

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA) to accept and expend \$200,000 of Regional Measure 2 (RM-2) funds for a Safe Routes to Transit project for a Business Plan for Long-Term Bicycle Parking in San Francisco; and to acknowledge and adhere to procedures and conditions set forth by the Metropolitan Transportation Commission for allocation of RM-2 funds.

**SUMMARY:**

- The RM-2 program provides \$20 million for Safe Routes to Transit projects that reduce congestion on State-owned Bay Area bridges by improving pedestrian access to transit facilities.
- The SFMTA has been programmed \$200,000 in RM-2 funds to implement a Safe Routes to Transit project to develop a business plan for the implementation of long-term bicycle parking located at high demand regional transit stations.
- As the transportation planning, coordinating and financing agency of the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) allocates RM-2 funds. MTC has adopted procedures and conditions that must be acknowledged and adhered to by recipients of RM-2 funds in the attached resolution.
- This action authorizes the SFMTA, through its Director of Transportation (or his designee), to accept and expend \$200,000 of RM-2 funds for a Safe Routes to Transit project for a Business Plan for Long-Term Bicycle Parking in San Francisco; and to acknowledge and adhere to procedures and conditions set forth by the MTC for allocation of RM-2 funds

**ENCLOSURES:**

1. SFMTAB Resolution
2. Initial Project Report and Cash Flow Plan

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

\_\_\_\_\_  
July 8, 2014

SECRETARY \_\_\_\_\_

\_\_\_\_\_  
July 8, 2014

**ASSIGNED SFMTAB CALENDAR DATE:** July 15, 2014

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## **PURPOSE**

This resolution authorizes the SFMTA to accept and expend \$200,000 of RM-2 funds for a Safe Routes to Transit project for a Business Plan for Long-Term Bicycle Parking in San Francisco; and to acknowledge and adhere to procedures and conditions set forth by MTC for allocation of RM-2 funds

## **GOAL**

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

Goal 1 – Create a safer transportation experience for everyone.

Objective 1.3: Improve the safety of the transportation system.

Goal 2 – Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel.

Objective 2.3: Increase uses of all non-private auto modes.

Goal 3 – Improve the environment and quality of life in San Francisco.

Objective 3.3: Allocate capital resources effectively.

Objective 3.5: Reduce capital and operating structural deficits.

## **DESCRIPTION**

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

The RM-2 program provides \$20 million to public agencies for Safe Routes to Transit projects that help reduce congestion on State-owned Bay Area bridges by improving pedestrian access to transit facilities. Specifically, funding is provided for the planning and construction of pedestrian access improvements in close proximity to transit facilities. SFMTA has been programmed for the following based on a competitive call for projects:

**Business Plan for Long-Term Bicycle Parking in San Francisco:** The proposed grant will allow the SFMTA to develop a business plan through a consultant for implementation of successful long-term bicycle parking located at high demand regional transit stations. Providing safe and secure bicycle parking that is easily visible, accessible, easy to use, and low-cost to users will increase the number of people bicycling to regional transit in San Francisco. The focus of the study area will be on the temporary Transbay Terminal, in downtown San Francisco near Market Street, and at the West Portal Muni Metro Station. Transit partners associated with the project include the Bay Area Rapid Transit District (BART) and the Transbay Joint Powers Authority (TJPA).

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In lieu of a separate funding agreement, MTC expects the SFMTA, through its governing board, to certify that the Agency acknowledges and will adhere to the following conditions with respect to the project and use of RM-2 funds:

- compliance with provisions of MTC's RM-2 Policy Guidance (MTC Resolution No. 3636);
- consistency with the Regional Transportation Plan;
- that SFMTA has taken into consideration the time necessary to obtain applicable environmental clearance and permitting approval for the project in requesting RM-2 funding;
- the RM-2 phase of the project is fully funded based on programmed and planned funding allocations, and results in an operable and useable segment;
- approval of the enclosed Initial Project Report (IPR), which is the SFMTA's application document to MTC that describes the project and includes a detailed financial plan;
- approval of the cash flow plan for the project;
- that SFMTA has adequate staffing resources to complete the project within the schedule set forth in the IPR;
- the project and purpose for which RM-2 funds are being requested are in compliance with applicable environmental requirements and regulations;
- that the City and County of San Francisco, through the SFMTA, indemnifies and holds harmless MTC and its representatives against all claims, demands, liability, losses and expenses in connection with the allocation of RM-2 funds;
- that any revenues or profits from any non-governmental use of property shall be used for public transportation services for which the project was initially approved;
- that assets purchased with RM-2 funds shall be used for public transportation uses as intended;
- that SFMTA will post signs at construction sites as applicable stating that the project is funded with RM-2 funds.

