mayor's Office of Disability Reviewer: Keith W. Koser

(Name)

Date Reviewed: 16 Nov. 2010

Department Approval: Edward D. Reiskin

(Name)

Director of Public Works

(Title)

(Signature)



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 29<sup>th</sup> day of June, 2010 by the following votes:

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

**Nays:** (0)

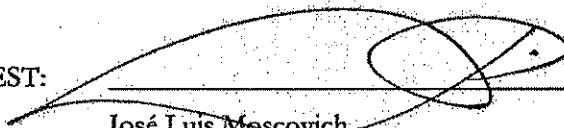
**Absent:** Commissioners Alioto-Pier and Campos (2)

 6/29/10

Ross Mirkarimi  
Chairperson

Date

ATTEST:

  
José Luis Moscovich  
Executive Director

6/29/10  
Date

ated on June 8, 2010

\$13,418,879
\$11,738,000
(\$1,680,879)





**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
<b>TOTAL</b>			<b>\$3,175,000</b>	<b>\$795,000</b>	<b>\$7,435,000</b>	<b>\$965,400</b>	<b>\$1,313,000</b>	<b>\$248,000</b>	<b>\$40,000</b>	<b>\$13,971,400</b>

CMA Block Grant Funds Requested	\$3,175,000		\$7,435,000				\$1,313,000			\$11,923,000
CMA Block Grant Funds Available	\$2,990,000		\$7,435,000				\$1,313,000			\$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
<b>TOTAL</b>			<b>\$3,031,000</b>	<b>\$759,000</b>	<b>\$7,435,000</b>	<b>\$965,400</b>	<b>\$1,313,000</b>	<b>\$248,000</b>	<b>\$40,000</b>	<b>\$13,971,400</b>

CMA Block Grant Funds Requested	\$3,031,000		\$7,435,000				\$1,313,000			\$11,779,000
CMA Block Grant Funds Available	\$2,990,000		\$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.

Congestion Management Agency Block Grant  
Local Streets and Roads Rehabilitation, County Transportation for Livable Communities, Regional Bicycle Program  
Project Budget

Sources

Project Name	CMA Block Grant (LSR, TLC, RBP)	Prop K	Prop 42	Certificates of Participation	Total Sources
Folsom Streetscape Improvements Project	4,265,000	682,000	350,000	146,000	5,443,000
Second Street Streetscape Improvements Project	4,846,000	672,423	543,577		6,062,000
Broadway Streetscape Improvements Project - Phase III	1,454,000	276,000	81,000		1,811,000
Marina Green Bicycle Trail Project	988,000	128,025			1,116,025
<b>Total</b>	<b>\$11,553,000</b>	<b>\$1,758,448</b>	<b>\$974,577</b>	<b>\$146,000</b>	<b>\$14,432,025</b>

Uses

Project Name	Total Design	Construction Contract	Contingency	Construction Management	Total Construction (contract + contingency + construction management)	Total Project Cost (Design + Construction)
Folsom Streetscape Improvements Project	\$496,000	\$3,890,000	\$457,000	\$600,000	\$4,947,000	\$5,443,000
Second Street Streetscape Improvements Project	\$662,000	\$4,210,000	\$450,000	\$740,000	\$5,400,000	\$6,062,000
Broadway Streetscape Improvements Project - Phase III	\$190,000	\$1,220,500	\$212,845	\$187,655	\$1,621,000	\$1,811,000
Marina Green Bicycle Trail Project	\$125,400	\$733,535	\$146,910	\$110,180	\$990,625	\$1,116,025
<b>Total</b>	<b>\$1,473,400</b>	<b>\$10,054,035</b>	<b>\$1,266,755</b>	<b>\$1,637,835</b>	<b>\$12,958,625</b>	<b>\$14,432,025</b>



TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM: *ST* Mayor Gavin Newsom *ST*  
RE: Accept-Expend – Congestion Management Agency Block Grant -  
\$11,553,000  
DATE: November 23, 2010

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Dear Madame Clerk:

Attached for introduction to the Board of Supervisors is the resolution authorizing the Department of Public Works to accept and expend \$11,553,000 in federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds awarded through the Metropolitan Transportation Commission (MTC)'s Congestion Management Agency (CMA) Block Grant program.

I request that this item be calendared in Budget and Finance Committee.

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