



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Meeting Notice

DATE: Tuesday, April 16, 2024, 10:00 a.m.
LOCATION: Legislative Chamber, Room 250, City Hall
Watch SF Cable Channel 26 or 99
(depending on your provider)
Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2661 796 5084 # #
To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Yvette Lopez-Jessop

Remote Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

- 1. Roll Call
- 2. Approve the Minutes of the March 26, 2024 Meeting – **ACTION*** **5**
- 3. Community Advisory Committee Report – **INFORMATION*** **13**



- 4. [Final Approval on First Appearance] State and Federal Legislation Update – ACTION* 25**
Support and Seek Amendments: Assembly Bill (AB) 1777 (Ting), AB 3061 (Haney), and Senate Bill 1031 (Wiener, Wahab).
- 5. Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for Two Requests – ACTION* 45**
Projects: SFPW: Various Locations Pavement Renovation No. 62 (\$1,600,000 Prop L), Oakdale Lighting Improvements Project Phase 1 (\$1,200,000 Prop AA).
- 6. Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$22,132,978; Authorize an Additional Construction Allotment of \$4,541,599, for a Total Construction Allotment Not to Exceed \$26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project – ACTION* 79**
- 7. Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by \$5,104,102, and Decrease Expenditures by \$9,414,037, and Decrease Other Financing Sources by \$15,000,000 for a Total Net Decrease in Fund Balance of \$1,324,367 – ACTION* 101**

Other Items

8. Introduction of New Items – INFORMATION

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

9. Public Comment

10. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

Page 3 of 3

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

[this page intentionally left blank]



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 26, 2024

1. Roll Call

Chair Mandelman the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent at Roll Call: Commissioners Safai (1)

2. Chair's Report - INFORMATION

Chair Mandelman took a moment to honor the de Oliviera family, killed by a motorist on March 16, and expressed the Transportation Authority's condolences to the family, loved ones, and the broader San Francisco community. The Chair presented a call to action for the city to work harder and faster to prevent these deaths and life-altering injuries.

The Chair also recognized the Vision Zero agenda item as a special hearing marking the 10-year anniversary of the city's Vision Zero ordinance, authored in 2014 by San Francisco District Supervisors Norman Yee and Jane Kim. He reported the re-design and increased visibility of city streets; reduced speed limits and conflicts; and instituted education and enforcement, including the upcoming installation of speed safety cameras. He discussed Transportation Authority funding of hundreds of millions of dollars in Prop L sales tax, Prop AA vehicle registration fees, Prop D TNC (Transportation Network Company) tax, and other funds to improve safety, including traffic calming and speed reduction, bicycle and pedestrian facilities, and Safe Routes to School. He called for no more speeding and distracted driving and to protect all road users, especially the city's most vulnerable community members.

Chair Mandelman announced the U.S. Department of Transportation (DOT) grant award of \$2 million to the Transportation Authority for the Geary-Fillmore Reconnecting Communities planning effort in District 5. He congratulated Commissioner Preston and thanked staff, particularly Rachel Hiatt, Deputy Director for Planning, for the successful application. He continued by stating that the effort would enable the Fillmore, Japantown, and Western Addition neighborhood groups to collaborate on transportation and land use plans to re-design the roadway and repair the harm created by the City's widening of Geary in the 1960s.

Chair Mandelman also announced that The Portal/Downtown Rail Extension project was recommended to receive \$500 million in Federal Transit Administration (FTA) grant funds and would need the State to participate as a strong funding partner as well. He congratulated the Transbay Joint Powers Authority, along with Transportation Authority Director Chang and Rail Program Manager Jesse Koehler, who worked hard to help achieve this result. The Chair also thanked U.S. House of Representative's Speaker Emerita Nancy Pelosi who advocated for both the Geary-Fillmore DOT grant and for The Portal's



funding from FTA.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, gave the presentation.

There was no public comment.

4. Approve the Minutes of the February 27, 2024 Meeting – ACTION

There was no public comment.

Commissioner Ronen moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioners Safai (1)

Consent Agenda

5. [Final Approval] Adopt a Support Position on Senate Bill 915 (Cortese) – ACTION

6. [Final Approval] Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management – ACTION

7. [Final Approval] Allocate \$1,440,000 and Appropriate \$108,000 in Prop L Funds, with Conditions, for Four Requests – ACTION

Commissioner Preston moved to approve the Consent Agenda, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioners Safai (1)

End of Consent Agenda

8. Vision Zero Overview and Quick-Build Program Update – INFORMATION

Jeff Tumlin, San Francisco Municipal Transportation Agency (SFMTA) Director of Transportation, and Vicente Romero and Jen Wong, SFMTA, presented the item.

Commissioner Dorsey asked if the bicycle fatality statistics included scooters. He stated the San Francisco Fire Department Chief Jeanine Nicholson informed him about a scooter incident on 5th and Folsom streets. He asked if there was data on injuries and deaths from scooter accidents. He also commended the speed safety camera work underway.

Mr. Romero answered that scooters were counted separately from bicycles. He said the Department of Health would publish a fatality report that separated data with fatalities only and injuries categorized by severe injuries, complaints of pain, and an additional



category.

Commissioner Chan asked if the remaining 67% (622 intersections) of the planned Quick-Build toolkit would be completed in 2024. She also asked if the Quick-Build project work was for 2024 only and if there was pending work beyond 2024, not listed on the map, and if there was a delay or backlog of Quick-Build projects.

Mr. Romero answered that their commitment in the last action strategy was to complete all 925 intersections, and the remaining locations were still not assessed. He stated they would work on the 67% remaining in 2024.

Ms. Wong added that SFMTA aimed to complete the Quick-Build toolkit by 2024. She said there was no backlog of projects as they were either active or underway. Ms. Wong added that the projects were at different stages of planning and had various scopes. She stated SFMTA worked with community stakeholders and other partners like San Francisco Public Works (SFPW) on the improvements.

Chair Mandelman asked when Quick-Builds work shown in the presentation had started.

Ms. Wong answered that the work started in Fiscal Year 2022/23 and was part of the Transportation Authority's TNC Tax allocation for Quick-Builds.

Chair Mandelman interjected that it seemed the pace was slow and wanted to know how SFMTA could meet the City's Vision Zero deadline. He asked Commissioner Chan to verify if that was the information she was seeking.

Commissioner Chan affirmed she wanted more clarity about the timeline for the completion of 21% (190 intersections), particularly from design to completion.

Ms. Wong answered that 21% were completed in the first quarter of calendar year 2024. She said that design to completion work took three months as some intersections were addressed immediately. She added that other intersections took longer due to legislation such as meter removal for daylighting.

Chair Mandelman said there appeared to be work done that was not included in the Quick-Build chart.

Kimberly Leung, Acting Livable Streets Director, added that there were two work streams as the toolkit includes core intersection treatments. She said the chart showed the intersection work for 925 intersections that they anticipate to complete by 2024. She stated the corridor projects shown on the map include several fiscal years.

Vice Chair Melgar asked for more transparency from SFMTA to the public, including taking care to ensure that the charts and other information were clear and easy to understand and stated she would follow up further with Ms. Leung. She said there was information that there were no bike fatalities in 2023, but one bike fatality occurred on Arguello Boulevard.

Ms. Leung said that in 2023 there were zero bike fatalities as the one that occurred was in the Presidio (federal property) and not considered a San Francisco street.

Vice Chair Melgar asked about speed safety cameras for the west side of the city and the lack of additional cameras proposed along the High Injury Network, particularly at District 7 institutions that served the region like City College of San Francisco, San Francisco State University, and University of California San Francisco Parnassus Campus. She said speed



cameras were needed at intersections, including 19th and Holloway avenues where tens of thousands of college students and staff traveled; Taraval Street near West Portal; and Lincoln Way and 9th Avenue at the entrance of the county fairgrounds, which experienced multiple injuries and fatalities due to speeding. She requested speed safety cameras be expanded in the west side.

Ms. Leung answered that San Francisco was only allowed 33 locations as part of the pilot and conducted a data-driven approach for selection. She affirmed there needed to be more safety improvements and said SFMTA would consider west side locations in the Quick-Build program.

Vice Chair Melgar reiterated her request for additional speed safety cameras and shared that the West Portal fatality prompted the need to admit the city's challenges and evaluate what was not working for further progress.

Commissioner Preston said it was the 10th anniversary of Vision Zero, but it was clear San Francisco was not on track to achieve this goal. He added this was achievable and there were improvements but there were not enough steps taken for zero injuries or fatalities. He asked about the Vision Zero Task Force and the coordination and effectiveness of the meetings. He noted that in New York City, Vision Zero agency meetings were convened every two weeks by their Mayor's Office. He asked if SFMTA had approached San Francisco's Mayor's Office to have an active role in Vision Zero and if the task force should convene more frequently than quarterly.