In conjunction with the IPR, which must be submitted to the MTC, also attached is the required Opinion of Counsel for the project, which states that (1) the SFMTA is an eligible implementing agency of projects in the RM-2 Regional Traffic Relief Plan; (2) the SFMTA is authorized to submit an allocation request for RM-2 funding; (3) no legal impediment exists that would preclude the SFMTA from making allocation requests for RM-2 funding; and (4) no pending or threatened litigation exists that might adversely affect the project or the ability of the MTA to carry out the project.

## **ALTERNATIVES CONSIDERED**

The two alternatives are not to pursue the RM-2 funds, which will leave the SFMTA's capital program in deficit, or to find alternative funds from other capital programs to fund the proposed project.

## **FUNDING IMPACT**

Funding for this project will come from the following sources:

- RM-2 funds - \$200,000
- Transportation Development Account Article 3 (TDA 3) funds - approximately \$12,000.  
The TDA 3 grant contribution represents the overhead costs not covered by the RM-2 grant.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The proposed project was reviewed under the purview of the EIR for the San Francisco Bicycle Plan. On June 25, 2009, the Bike Plan EIR was certified and the CEQA findings were approved by the San Francisco Planning Commission. These documents (Case # 2007.0347E) can be found at the Major Environmental Analysis section of the San Francisco Planning Department.

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

**RECOMMENDATION**

Staff recommends that the SFMTA Board approve this resolution which would authorize the SFMTA to accept and expend \$200,000 of RM-2 funds for a Safe Routes to Transit project for a Business Plan for Long-Term Bicycle Parking in San Francisco; and (2) to acknowledge and adhere to procedures and conditions set forth by the MTC for allocation of RM-2 funds.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM-2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

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

WHEREAS, The MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM-2 funding; and

WHEREAS, Allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM-2 Policy and Procedures; and

WHEREAS, The Safe Routes to Transit Grant Program is eligible for consideration in the Regional Traffic Relief Plan of RM-2, as identified in California Streets and Highway Code Section 30914(c) or (d); and

WHEREAS, Under the Safe Routes to Transit Grant Program, the San Francisco Municipal Transportation Agency (SFMTA) has applied for funding in the amount of \$200,000 for the Business Plan for Long Term Bicycle Parking in San Francisco.

WHEREAS, The SFMTA is an eligible implementing agency of transportation project(s) using RM-2 Regional Traffic Relief Plan funds; and

WHEREAS, The RM-2 allocation request, contained in the Initial Project Report (IPR) submitted for the project and incorporated by reference herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the SFMTA is requesting that MTC allocate RM-2 funds; and

WHEREAS, The application for RM-2 funds includes the certification by legal counsel of SFMTA of assurances required for the allocation of funds by MTC; and

WHEREAS, Under Charter Section 8A.102(b)12, the SFMTA has exclusive authority to apply for, accept and expend federal, state, or other grants for Agency purposes; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the San Francisco Municipal Transportation Agency, through its Director of Transportation (or his designee), to accept and expend \$200,000 of RM-2 funds for a Safe Routes to Transit project for the Business Plan for Long Term Bicycle Parking in San Francisco; and, be it further

RESOLVED, That the SFMTA is an eligible sponsor of projects in the RM-2 Traffic Relief Plan, Capital Program, in with California Streets and Highways Code 309149(c); and be it further

RESOLVED, That the SFMTA and its agents agree to comply with the provisions of the MTC's RM-2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, That the Business Plan for Long Term Bicycle Parking in San Francisco project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, That the RM-2 phase or segment is fully funded based on programmed and planned funding allocations, and will result in an operable and useable segment; and be it further

RESOLVED, That the SFMTA Board of Directors approves the IPR submitted with this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors approves the cash flow plan submitted with this resolution; and be it further

RESOLVED, That the SFMTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the IPR submitted with this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors certifies that the City has prepared an Environmental Impact Report (EIR) to ensure that the project and purpose for which RM-2 funds is being requested is in compliance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.*, and the applicable regulations thereunder; and be it further

RESOLVED, That the City and County of San Francisco, through the SFMTA, indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of SFMTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM-2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM-2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, That if any revenues or profits from any non-governmental use of property (or project) are collected, the SFMTA shall use those revenues or profits exclusively for the public transportation services for which the project(s) was initially approved, either for capital improvements or maintenance and operational costs; otherwise, MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, That the SFMTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, That assets purchased with RM-2 funds, including facilities and equipment, shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the fair market value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM-2 funds were originally used; and be it further

RESOLVED, That the SFMTA authorizes its Director of Transportation (or his designee) to execute and submit an allocation request for RM-2 funds in the amount of \$200,000, for the project, purposes, and amounts included in the initial project report attached to this resolution; and be it further

RESOLVED, That the SFMTA Board of Directors delegates to the Director of Transportation (or his designee) the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

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

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation (or his designee) to execute any and all agreements necessary to complete the transfer of funds; and be it further

RESOLVED, That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the SFMTA application referenced herein.