Director Tumlin answered the only way to achieve the Vision Zero goal was ubiquitous collaboration amongst all the City departments that each hold key parts of the solutions, transit agency staff who do the legwork, and policy makers to help balance competing priorities. He thanked Commissioner Preston for the reconvening of the Task Force, which helped remove obstacles that previously slowed down the work. He said the work of implementation was dependent on one on one meetings with key individuals, with the Mayor's Office at the center, to remove obstacles and/or balance priorities, particularly between two agencies. He said there were two separate work streams, one was the public convenings and the other was one on one problem solving work. He said the critical component was the staff-level resolving of conflicts that slowed down the progress.

Commissioner Preston asked about the No Turn on Red policy and noted the San Francisco Board of Supervisors supported the policy. He said the SFMTA Board had not provided an update and that a report appeared to be overdue. He asked when to expect a response and if the SFMTA Board would be weighing in.

Director Tumlin answered that Vision Zero work was data-driven and used to allocate limited resources to best achieve the goal. He said No Turn on Red was one component of the larger strategy, citing a completed analysis in Tenderloin neighborhood and a draft plan for incremental expansion that recently went to the SFMTA Board of Directors while staff reviewed the data to ensure the plan continued to be the right investment. He said a detailed update would be brought back to the Board of Supervisors.

Commissioner Preston asked about the status of SFMTA's Active Communities Plan, an update to the 2009 Citywide Bicycle Master Plan network. He said this was initially planned to be released in December and January with a final vote in May but had been tabled. He added that he questioned the serious of achieving Vision Zero if a map of how non-vehicle travelers could safely get around the city could not be produced within 10



years' time and said he wanted to move forward in a timely way to finish the plan and asked SFMTA about the timeline for doing so.

Director Tumlin said the Active Communities Plan was one of his top five priorities and that it was essential to have a way for people to navigate San Francisco safely and joyfully using active transportation. He said SFMTA was learning from past failures of agency-imposed ideas on neighborhoods, and recognized that community involvement was essential, which took a large amount of staff effort. He added that he wanted to meet with each Commissioner to help get community agreement in forming a network map that meets community needs and would provide a detailed update to Commissioners as desired.

Commissioner Preston commented the SFMTA Board could adopt the draft map and request feedback afterwards. He noted the importance for transparency with the public. He asked about a new date for the draft map of the citywide network to be presented to the Board or public, since advocates had been asking for years for this map.

Director Tumlin said he did not want SFMTA to propose a map to the community, but rather work with community in public settings, particularly in neighborhoods that had decisions imposed on them by SFMTA in the past. He added that Quick-Build projects were being incorporated into the Active Communities Plan in communities where there already was consensus, which drove the speed of project delivery, and in communities without consensus, it took longer to get projects delivered.

Commissioner Preston asked if there was a timeline for development and presentation that could be shared with the public.

Director Tumlin answered he would consult with the Active Communities Plan team and provide that timeline information.

Commissioner Preston said he recognized that collaboration with communities' was necessary and those that were imposed upon also ended up on the High Injury Network from past city planning decisions. He added the delayed work was also taking a disproportionate toll on those neighborhoods. He stated there should be an increased sense of urgency in City administration, the Board of Supervisors, and the Transportation Authority for citywide policies to achieve the Vision Zero goal, and all needed to be bolder with setting and meeting timelines.

Chair Mandelman commented that there was not a clear trend line in the fatalities chart and comparisons from 2013 to 2022, and that the serious injury data did not show definitive improvement.

Director Tumlin responded that SFMTA wanted to be transparent on the data. He said there were limitations in the presentation due to the limited timeframe for reporting to the Board and said that the data presented to the SFMTA Vision Zero subcommittee had 100 slides. He added SFMTA could share with Commissioners all the data, including visible trends from police reports. He said that extreme motorist behavior, including speeding over 50 miles per hour above the speed limit and fatally colliding with a fixed object, had driven a lot of the data. He said that to move forward in the next 10 years, a different agency approach towards evaluation and focus of resources to solve the issues was needed. He stated that there were people who did unsafe things on city streets and noted that even though San Francisco trends held flat, national traffic fatality trends sharply increased while internationally decreasing during the COVID pandemic. He stated it was a



matter of national policy and a need to be honest about data in order to solve the problem, and offered to provide a longer presentation at a future meeting.

Chair Mandelman asked if the serious injury data would show a downward trend.

Director Tumlin affirmed that it would when parsing factors in police reports.

Chair Mandelman noted that the Vision Zero conversation about traffic enforcement would be continued with the San Francisco Police Department on April 25 at the Board of Supervisors' Public Safety and Neighborhood Services Committee.

During public comment, a speaker commented that the data was not true and that Vision Zero could not be achieved.

Jodie Medieros, Walk San Francisco Executive Director, said that the city had experienced a tragedy in the prior week with the loss of four people, including children. She said that four other pedestrians had already died in 2024. She stated that cars and trucks could become deadly weapons when speeding, and although the threat of large vehicles is challenging, there were solutions for protection. She stated that Walk San Francisco and partners provided a letter and acknowledged successes of the last 10 years including 46 miles of protected bikeways, 100 miles of Quick-Builds, 20 miles of Muni priority lanes, lowered speed limits on 44 miles of streets, and the receipt of 33 speed safety cameras. She observed that all these elements would make streets safer but there was a need to recommit to Vision Zero with funding and authority. She concluded by commenting that safe streets made neighborhoods stronger, equitable, and vital in economic communities.

Tom Radulovich, Livable City Senior Policy Fellow, said that street design such as big, one-way streets needed to be undone as other cities had done to make streets safer for pedestrians and cyclists. He commented that an investment in big transformative projects was needed.

Michael Howley, District 8 resident, said SFMTA did not seem to recognize that achieving Vision Zero was a systemic problem that required systemic solutions. They added that fatalities happened from dangerous driver behavior and there was a need to redesign the city streets for pedestrian safety. They requested SFMTA be honest with the Board and the people of the city about what it would take to achieve Vision Zero.

After public comment, Chair Mandelman asked what SFMTA needed from the Board to get closer to Vision Zero in the next 10 years.

Director Tumlin answered that there were two key areas with the first being active Board support of projects to accelerate project delivery, particularly providing active support during times of opposition that would significantly cut down project timelines. Secondly, Director Tumlin said that funding was needed, noting that SFMTA had almost fully exhausted funding from the prior general obligation bond. He stated that SFMTA was scheduled to go back the voters in November 2026 [for a general obligation bond] and that was the same time the region was hoping to put a revenue measure on the ballot to help address, among other priorities, SFMTA's \$240 million annual operating deficit. Director Tumlin acknowledged the many other dire city funding priorities and asked the Board's assistance as it determined how best to allocate limited resources across San Francisco's many critical needs, noting that ultimately, funding would be needed to get to street construction.

Chair Mandelman appreciated SFMTA staff and commended the work done by SFMTA,



Walk San Francisco, and other community advocates.

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

During public comment, a speaker made comments on public safety.

Tom Radulovich, Livable City Senior Policy Fellow, suggested for a lack of attaining City climate and Vision Zero goals had to do with the lack of enforcement of the City's previously adopted Better Streets Policy & Standards and Complete Streets policies. He also suggested that the city develop one budget for all street related agencies to better coordinate the implementation of more Complete Streets throughout the city.

11. Adjournment

The meeting was adjourned at 11:27 a.m.

[this page intentionally left blank]



DRAFT MINUTES

Community Advisory Committee

Wednesday, March 27, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:06 p.m.

CAC members present at Roll: Sara Barz, Rosa Chen, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (9)

CAC Members Absent at Roll: Najuawanda Daniels, Mariko Davidson (entered during Item #2) (2)

2. Chair's Report - INFORMATION

Chair Siegal shared an update on the Transbay Joint Powers Authority's The Portal/Downtown Rail Extension project, one of the signature projects in the Prop L Expenditure Plan, which had received a "Medium-High" rating under requirements of the Federal Transit Administration's Capital Investment Grant program. She noted that earlier in the month, U.S. Transportation Secretary Pete Buttigieg recommended The Portal for \$500 million in federal support for construction as part of President Biden's Fiscal Year 2025 budget proposal.

Chair Siegal also announced that the agency will receive a \$2 million grant award from the U.S. Department of Transportation Reconnecting Communities and Neighborhoods Program for the Geary-Fillmore Underpass Community Planning Study. She said that the study would develop transportation and land-use concept designs to better connect the Japantown and Fillmore/Western Addition neighborhoods that were divided and displaced when the underpass was constructed in the 1960s, and help with engagement through an establishment of a Community Council which included representatives of displaced Black, Japanese, and Jewish communities. The Chair reported that staff anticipated bringing a Prop L funding request to the CAC in the summer with project launch soon to follow. She said that community organizations interested in participating were encouraged to reach out to the project team at Geary-Fillmore@sfcta.org.

During public comment, Roland Lebrun noted that the remote video was blurry.

3. Approve the Minutes of the February 28, 2024 Meeting - ACTION

There was no public comment.

Member Ortega moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)



4. Adopt a Motion of Support to Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for 2 Requests – ACTION

Amelia Walley, Program Analyst, presented the item per the staff memorandum.

Member Ford noted that the repaving segments in Various Locations Pavement Renovation No. 62 seemed short. She asked what caused one segment of roadway to deteriorate faster than adjacent segments.

Edmund Lee, San Francisco Public Works (SFPW) Project Manager, responded that there are a variety of factors, but one cause of localized deterioration was utility work. He explained that various utility companies dug into the ground which affected the overall life of the street. He added that SFPW coordinated with other city agencies and private utility companies to ensure when possible that paving came last in order to maximize the investment.

Member Ortega asked if the reduced costs for the Oakdale project were due to new lighting technologies.

Carol Huang, SFPW Project Manager, responded that new streetlights were LEDs which were more efficient and were one reason for the reduction in cost. Ms. Huang continued that SFPW was constrained to San Francisco Public Utility Commission (SFPUC)'s standard catalogue for streetlights and that SFPUC updated their catalogue from year to year. She explained that in this specific project, SFPW was able to replace existing lights and reduce costs, but the ability to retain existing poles - another cost factor - was determined on a project-by-project basis.

Member Margarita commended the project organizer for including 4,000 residents and five community organizations during the two-year planning period.

Member Barz moved to approve the item, seconded by Member Margarita.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)

5. Adopt a Motion of Support to Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$22,132,978; Authorize an Additional Construction Allotment of \$4,541,599, for a Total Construction Allotment Not to Exceed \$26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project – ACTION

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Member Kim asked if there were measures to prevent delays or cost overruns, and if Thompson Builders' past record indicated that they completed jobs on time and budget and if those factors were considered.

Mr. Holmes responded that because this was a low-bid procurement, the selection



process could not consider the contractor's past delivery record; however, as an aside he said in his previous work experience he had contracts with Thompson Builders for two projects and both projects were completed successfully. He continued that one project had challenges but wasn't due to the contractor and the other contract was finished a year early. Director Holmes said preventing delays was part of the purpose of the construction allotment, and staff had listed and budgeted for things that may go wrong as part of risk management. Mr. Holmes added that the project team would institute a partnering effort between the contractor and City departments to identify and solve issues quicker.

Member Barz asked about implications of low bid procurement and what could or could not be evaluated.

Mr. Holmes responded that with low bid procurement, the bidder was screened to make sure they had the license and the necessary bonds to do the work, which was different from procuring professional services with a two-step process to shortlist companies, often used for projects that were large and complex. He added that many public works projects were procured with low bid method, as long as the company was licensed and not debarred from state certification in terms of safety or contract practices.

Member Barz asked for verification that the agency couldn't take into consideration reputation or Google reviews, just certification of license and bonding. Mr. Holmes confirmed the information.

Member Margarita asked Mr. Holmes to share who was the highest bidder.

Mr. Holmes responded that Golden State Bridge was the next highest bidder at \$23.9 million.

Member Ortega asked about the 8% contingency and how comfortable the team was with that amount in comparison with other big projects.

Mr. Holmes responded that there were two types of contingency built into the budget, one which was supplemental covering possible expenses the project team thinks might happen like additional utility work and one which was the 8% project contingency.

During public comment, Edward Mason asked which of the 17 firms contacted were prime contractors and if they represented most of the Bay Area construction industry base. He expressed concern over whether there were enough major contractors capable of doing this type of work and whether the industry was able to maintain staffing at pace with retirements. He also asked why only two bids were received for this procurement.

Roland Lebrun expressed concern over construction administration cost being double the cost of the preliminary engineering plan and wondered why, as well concern over contracting with WMH Corporation since its President and Chief Executive Officer William Hadaya used to be the chair of the Santa Clara Valley Transportation Authority CAC.

Member Milford-Rosales moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:



Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)

6. Adopt a Motion of Support to Adopt I-280 Northbound Geneva Avenue Off-Ramp Study – ACTION

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Member Davidson mentioned that the southbound I-280 on-ramp intersection pedestrian traffic light had already been knocked down multiple times by vehicles and she was nearly hit multiple times walking to BART across eastbound Geneva Avenue, which was worse at night. She asked for a new traffic system that included no right on red signs, additional lights for the crosswalk, and a pedestrian only light. She also noted the off-ramp on the other side of the street which was extremely dangerous to drive through as well.

Mr. Tan responded the team was aware of these issues and recommended the mid-term signal upgrade and improved streetlight which required additional coordination with the California Department of Transportation (Caltrans) and City departments.

Deputy Director for Capital Projects, Carl Holmes responded that the team would evaluate Member Davidson's recommendations and did discuss the pedestrian only light as well. He added that there was a concern of being a trade-off somewhere else in the signal cycle.

Member Davidson said the trade-off was that no one was injured or killed by a car and the change only worked if there was no right turn on red.

Member Barz echoed Member Davidson's comments, expressed concern about what seemed to be a narrow set of ways to fix the safety problem, and asked about bigger solutions like closures of off- or on-ramps.

Mr. Tan responded that staff discussed several different solutions and believed there could be long-term improvements such as potential off-ramp lengthening that could be part of bigger changes.

Member Barz commented that she was inclined to oppose the item due to only insignificant changes being proposed when faced with climate and safety crises in the city. She added that she did not want to invest public dollars in a lane lengthening study and the trade-off for prioritizing vehicle throughput at the expense of everything else was not appealing.

Director Holmes responded that the team was tasked with a exercise focused on vehicular improvements. He added that staff did not recommend off-ramp widening due to dangers like potential double right turns and had worked with Caltrans and SFMTA on increased visibility through streetlights, which was a months' long process due to the complexities of the old signal infrastructure in that area. He continued that partner agencies worked closely together to ensure alignment of signal timing. Director Holmes said that the question of shutting down the off-ramp altogether would be a different study and staff would bring back members' feedback to the team discussions.

Member Barz said she appreciated the extra context but mentioned that a lane



lengthening study was just adding more highway miles.

Director Holmes responded that the purpose of the ramp lengthening was not to add more highway capacity but to get people off the highway and into the off-ramp sooner to prevent a potential rear-end collision.

Member Ford echoed the other members' comments and added that there were not many options to get to Balboa Park BART station by bike, as it was one of the only rights-of-way to get across I-280. She said she did not see suggestions about managing the freeway and asked how to directly address the queuing problem. She also asked, noting the signal timing changes, how long were pedestrians expected to wait for freeway traffic and if the European style signaling system of one car at a time was considered.

Mr. Tan responded that the team talked to Caltrans about different options on the freeway and noted the existing off-ramp did not meet standard Caltrans off-ramp specifications and the San Jose Bridge acted as a bottleneck. He said there would be trade-offs when making changes to the freeway and having to accommodate at least a half mile for vehicle transitions.

Member Ford asked what happened to the 2014 recommendation of closing the northbound on-ramp and turning it into a frontage road. She also asked if the signal cycle would be lengthened.

Mr. Tan responded that staff looked at the frontage road option and determined that it would not work as well for overall traffic circulation and would require additional coordination to account for the near proximity of the BART train tracks and other structural issues. He said the average cycle time at city intersections was 90 seconds and the team had already increased it to 95 seconds during peak hours. He said this was the optimal solution based on the current signal technology.

Director Holmes stated that the team was still evaluating and monitoring the project so member feedback was valuable and timely.

Member Milford-Rosales also echoed CAC member concerns already expressed and said he alternated between biking and taking BART at Balboa station, which was especially difficult after dark. He continued by commenting that there appeared to be lot of bad traffic interactions near major multimodal transfer points, that people transferring should not be in the middle of complicated interchanges for vehicles, and would like any study to take that into account.

Member Margarita also agreed with prior CAC member concerns. She asked if there were engagement efforts with local community members to give their perspective during the planning process, noting low-income housing, childcare facility, and elderly persons located nearby the BART station, some of whom were dependent on walking and may go at a slower pace to get around. She requested that staff engage members of the community and she suggested adding an exit marker line on the freeway a half mile out like at the San Jose Avenue exit to alert drivers earlier to slow down or change lanes.

Director. Holmes responded that community engagement was part of the approval process for the study and noted the freeway line suggestion, which was related to the San Jose Avenue bridge and staff would need to work with Caltrans on that.



Member Margarita suggested providing stipends and free childcare for community input to show people that their feedback and time was valued.

Member Davidson commented that the crosswalks, particularly the one next to City College of San Francisco (City College), at the on-/off-ramps of the Ocean Avenue side, also were dangerous and she was almost hit numerous times at that crosswalk. She noted the entire BART station and anchor institutions like City College and Lick-Wilmerding High School were surrounded by highspeed off-ramps and on-ramps, so it would be remiss to focus only on the Geneva Avenue side when the Ocean Avenue side was also a problem. She echoed Member Barz' request to be bold in prioritizing pedestrian and bicyclist safety, even if it inconvenienced drivers.

Mr. Tan responded that there was a separate I-280 Southbound Ocean Avenue Off-Ramp Realignment project that would turn the free-flow right turn into a T-intersection and install a crosswalk with signal lights.

Member Ortega commented on how similar some of the issues were between the Geneva and Ocean ramps. She said that she avoided the right lane when exiting at San Jose Avenue because there were a lot of drivers that slammed their brakes from a sudden stop on the highway. She said that even though the study came from concern about freeway collisions which drew more attention than street collisions, there were still two dangerous intersections next to critical infrastructure and she avoided having to live near that area. She suggested that, due to the strong committee concerns about the study recommendations, the CAC may want to request additional or bigger studies and asked Chief Deputy Director Maria Lombardo to advise on what options the CAC had beyond a simple vote on the staff recommendation.