I certify that the foregoing resolution was adopted by San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 15, 2014.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

**Regional Measure 2 – INITIAL PROJECT REPORT**

**Regional Measure 2  
Initial Project Report (IPR)**

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**Project Title:**

**RM2 Project No.**

**Allocation History**

	MTC Approval Date	Amount	Phase
#1:			
#2:			
#3:			

**Total: \$**

**Current Allocation Request**

IPR Date	Amount Being Requested	Phase Requested
9/24/14	\$200,000	ENV / PE / PA&ED



## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

San Francisco Municipal Transportation Agency is the Project Sponsor and Implementing Agency. The Transbay Joint Powers Authority (TJPA) will be the joint sponsor of this project as its input and interest will be key in the delivery of Transbay Terminal portion of the project. Bay Area Rapid Transit (BART) has also agreed to be a project partner, helping to review project deliverables.

#### **B. Project Purpose**

This project will allow the SFMTA to develop a business plan through a consultant for implementation of successful long-term bicycle parking located at high demand regional transit stations. This is the next step to provide safe and secure bicycle parking that is easily visible, accessible, easy to use, and low-cost to users in San Francisco. These facilities will increase the number of people bicycling to regional transit in the city.

This project will assist in meeting the SFMTA 2013-2018 Strategic Plan mode share goal of 50 percent of all San Francisco trips made using sustainable modes (walking, bicycle, public transit, and vehicle sharing). Additionally, it is directly linked with the SFMTA Bicycle Strategy Goal 2: to increase convenience for trips made by bicycle and objective 2.2, to increase the supply of adequate long-term bicycle parking in San Francisco.

#### **C. Project Description (please provide details)**

**Project Graphics to be sent electronically with This Application**

The project description has not changed since the application submission.

The San Francisco Municipal Transportation Agency (SFMTA) will use the SR2T grant to advance its existing Strategy for Long-Term Bicycle Parking in San Francisco. The SR2T grant will allow the SFMTA to develop a business plan through a consultant for implementation of successful long-term bicycle parking located at high demand regional transit stations. The focus of the study area will be on the Transbay Terminal, in downtown within close proximity to Market Street, and at the West Portal MUNI Metro Station. Transit partners associated with project include Bay Area Rapid Transit (BART) and the Transbay Joint Powers Authority (TJPA). The business plan will include information and recommendations for the bike parking facilities specific to: size, services, employment, site locations, projected sales and demand, and a financial analysis including projected capital and operating costs.

The SFMTA reviewed various types of long-term bicycle parking facilities in the 2013 Strategy for Long-Term Bicycle Parking in San Francisco and the most appropriate facilities for the city include attended, unattended, access-controlled and individually enclosed bicycle parking. This grant will fund a business plan for implementing facilities that are attended

## **Regional Measure 2 – INITIAL PROJECT REPORT**

during business hours and facilities that are unattended and access-controlled after hours. These facilities provide the most opportunity, safety and security to new and existing bicyclists.

### **D. Impediments to Project Completion**

There are no anticipated impediments to project completion.

### **E. Operability**

This grant will fund a business plan for long-term bicycle parking in San Francisco so there is not any operability or maintenance that will result. However, the plan and grant expenditure will lead to additional funding to implement attended bike parking in San Francisco. The results of the business plan will determine the ultimate schedule and funding plan for these facilities. The SFMTA is including capital and operating funds for attended long-term bicycle parking in its draft 2015-2019 Capital Improvement Program (CIP). These funds are weighed heavily for the first year of the facilities to fund capital expenses and then in subsequent years, there are funds allocated to maintain the operations. The business plan will help in refining these CIP funding amounts, detailing potential funds recouped through concessions at the facilities.

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## **II. PROJECT PHASE DESCRIPTION and STATUS**

### **F. Environmental –**

Does NEPA Apply:  Yes  No

The business plan for Long-Term Bicycle Parking in San Francisco is a planning and outreach project and does not include environmental review.