Ms. Lombardo said she would respond, but asked through the Chair if she could invite Rachel Hiatt, Deputy Director for Planning, to comment on another study in the area that may help CAC Members decide how to form their next steps.

Director Hiatt explained that the CAC had previously approved a Vision Zero Ramps Phase 3 Study that was funded by a federal Safe Streets for All grant and Prop L, which included both Geneva and Ocean avenues ramps for bold and permanent multimodal transformation. She said that she valued all of the feedback shared by members and that the Vision Zero Ramps study was one of the ways to address the bigger picture concerns. Ms. Hiatt added that the study was in the process of seeking technical/professional support and outreach support services and expected to kick-off outreach in the next quarter.

Member Ortega clarified that she wanted to ensure that members understood what options were available to them in the actions they could take on the item.

Chair Siegal asked Ms. Lombardo if members could break out pieces of the item to vote on or vote with conditions.

Ms. Lombardo answered that members could amend the staff recommendation to express support for just a subset of study recommendations, urge the agency to expedite the Vision Zero Ramps study, etc.

Member Barz commented that she supported near-term but not the mid-term nor long-term recommendations in the study as they didn't ref the concerns voiced by members nor the current state of affairs on city streets. She continued by stating that



she would support an amendment to approve near-term signal and timing changes but not the remainder of the recommendations and that she would like to urge the Transportation Authority to accelerate the Vision Zero Ramps work.

Member Davidson added to the amendment suggestions that the agency should be bold and prioritize pedestrian and cyclist safety, even at the expense of drivers, since the priority should be to save lives.

Chair Siegal asked staff, related to the queuing and speed portion of the presentation, if they thought reducing congestion in the area would decrease severe injury and fatal collisions.

Mr. Tan answered that due to the curve from I-280 traffic north of the exit queue, drivers may not be expecting to slow down or deal with a sudden lane change from a driver within the queue, which led to collision incidents in the area.

Chair Siegal asked if there was a traffic calming measure such as a lower speed limit that could be included in the freeway changes as part of collision prevention rather than speeding up the queue.

Mr. Tan suggested that there could be improved signage on the freeway and staff could work with Caltrans on that.

Director Holmes added that improved signage was part of the consideration for the mid-term ramp lengthening study as well as continued discussions with Caltrans on solutions. He also noted Mr. Tan's previous comment about considering narrowing lane widths on the freeway as another way to calm the speed pattern that was part of the mid-term recommendation.

Member Levine suggested that a solution could be a large, prominent (possibly blinking) sign that told drivers to beware that traffic may back-up and to slow down. He noted the sign on southbound U.S. 101 coming from Marin on Blithedale Avenue was very effective, and suggested this could be duplicated around the Geneva Avenue exit.

Director Holmes said staff would incorporate the suggestion into the study.

There was no public comment.

Member Barz motioned to amend the staff recommendation to approve only the near-term recommendations in the I-280 Northbound Geneva Avenue Off-Ramp Study, to urge Transportation Authority staff to expedite the Vision Zero Ramps Phase 3 Study, and to urge the agency to approach projects through the lens of improving safety for the most vulnerable users and to be bold in developing potential solutions. Member Davidson seconded the amendment.

The amendment of the item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Abstain: Kim (1)

Absent: Daniels (1)

Member Barz moved to approve the motion as amended, second by Member



Davidson. The amended motion was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Abstain: Kim (1)

Absent: Daniels (1)

7. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by \$5,104,102, and Decrease Expenditures by \$9,414,037 and Decrease Other Financing Sources by \$15,000,000 for a Total Net Decrease in Fund Balance of \$1,324,367 – ACTION

Lily Yu, Principal Management Analyst, presented the item per the staff memorandum.

There was no public comment.

Member Ford moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)

8. Vision Zero Overview and Quick-Build Program Update – INFORMATION

Vicente Romero, SFMTA Transportation Planner, presented the item.

Member Barz commented that the presentation should have stated that Vision Zero goals were not met, commended the substance of materials and the commitment to the initiatives, and added the trend and statistics required more context as the number of bicyclist and pedestrian commuters was low. She stated the West Portal incident supported the need for speed safety cameras and asked if Junipero Serra Boulevard, Portola Avenue, or 19th Avenue were considered for the cameras.

Mr. Romero responded that those locations were not part of the final selection. He said SFMTA used crash and injuries data for camera locations. He added there were only 33 cameras for the entire High Injury Network and the cameras required distribution across the city. [Note the authorizing legislation does not allow cameras to be placed on state highways as part of the pilot.]

Member Barz asked if the High Injury Network intersections goal would be achieved by the end of the year.

Mr. Romero responded that one commitment was to cover the whole High Injury Network with safety improvements. He said there were two components including corridor Quick-Build projects and intersection level work for the High Injury miles without corridors. He added the whole High Injury Network would have safety improvements at the corridor or intersection level by 2024. He said this would include all 900 plus intersections referenced in the presentation.

Member Barz commented that it appeared a rate increase would be needed to achieve the Quick-Build and intersection improvements.

Member Milford-Rosales commended the 3rd Street Quick-Build which connected



South of Market and Mission Bay neighborhoods. He asked why the location was selected for a fully protected lane for this Quick-Build and not others in the area. He asked if this was due to engineering reasons or due to local business considerations.

Mr. Romero responded that he would reach out to the project engineers for a response.

Christy Osorio, SFMTA Vision Zero Education Coordinator, affirmed that they would follow up and provide a response to the CAC.

Member Milford-Rosales commented that Vision Zero was adopted in 2014 and the Quick-Build toolkit plan was from 2021. He asked if there were other projects implemented before the toolkit or if it took seven years to develop an approach.

Mr. Romero responded SFMTA implemented a variety of safety improvements, even before 2014, including signal upgrades, mast arms, painted safety zones, pedestrian scrambles, citywide spot treatments, road diets, and stop signs. He said the Quick-Build program was created in 2019 for corridor level improvements before more permanent work took place. He added that there were different dashboards on all the different treatments implemented before and since Vision Zero.

Ms. Osorio reiterated that the Quick-Build program was adopted in 2019 allowing utilization of cheaper materials and flexibility for pilots. She said the development of the toolkit was recent and based on Quick-Build project outcomes.

Mr. Romero added that Quick-Builds allowed SFMTA a way to implement more streamlined safety improvements while continuing work on capital improvements, street safety, and streetscape improvements.

Anna LaForte, Deputy Director for Policy and Programming, added that the High Injury Network was established in 2017 which allowed SFMTA and the Department of Public Health to target limited dollars based on fatalities and injuries data. She continued that Vision Zero went through multiple reiterations since 2013, such as the Walk First Initiative. She said the creation of Quick-Builds in 2019 allowed SFMTA to conduct reversible or near-term, low-cost improvements that could be studied in a pilot manner and added upon or tweaked. She stated that the Transportation Authority was funding the Safe Streets Evaluation program annually and that SFMTA committed to do Quick-Builds on the entire High Injury Network. She added that they recently conducted a study with Fehr & Peers that produced a toolkit on how to achieve this goal.

Member Ford asked how to faster achieve Vision Zero as a city.

Ms. Osorio responded that SFMTA Director of Transportation Jeff Tumlin stated that funding and capacity was needed. She said the Vision Zero Program Manager and/or Department of Transportation would be the appropriate parties to provide the response.

Member Ford directed comments to the SFMTA program manager, asking how much funding was needed and what level of staffing was required to achieve Vision Zero.

Mr. Romero responded that SFMTA wanted to do but was unable to, citing how they pursued speed safety cameras for 10 years and just recently been able to implement a five-year pilot program. He said there were factors such as vehicle size, density, and



policies to achieve Vision Zero that were beyond SFMTA's capacity. He said that substantive funding was needed for streetscapes and capital improvements.

Ms. Lombardo added staff could share with the CAC Director Tumlin's response to a similar question asked at the Board meeting on March 26 meeting.

Member Margarita said she appreciated the graph of the data and asked if there were additional details on the cause of the fatalities, noting that outside circumstances lead to these.

Mr. Romero responded that there was a [dashboard created in 2022](#) available at visionzerosf.org. He said the report, along with a map of fatalities, included additional details that were published 15 days after the occurrence of a crash.

Director LaForte said that the Department of Public Health 2023 fatalities presentation presented to the SFMTA Board Vision Zero Committee at its February meeting that could be shared with the CAC.

Mr. Romero added that the Department of Public Health was additionally working on the 2023 fatalities and injuries reports and these would be available in the following weeks.

Chair Siegal said that the data didn't seem to reflect what SFMTA presented and asked for further explanation on how traffic and fatalities were trending down.

Mr. Romero shared two graphs showing the decrease from 2014. He said there were lower fatalities since Vision Zero and this information would be included in a 10-year retrospective report that would be released in April.

Chair Siegal responded that there was a stop in a steep increase but not a dramatic decrease. She asked for Director Tumlin and the Vision Zero Program Manager give a formal presentation to the CAC. She said she was supportive of Quick-Build work and No Turn on Red, but the spot fixes were not getting the city to Vision Zero. She added that vehicle mode share had increased, and transit mode share had decreased. She asked SFMTA to consider bolder actions such as closing streets to automobiles around major transit hubs.

Member Margarita asked SFMTA to consider people with disabilities for Vision Zero work.

During public comment, Edward Mason said that engineering could not solve the issue as it required modified cultural behavior and consideration for others. He commented that the speed safety cameras had a \$50 citation but did not affect a driver's record.

Roland Lebrun reiterated a comment he made at a prior CAC meeting regarding bus shelters placement to protect waiting passengers from speeding vehicles and include protective barriers. He added that all bus shelters in the city should be evaluated with a different lens to ensure safety.

9. State and Federal Legislation Update – INFORMATION

Martin Reyes, Principal Transportation Planner, suggested that the item could be deferred to the next meeting given the lateness of the hour.

Chair Siegal appreciated Mr. Reyes for waiting and continued the item to the next



meeting.

Other Items

10. Introduction of New Business - INFORMATION

There were no new items introduced.

11. Public Comment

During public comment, Edward Mason commented on commuter buses creating traffic congestion delays on city streets due to lack of ability to traverse city hills. He said one of the drivers noted that no one rode the commuter buses on weekdays, but they still were running, and this was contributing to pollution rather than reducing it.

Roland Lebrun said street closure should be considered in major areas of transportation hubs, citing the recent pedestrian fatality at 4th and King streets. He said Caltrain Townsend station had potential for more people getting killed trying to transfer between transportation modes. He said if 7th Street, between Berry and King streets (around the creek), was closed off to vehicular traffic, Vision Zero would be achieved in that area.

12. Adjournment

The meeting was adjourned at 9:08 p.m.

[this page intentionally left blank]



AGENDA ITEM 4

State Legislation - April 2024

(Updated April 11, 2024)

To view documents associated with the bill, click the bill number link.

Staff is recommending final approval on first appearance of new support and seek amendments positions on Assembly Bill (AB) 1777 (Ting), AB 3061 (Haney), and Senate Bill (SB) 1031 (Wiener, Wahab) as shown in **Table 1**. AB 1777 and AB 3061 are currently on the Transportation Authority’s Watch list. SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab), both of which were previously on our watch list, but will be dropped given consolidation of the bills into SB 1031.

We recommend final approval on first appearance for the three new positions so the Transportation Authority can strategically show support for these bills giving upcoming hearings (see Table 1 below) as we continue to work closely with bill authors and sponsors to provide input on bill language.

Table 2 provides an update on AB 1837 (Papan), which is on the Transportation Authority’s Watch list.

Table 3 shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
<p>Support and Seek Amendments (was previously on Watch list)</p>	<p>AB 1777 Ting D</p>	<p>Autonomous vehicles.</p> <p>AB 1777 would require a manufacturer to certify that, among other things, the autonomous vehicle (AV) is capable of responding to and complying with requirements about communications between the manufacturer and law enforcement officers, emergency responders, and traffic control officers. The bill would address how AVs are expected to comply with California Vehicle Code traffic laws and consequences whenever a vehicle violates those laws. It would require a manufacturer to submit to the Department of Motor Vehicles (DMV) a report summarizes specified activities of the AVs on a quarterly basis. It would authorize the DMV to assess incremental enforcement measures against the manufacturer, including restrictions on geographic area, operating hours, roadway type, speed, or weather conditions.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA) and the City Attorney’s Office. We have proposed substantive language to the Assemblymember’s office to address concerns around AV enforcement, permitting, and data transparency. We understand that amendments to the bill are pending in advance of an April 22 hearing at the Assembly Transportation Committee.</p>



<p>Support and Seek Amendments (was previously on Watch list)</p>	<p>AB 3061 Haney D</p>	<p>Vehicles: Autonomous vehicle incident reporting.</p> <p>AB 3061 would require AV manufacturers to report to the DMV any vehicle collision, traffic violation, or disengagement of the automated driving system. The bill would require these reports to be submitted on a timeline adopted by the DMV and would require publication in an electronic, open, and machine-readable format. It would require the creation and publication of an AV incident form and a form to allow for the aggregate analysis of AV safety by no later than July 1, 2025. The bill would allow the DMV to impose fines for violations of the reporting provisions and could suspend or revoke the testing and deployment permit of any manufacturer while an investigation of any violations is pending. The bill would also authorize members of the public or public entities to submit an AV incident report to the DMV. The bill’s sponsors are the Teamsters and the Consumer Attorneys of California.</p> <p>We have been working closely with the author and bill sponsors on recommendations for legislative requirements that would ensure greater transparency of AV testing and deployment. Our goal is to ensure AV companies are reporting on key safety metrics as well as other metrics such as vehicle miles traveled that would help the DMV and local jurisdictions better understand AVs’ impacts on public roadways. The author has invited Transportation Authority staff to serve as a technical witness at the bill’s April 15 Assembly Transportation Committee hearing.</p>
<p>Support and Seek Amendments</p>	<p>SB 1031 Wiener, Wahab D</p>	<p>San Francisco Bay Area: local revenue measure: transportation improvements.</p> <p>SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab) and replaces their intent language with the first round of substantive amendments. The bill would authorize the Metropolitan Transportation Commission (MTC) to place a regional revenue measure on the ballot as soon as November 2026, assign duties and authorities to the MTC for regional transit network management, require preparation of an assessment and plan for consolidation of Bay Area transit agencies, and modify existing statute related to the Bay Area commute benefits ordinance. Eligible expenditures for the revenue measure include transit transformation (both capital and operating support), safe streets, connectivity, and climate resilience. MTC is the bill’s sponsor.</p> <p>We are working directly with the authors’ offices and participating in MTC’s working group to provide input. The MTC / ABAG Legislation Committee will discuss potential substantive amendments at a meeting on April 12, prior to an April 21 Senate Committee on Transportation hearing. Amendments we are seeking include ensuring that MTC regional network management policies and regulations do not result in any unfunded mandates for transit operators; ensuring that transit operators are fairly represented in the regional network management governance structure; and substantively revising the transit consolidation assessment language to include a clear problem statement and objectives that do not presuppose an outcome, to broadly define consolidation (e.g. from functional consolidation to consolidation of 2 or more operators), and to recognize that consolidation may not be the only or most appropriate solution for each problem. Please refer to the attached slide deck for more information on SB 1031.</p>



AGENDA ITEM 4

Table 2. Notable Updates on Bills in the 2023-2024 Session

Adopted Positions	Bill # Author	Title and Update
Watch	AB 1837 Papan D	<p>San Francisco Bay Area: public transit: Regional Network Management Council.</p> <p>Previously this was an intent bill to encourage coordination and collaboration among Bay Area transit agencies. It has subsequently been amended to create a Bay Area Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies and provide executive guidance on actionable implementation plans to improve Bay Area transit. The bill would require MTC to facilitate the creation of the council as an advisory body.</p> <p>Currently the list of council membership includes the MTC Executive Director and ten transit agency Executive Directors and General Managers. Membership is specified for executives from BART; Caltrain; the Santa Clara Valley Transportation Authority; AC Transit; the Golden Gate Bridge, Highway, and Transportation District; SamTrans; and three other transit operator executives to be appointed by the council in the future. This essentially codifies the membership of MTC's existing Regional Network Management Council, minus the inclusion of a seat for SFMTA. The author has indicated that she is working on language that would also specify a representative from SFMTA. We will keep an eye out for that amendment.</p>

Table 3. Bill Status for Positions Taken in the 2023-24 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 04/10/2024)
Support	SB 532 Wiener D	<p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p> <p>Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.</p>	Assembly Appropriations
	SB 915 Cortese D	<p>Local government: autonomous vehicles.</p> <p>Prohibits an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state.</p>	Senate Local Government Committee



AGENDA ITEM 4

Watch	AB 6 Friedman D	<p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</p> <p>Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.</p>	Senate Transportation
	AB 7 Friedman D	<p>Transportation: planning: project selection processes.</p> <p>Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.</p>	Senate Inactive
	AB 1777 Ting D Recommending support and seek amendments (see Table 1).	<p>Autonomous vehicles.</p> <p>Amended to require AV manufacturers to comply with the Vehicle Code, certify AV capability around interactions with first responders, and provide information that advances transparency. Allows the DMV to suspend, revoke, or impose incremental enforcement measures if these provisions are violated.</p> <p>As reported last month, we are working closely with the author, SFMTA, and the City Attorney's Office, and have proposed substantive language to the Assemblymember's office to address concerns around AV enforcement, permitting, and data transparency.</p>	Assembly Transportation
	AB 1837 Papan D	<p>San Francisco Bay area: public transportation.</p> <p>Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.</p>	Assembly Transportation
	AB 2813 Aguiar-Curry D	<p>Government Investment Act.</p> <p>Details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1 (if approved by voters), requires the California State Auditor to establish best practices for audits, and establishes requirements regarding the appointment and function of a citizens' oversight committee.</p>	Assembly Local Government



AGENDA ITEM 4

	<p>AB 3061 Haney D</p> <p>Recommending support and seek amendments (see Table 1).</p>	<p>Vehicles: Autonomous vehicle (AV) incident reporting.</p> <p>Requires AV manufacturers to report to the California DMV any vehicle collision, traffic violation, or disengagement, and authorizes the DMV to impose fines for violations of the bill’s provisions and suspend testing and deployment permits.</p> <p>As reported last month, we are working closely with the author and have proposed substantive language to the Assemblymember’s office regarding data transparency.</p>	<p>Assembly Transportation</p>
	<p>SB 925 Wiener D</p>	<p>San Francisco Bay area: local revenue measure: transportation improvements.</p> <p>Previously stated an intent to authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network.</p> <p>This bill has been superseded by SB 1031 and has been amended to address legislative review of state agency action.</p>	<p><i>Gutted and amended. Bill to be removed from Watch list.</i></p>
	<p>SB 926 Wahab D</p>	<p>San Francisco Bay area: public transportation.</p> <p>Previously would have required the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies.</p> <p>This bill has been superseded by SB 1031 and has been amended to address the distribution of intimate images.</p>	<p><i>Gutted and amended. Bill to be removed from Watch list.</i></p>

¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature. Bill status at a House’s “Desk” means it is pending referral to a Committee.