### **G. Design –**

The business plan for Long-Term Bicycle Parking in San Francisco is a planning and outreach project and does not have any designs at this time, however, the project may review appropriate conceptual bicycle parking designs for the locations reviewed in the plan.

### **H. Right-of-Way Activities / Acquisition –**

The business plan for Long-Term Bicycle Parking in San Francisco is a planning and outreach project and does not require right-of-way activities/acquisition.

### **I. Construction / Vehicle Acquisition -**

**Regional Measure 2 – INITIAL PROJECT REPORT**

The business plan for Long-Term Bicycle Parking in San Francisco is a planning and outreach project and does not require Construction / Vehicle Acquisition.

**III. PROJECT BUDGET**

**J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$212
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
<b>Total Project Budget (in thousands)</b>	<b>\$212</b>

**K. Project Budget (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$210
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
<b>Total Project Budget (in thousands)</b>	<b>\$210</b>

**L. Project Budget – Deliverable Segment (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	n/a
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
<b>Total Project Budget (in thousands)</b>	

**Regional Measure 2 – INITIAL PROJECT REPORT**

**M. Project Budget – Deliverable Segment (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	n/a
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

**IV. OVERALL PROJECT SCHEDULE**

<b>Phase - Milestone</b>	<b>Planned (Update as needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Document	n/a	n/a
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	8/2014	3/2016
Final Design - Plans, Specs. & Estimates (PS&E)	n/a	n/a
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	n/a	n/a

**Regional Measure 2 – INITIAL PROJECT REPORT**

**V. ALLOCATION REQUEST INFORMATION**

**N. Detailed Description of Allocation Request**

Describe the scope of the allocation request. Provide background and other details as necessary.

Amount being requested (in escalated dollars)	\$200,000
Project Phase being requested	ENV/Planning
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	7/15/14
Month/year being requested for MTC Commission approval of allocation	9/2014

**O. Status of Previous Allocations (if any)**

n/a

**P. Workplan**

**Workplan in Alternate Format Enclosed**

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
<b>1</b>	Develop Request for Proposals	SFMTA staff will develop an RFP for a hire a contractor to write the business plan	10/2014
<b>2</b>	Release Request for Proposals	Project will be put out to bid by the City	10/2014
<b>3</b>	Select Contractor and Negotiate Contract	The SFMTA will choose the most appropriate contractor for the project and approve the contract to hire	12/2014
<b>4</b>	Contractor Notice to Proceed	Contractor will begin the business plan	1/2015
<b>5</b>	Contractor Develops draft business plan	Contractor will develop the business plan based on guidance from the SFMTA and TJPA	8/2015

**Regional Measure 2 – INITIAL PROJECT REPORT**

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
<b>6</b>	Contractor Develops final business plan	Contractor will develop the final business plan based on review from the SFMTA and TJPA	12/2015
<b>7</b>	Project Closeout		3/2016

**Q. Impediments to Allocation Implementation**

At this time, the SFMTA does not anticipate any impediments to project completion.

**VI. RM-2 FUNDING INFORMATION**

**R. RM-2 Funding Expenditures for funds being allocated**

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

**S. Next Anticipated RM2 Allocation Request.**

n/a

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: July 17, 2014

## Regional Measure 2 – INITIAL PROJECT REPORT

### VIII. CONTACT / PREPARATION INFORMATION

#### **Contact for Applicant's Agency**

Name: Joel C. Goldberg  
Phone: 415.701.4499  
Title: Manager, Capital Procurement and Management  
E-mail: Joel.Goldberg@sfmta.com  
Address: 1 South Van Ness Avenue, 8<sup>th</sup> Floor, San Francisco, CA 94103

#### **Information on Person Preparing IPR**

Name: Matt Lasky  
Phone: (415) 701-5228  
Title: Transit Planner III  
E-mail: Matt.Lasky@sfmta.com  
Address: 1 South Van Ness Avenue, 7<sup>th</sup> Floor, San Francisco, CA 94103

#### **Applicant Agency's Accounting Contact**

Name: Paula Florence  
Phone: (415) 701-4501  
Title: Manager, Capital Projects Grants Accounting  
E-mail: Paula.Florence@sfmta.com  
Address: 1 South Van Ness Avenue, 8<sup>th</sup> Floor, San Francisco, CA 94103

Revised IPR 120905.doc

## RM-2 – Initial Project Report TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Business Plan for Long-Term Bicycle Parking	Project ID: <b>20.60</b>
Agency: San Francisco Municipal Transportation Agency	Date: <b>06/27/2014</b>
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED</b>	

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
<b>COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)</b>															
TDA Article 3	Plan-ning											12			12
Safe Routes to Transit	Plan-ning											200			200
Prop K Sales Tax	Plan-ning									45					45
N/A															
<b>UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)</b>															
N/A															
N/A															
<b>FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)</b>															
N/A															
N/A															

Fund Source	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
<b>TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL</b>														
Total									45	212				257

Comments:

N/A
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Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.



Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**RM-2 Initial Project Report**  
**DEFINED SEGMENT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: Business Plan for Long-Term Bicycle Parking	Project ID: <b>20.60</b>
Agency: San Francisco Municipal Transportation Agency	Plan Date: 06/27/14
<b>RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project</b>	

Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
SR2T	Plan-ning											200			200
TDA Article 3	Plan-ning											12			12
N/A															
N/A															
N/A															
N/A															
N/A															
N/A															
N/A															
N/A															
N/A															
N/A															
N/A															

Funding	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
<b>RM-2 SEGMENT FUNDING TOTAL</b>														
Total												212		212

Comments: N/A

**(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)**

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in an operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

**RM-2 Initial Project Report**

**EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	Prop K	2/14/2014	45	0
N/A				
N/A			0	0
N/A				
N/A			0	0
N/A				
N/A			0	0
N/A				
Total to date (in thousands)				

Comments:

N/A
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As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 20.60  
 Date: 6/27/2014

**RM-2 Initial Project Report**  
**RM-2 FUNDING CASH FLOW PLAN For Allocation**  
**(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Business Plan for Long-Term Bicycle Parking Agency: San Francisco Municipal Transportation Agency	Project ID: <b>20.60</b> Plan Date: 06/27/14
<b>RM-2 CASH FLOW PLAN</b>	

RM-2 Expenditures	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
														L
ENV/PA&ED												200		200
N/A														
N/A														
N/A														
N/A														
N/A														

RM-2 Expenditures	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
														L
<b>RM-2 CASH FLOW PLAN TOTAL</b>														
Total													200	200

Comments:

N/A

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year). Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2

legislation. Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

## Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT  Business Plan for Long-Term Bicycle Parking	RM2 Legislation ID (and project sub-elements if any): 20.60
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NAME AND ADDRESS OF IMPLEMENTING AGENCY San Francisco Municipal Transportation Agency 1 South Van Ness Avenue, 8th Floor San Francisco, CA 94103
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	HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>Safe Routes to Transit</b>			
<b>SFMTA Labor</b>			
Bridget Smith, Deputy Director, Livable Streets Division	30	82.00	2,460
Seleta Reynolds, Section Leader, Livable Streets	60	66.30	3,978
Heath Maddox, Team Leader, Livable Streets	120	56.74	6,809
Matt Lasky, Senior Planner, Livable Streets	204	47.83	9,757
Charlie Ream, Planner, Livable Streets	60	33.18	1,991
3% COLA Increase	1	750.00	750
SFMTA Subtotal			25,745
<b>TJPA Labor</b>			
Engineer	25	40.00	1,000
Senior Engineer	80	50.00	4,000
Project Manager	80	70.00	5,600
Senior Project Manager	30	90.00	2,700
TJPA Subtotal			13,300
<b>TOTAL DIRECT LABOR</b>			<b>39,045</b>
<b>2. OVERHEAD &amp; DIRECT BENEFITS (Specify)</b>			
SFMTA Total Overhead Costs Reimbursable by SR2T @ 0.50*(Total Salaries+Benefits)	50%	20,000	
SFMTA Total Overhead Costs <b>NOT</b> Reimbursable by SR2T @ 0.303*(Total Salaries + Benefits)	30.3%	12,120	
SFMTA Mandatory Fringe Benefits	55%	14,255	
TJPA Total Overhead Costs Reimbursable by SR2T @ 0.50*(Total Salaries)	50%	6,700	
<b>TOTAL OVERHEAD &amp; DIRECT BENEFIT</b>			<b>53,075</b>

3. DIRECT CAPITAL COSTS (include engineer's estimate on construction, right-of-way, or vehicle acquisition)	Unit (if applicable)	Cost per Unit (\$)	
N/A			
N/A			
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>0</b>

4. CONSULTANTS (Identify purpose and or consultant)			
Develop Business Plan			120,000
N/A			
<b>TOTAL CONSULTANTS</b>			<b>120,000</b>
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
N/A			
<b>TOTAL OTHER DIRECT COSTS</b>			<b>0</b>

<b>6. TOTAL ESTIMATED COST</b>	<b>212,120</b>
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Comments:

BART will fund its own staff time for the project
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Date: 6/27/2014