Senate Bill 1031

The Connect Bay Area Act



San Francisco
County Transportation
Authority

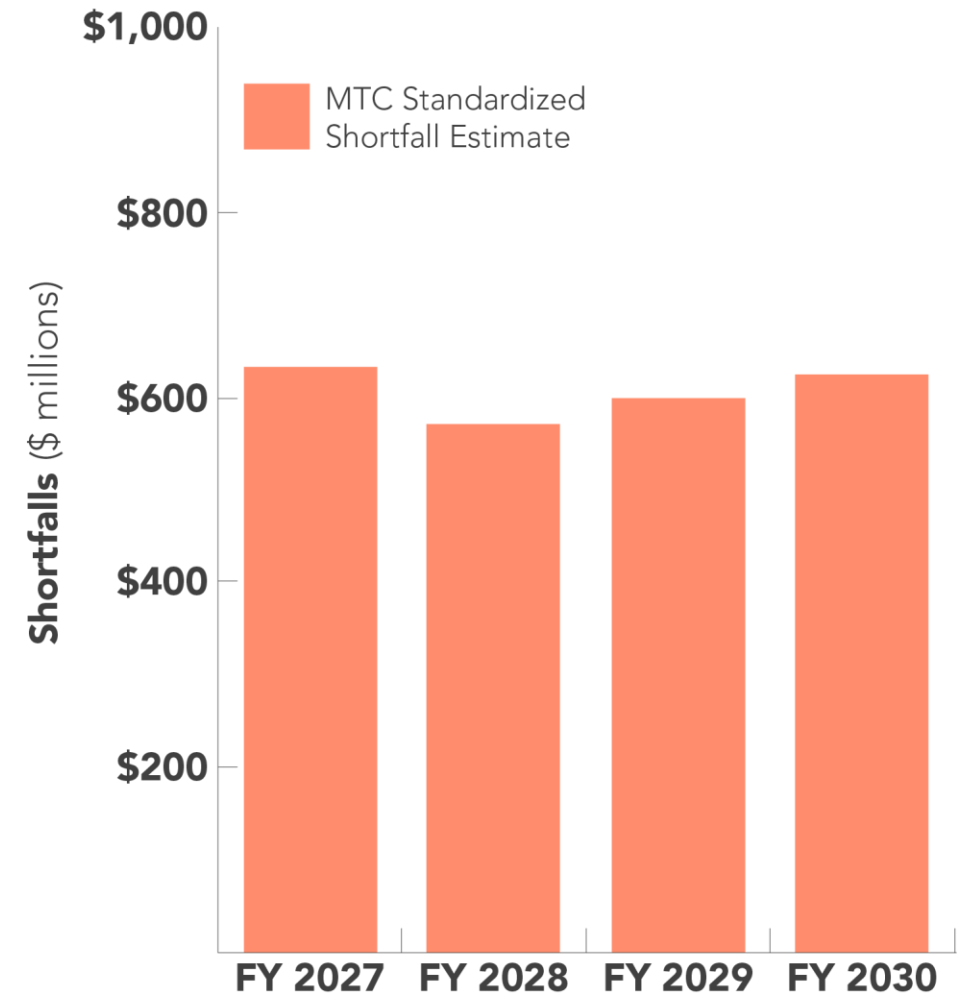
Board — Agenda Item 4
April 16, 2024

Background

COVID-19 pandemic abruptly shifted travel patterns, leading to fiscal challenges for many transit agencies

- The Metropolitan Transportation Commission (MTC) anticipates a standardized operating budget shortfall of about \$600 million for Bay Area transit agencies beginning in Fiscal Year 2027
- In 2023, amendments to the California State Budget Act of 2023 and SB 125 provided short-term transit operating assistance to avoid service cuts

**Bay Area Transit Agency
Projected Shortfalls** (\$ in millions)



Background

- January 2024 – Senator Scott Wiener introduced **Senate Bill 925**, which would have authorized MTC to place a transportation revenue measure on the ballot as early as 2026 to fund transportation network operations and improvements
- Senator Aisha Wahab introduced **Senate Bill 926** which would have required the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies

Background

- In March 2024, Senators Wiener and Wahab announced **Senate Bill 1031**, the Connect Bay Area Act, which combined SB 925 and SB 926 into a single bill



Senate Bill 1031 Overview

Major Components

1. Authorizes regional measure via MTC or qualified voter initiative with provisions for types and uses of revenue
2. Designates MTC with transit Regional Network Management (RNM) responsibilities for Bay Area transit services
3. Requires assessment of and a plan for consolidation of Bay Area transit agencies
4. Modifies existing Bay Area Transportation Demand Management statute with key changes subject to voter approval

Language is not final; future substantive amendments are expected.

1. Revenue Measure

- Authorizes placement of a measure on ballot for the nine Bay Area counties (or a subset) by MTC or via qualified voter initiative no sooner than November 2026
- Authorizes sales, payroll, and parcel taxes and vehicle registration fees
- Must be used for:
 - a. Transit Transformation (\$750 million minimum annually for operations and customer-facing capital projects)
 - b. Safe Streets
 - c. Connectivity
 - d. Climate Resilience

2. Regional Network Management (RNM)

- Assigns authorities to MTC as the Regional Network Manager to create a seamless transit experience in the Bay Area. Allows MTC to condition existing and new funding based on compliance with RNM policies.
- RNM activities cover:
 - Coordination of fares (including fare payment and fare integration)
 - Schedules
 - Mapping and wayfinding
 - Real-time transit information
 - Other customer-facing operating policies

3. Transit Consolidation Assessment and Plan

- California State Transportation Agency (CalSTA) must work with a transportation institute to complete an assessment of consolidation for Bay Area transit agencies by January 2026
- Must complete a plan for consolidation by January 2027
- Consolidation broadly defined, includes combining agency staffs, replacing multiple boards with a unified governing board, and creating umbrella structures

Note: Senator Wahab has indicated that amendments will be made, such as ensuring that bill language does not presuppose what the findings of the assessment would be.

4. Transportation Demand Management

Amends existing law authorizing the Bay Area Air Quality Management District and MTC to jointly adopt a commute benefit ordinance

- Adds an option for Bay Area employers to purchase a regional transit pass for employees to meet existing ordinance requirements
- Subject to voter approval as part of a future revenue measure, would require an employer with 50+ employees in proximity to transit to purchase regional transit passes for its employees

Recommendation to Support and Seek Amendments

Strategically demonstrate early support while continuing conversations with authors and sponsor regarding desired amendments

High priority amendments include:

- MTC Regional Network Management (RNM) policies and requirements shall keep transit operators financially whole and not require service cuts.
- Transit operators shall be fairly represented in the RNM governance structure, bringing in their 'boots on the ground' expertise and recognizing their financial and other duties as transit agencies.
- Transit consolidation study should not presuppose the outcome, should broadly define consolidation, and should recognize that consolidation may not be the best solution to any given problem

Topics for Further Discussion

Active conversations with the authors, MTC, and stakeholders on the following topics are anticipated to help shape future amendments

- Return to source/fair geographic distribution
- Process for counties to opt out of revenue ballot measure
- Highway capacity project eligibility
- Financial guardrails for transit operators related to impacts of Regional Network Management activities on agency operating budgets
- Regional Network Management governance
- Transportation Demand Management ordinance

SB 1031 Upcoming Senate Hearings

- April 23 - Senate Transportation Committee hearing
- April 24 - Senate Revenue and Taxation Committee hearing

We will provide monthly updates to the Board via state and federal legislation agenda items and will continue to support our MTC Commissioners.

Thank you.

Martin Reyes

martin.reyes@sfcta.org

415-522-4824 office



San Francisco
County Transportation
Authority



sfcta.org/stay-connected



RESOLUTION ADOPTING SUPPORT AND SEEK AMENDMENT POSITIONS ON ASSEMBLY BILL (AB) 1777 (TING), AB 3061 (HANEY), AND SENATE BILL 1031 (WIENER, WAHAB)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the federal and state legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support and seek amendments positions on AB 1777 (Ting), AB 3061 (Haney), and Senate Bill (SB) 1031 (Wiener), as shown in Attachment 1, Table 1; and

WHEREAS, Staff recommended that the Board adopt the new positions on their first appearance so the Transportation Authority can strategically show support for these bills given state legislative hearings scheduled this month as staff continue to work closely with bill authors and sponsors to provide input on bill language; and

WHEREAS, At its April 16, 2024, meeting, the Board reviewed and discussed AB 1777 (Ting), AB 3061 (Haney), and SB 1031 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support and seek amendments positions on AB 1777 (Ting), AB 3061 (Haney), and SB 1031 (Wiener); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - April 2024

[this page intentionally left blank]



Memorandum

AGENDA ITEM 5

DATE: March 28, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 4/16/2024 Board Meeting: Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,600,000 in Prop L funds to San Francisco Public Works (SFPW), with conditions, for:</p> <ol style="list-style-type: none"> Various Locations Pavement Renovation No. 62 (\$1,600,000) <p>Allocate \$1,200,000 in Prop AA funds to SFPW for:</p> <ol style="list-style-type: none"> Oakdale Lighting Improvements Project Phase 1 (\$1,200,000) <p>SUMMARY</p> <p>Attachment 1 lists the two requests. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. SFPW staff will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is



attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$1,600,00 in Prop L funds and \$1,200,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L and Prop AA Fiscal Year 2023/24 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year 2023/24 annual budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its March 27, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L and Prop AA Allocation Summaries - FY 2023/24
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	15	SFPW	Various Locations Pavement Renovation No. 62	\$ 1,600,000		\$ 7,047,000	95%	77%	Construction	3, 5, 6
Prop AA	Ped	SFPW	Oakdale Lighting Improvements Phase 1		\$ 1,200,000	\$ 1,200,000	NA	0%	Construction	10
TOTAL				\$ 1,600,000	\$ 1,200,000	\$ 8,247,000				

Footnotes

¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline including: Street Resurfacing, Rehabilitation, and Maintenance or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFPW (San Francisco Public Works)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
15	SFPW	Various Locations Pavement Renovation No. 62	\$ 1,600,000	\$ -	Requested Prop L funds will fund the demolition and pavement renovation of 34 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within the project limits. SFPW expects that the full scope of the project will be open for use by March 2026. See the attached Allocation Request Form for the list and map of locations included in this request.
Ped	SFPW	Oakdale Lighting Improvements Phase 1	\$ -	\$ 1,200,000	The Prop AA funds requested will replace fixtures and arms on 16 existing street lights and install 9 new roadway-scale street lights on Oakdale Avenue between 3rd Street and Phelps Street. The project also includes related work such as electrical conduit, electrical services, and sidewalk restoration. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan, adopted in 2020. This project will make walking more inviting and safe along this important thoroughfare. SFPW expects that the project will be open for use by June 2025.
TOTAL			\$1,600,000	\$1,200,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
15	SFPW	Various Locations Pavement Renovation No. 62	\$ 1,600,000	\$ -	Special Condition: The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,600,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
Ped	SFPW	Oakdale Lighting Improvements Phase 1	\$ -	\$ 1,200,000	
TOTAL			\$ 1,600,000	\$ 1,200,000	

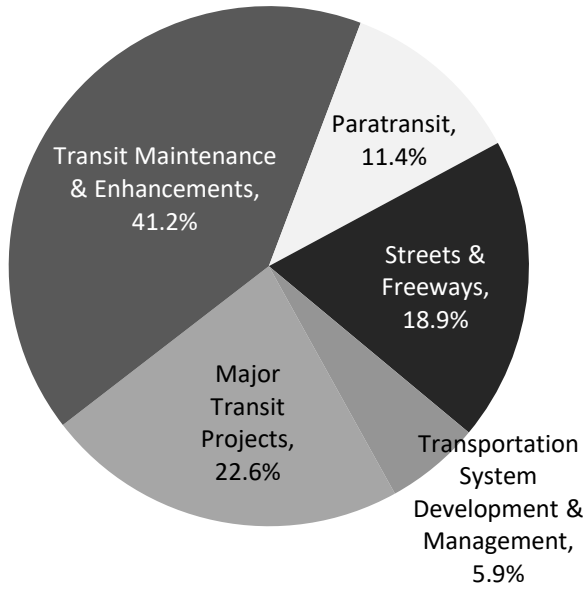
¹ See Attachment 1 for footnotes.

Attachment 4: Prop L Summary - FY2023/24

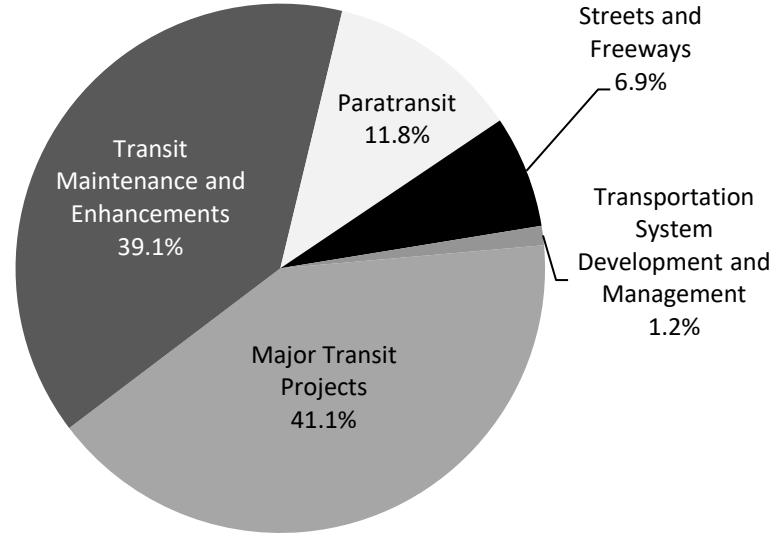
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 87,245,955	\$ 14,233,965	\$ 21,109,655	\$ 32,584,866	\$ 15,242,469
Current Request(s)	\$ 1,600,000	\$ -	\$ 1,070,000	\$ 530,000	\$ -
New Total Allocations	\$ 88,845,955	\$ 14,233,965	\$ 22,179,655	\$ 33,114,866	\$ 15,242,469

The above table shows maximum annual cash flow for all FY 2023/24 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

Prop L Expenditure Plan



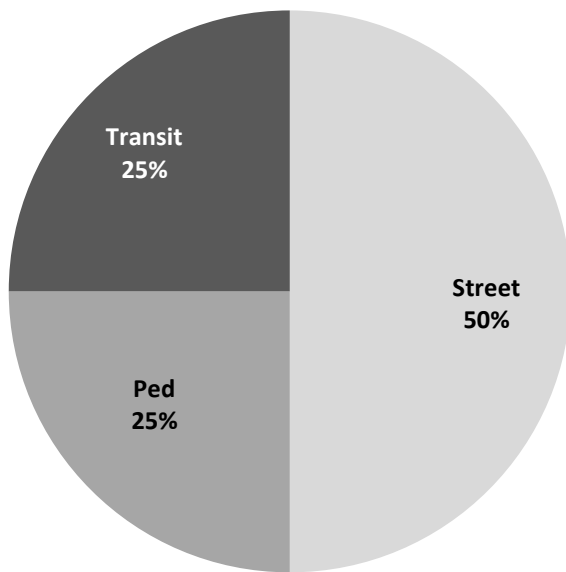
Prop L Investments To Date (Including Pending Allocations)



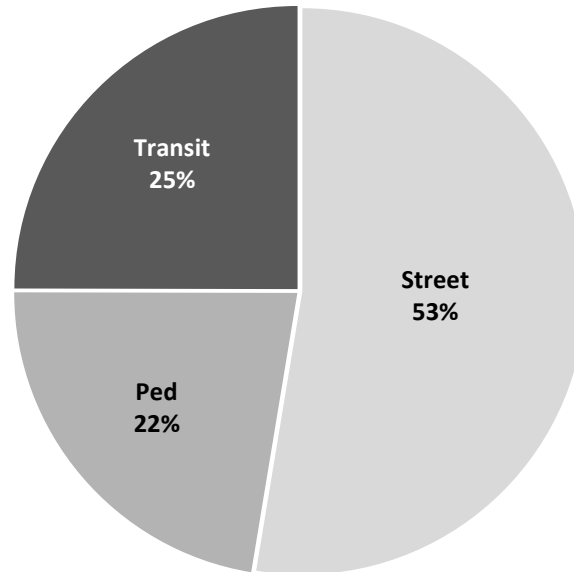
PROP AA VEHICLE REGISTRATION FEE					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,200,000	\$ -	\$ 900,000	\$ 300,000	\$ -
New Total Allocations	\$ 1,500,000	\$ 300,000	\$ 900,000	\$ 300,000	\$ -

The above table shows total cash flow for all FY 2023/24 allocations approved to date, along with the current recommended allocation(s).

Prop AA Expenditure Plan



Prop AA Investments To Date



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Street Resurfacing
Current PROP L Request:	\$1,600,000
Supervisorial Districts	District 03, District 05, District 06

REQUEST

Brief Project Description

The Prop L funds requested will fund the paving scope of work which includes demolition and pavement renovation of 34 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits.

Detailed Scope, Project Benefits and Community Outreach

Public Works (DPW) requests FY 2023/24 Prop L funds for the construction phase of the Various Locations Pavement Renovation No. 62 project. The Prop L funds requested will fund the paving scope of work which includes demolition and pavement renovation of 34 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits.

The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City.

DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50's.

Project candidates:

- 1st St from Folsom St to Harrison St - 3 Blocks
- Cyril Magnin St from 5th St to Eddy St - 1 Block
- Ellis St from Taylor St to Jones St - 1 Block
- Grove St from Larkin St to Van Ness Ave - 2 Blocks
- Harrison St from 5th St to 6th St, 9th St to 10th St - 6 Blocks
- Jessie St from Annie St to 3rd St, Mint Plz to 6th St - 2 Blocks
- Larkin St from McAllister St to OFarrell St - 7 Blocks

52

Main St from Folsom St to Bryant St - 2 Blocks

Mason St from Ellis St to OFarrell St, Sutter St to Bush St - 2 Blocks

Post St from Grant Ave to Stockton St, Taylor St to Leavenworth St - 6 Blocks

Rincon St from Bryant St to Federal St - 1 Block

Stevenson St from Annie St to 3rd St - 1 Block

All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

Project Location

Project Locations in District 3, 5, and 6 (see details in Scope)

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,600,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2027

SCHEDULE DETAILS

Through the project's coordination process, there are no other known projects and/or scopes of work other than sewer rehabilitation project with PUC.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-215: Street Resurfacing	\$0	\$1,600,000	\$0	\$1,600,000
Certificates of Participation (COP)	\$0	\$5,447,000	\$0	\$5,447,000
Phases In Current Request Total:	\$0	\$7,047,000	\$0	\$7,047,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,600,000	\$0	\$1,600,000
Certificates of Participation (COP)	\$0	\$5,447,000	\$0	\$5,447,000
Highway Users Tax (HUTA)	\$0	\$0	\$550,000	\$550,000
Funding Plan for Entire Project Total:	\$0	\$7,047,000	\$550,000	\$7,597,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$550,000		SFPW Estimate to Complete
Construction	\$7,047,000	\$1,600,000	95% Engineer's Estimate
Operations	\$0		
Total:	\$7,597,000	\$1,600,000	

% Complete of Design:	95.0%
As of Date:	11/15/2023
Expected Useful Life:	15 Years

**San Francisco County Transportation Authority
Prop L/Prop AA/TNC Tax Allocation Request Form**

MAJOR LINE ITEM BUDGET - VARIOUS LOCATIONS PAVEMENT RENOVATION NO. 62

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Traffic Control/Pavement Markings	\$ 535,000				\$ 535,000
Planing	\$ 740,000				\$ 740,000
Asphalt Concrete	\$ 1,350,000				\$ 1,350,000
Concrete Base/Pavement	\$ 1,360,000				\$ 1,360,000
Concrete Curb and Curb Ramps	\$ 370,000				\$ 370,000
Concrete Sidewalk	\$ 37,000				\$ 37,000
Hydrant and Watermain Valve Box	\$ 59,000				\$ 59,000
Pull Box/Adjust Manhole	\$ 1,000				\$ 1,000
Culvert and Catch Basin Inlets	\$ 35,000				\$ 35,000
Tree Guard	\$ 3,000				\$ 3,000
Mobilization/Demobilization	\$ 340,000				\$ 340,000
OCS Related Items	\$ 350,000				\$ 350,000
Allowance for Partnering Req and Fees	\$ 40,000				\$ 40,000
Subtotal	\$ 5,220,000				\$ 5,220,000
2. Construction Management/Support	\$ 1,305,000	25%	\$ 1,050,000	\$ 255,000	
3. Contingency	\$ 522,000	10%			
TOTAL CONSTRUCTION PHASE	\$ 7,047,000		\$ 1,050,000	\$ 255,000	\$ 5,220,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,600,000	Total PROP L Recommended	\$1,600,000

SGA Project Number:	215-908002	Name:	Various Locations Pavement Renovation No. 62
Sponsor:	Department of Public Works	Expiration Date:	03/31/2027
Phase:	Construction	Fundshare:	22.7%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-215	\$1,070,000	\$530,000	\$1,600,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due July 2024) SFPW shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,600,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	77.3%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	78.94%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,600,000
--------------------------------	-------------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Edmund Lee	Victoria Chan
Title:	Project Manager	Principal Administrative Analyst
Phone:	555-5555	(415) 205-6316
Email:	edmund.lee@sfdpw.org	victoria.w.chan@sfdpw.org

Various Locations Pavement Renovation No 62
Project Location Candidates

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	BOS
01ST ST	FOLSOM ST	GUY PL	6
01ST ST	GUY PL	LANSING ST	6
01ST ST	LANSING ST	HARRISON ST \ I-80 E ON RAMP	6
CYRIL MAGNIN ST	05TH ST \ MARKET ST	EDDY ST	3
ELLIS ST	TAYLOR ST	JONES ST	5
GROVE ST	LARKIN ST	DR CARLTON B GOODLETT PL \ POLK ST	5
GROVE ST	DR CARLTON B GOODLETT PL \ POLK ST	VAN NESS AVE	5
HARRISON ST	05TH ST \ I-80 W OFF RAMP	MERLIN ST	6
HARRISON ST	MERLIN ST	OAK GROVE ST	6
HARRISON ST	OAK GROVE ST	MORRIS ST	6
HARRISON ST	MORRIS ST	06TH ST	6
HARRISON ST	09TH ST	DORE ST	6
HARRISON ST	DORE ST	10TH ST	6
JESSIE ST	ANNIE ST	03RD ST	6
JESSIE ST	MINT PLZ \ MINT ST	06TH ST	6
LARKIN ST	MCALLISTER ST	GOLDEN GATE AVE	5
LARKIN ST	GOLDEN GATE AVE	TURK ST	5
LARKIN ST	TURK ST	EDDY ST	5
LARKIN ST	EDDY ST	WILLOW ST	5
LARKIN ST	WILLOW ST	ELLIS ST	5
LARKIN ST	ELLIS ST	OLIVE ST	5
LARKIN ST	OLIVE ST	OFARRELL ST	5
MAIN ST	FOLSOM ST	HARRISON ST	6
MAIN ST	HARRISON ST	BRYANT ST	6
MASON ST	ELLIS ST	OFARRELL ST	5
MASON ST	SUTTER ST	BUSH ST	3
POST ST	GRANT AVE	STOCKTON ST	3
POST ST	TAYLOR ST	TRADER VIC ALY	3
POST ST	TRADER VIC ALY	SHANNON ST	3
POST ST	SHANNON ST	OPHIR ALY	3
POST ST	OPHIR ALY	JONES ST	3
POST ST	JONES ST	LEAVENWORTH ST	3
RINCON ST	BRYANT ST	FEDERAL ST	6
STEVENSON ST	ANNIE ST	03RD ST	6

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	\$1,200,000
Supervisory District	District 10

REQUEST

Brief Project Description

The project will replace fixtures and arms on 16 existing street lights and install 9 new roadway-scale street lights along with appurtenance installation and related work, such as electrical conduit, electrical services, sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan, adopted in 2020. This project will make walking more inviting and safe along this important thoroughfare.

Detailed Scope, Project Benefits and Community Outreach

The project will replace fixtures and arms on 16 existing street lights and install 9 new roadway-scale street lights along with appurtenance installation and related work, such as electrical conduit, electrical services, sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. This is a a busy thoroughfare in the Bayview District.

Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan (CBTP), adopted in 2020. The Bayview CBTP engaged over 4,000 residents during a 2-year planning period and worked in paid partnership with five community based organizations to engage residents typically excluded from the planning process. The Bayview CBTP received the “Advancing Diversity and Social Change” national award from the American Planning Association in the summer of 2021.

In 2022, SFCTA programmed \$1,650,000 in Prop AA funds for the construction phase of this project to install ~50 new street/pedestrian-scale street lights on Oakdale, between 3rd Street and Phelps St. Through the design phase, which was funded by Prop AA, SFPW conducted a photometric analysis and found it was able to retain the existing light poles with upgraded fixtures and add 9 streetlights to reduce the spacing to bring the lighting level up. Based on the photometric analysis, SFPW concluded that additional pedestrian or roadway scale lighting beyond the current proposed scope may cause some sidewalk/roadway areas overlit. The current proposed scope is estimated to cost \$1,200,000 and is the most cost-effective design that complies with the original intent of improving pedestrian lighting, as well as streetlight standards/regulations. Commissioner Walton's office is supportive of

moving forward the proposed construction project.

Project Location

Oakdale Avenue (3rd Street - Phelps Street)

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP AA Amount	\$1,650,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Oct-Nov-Dec	2023
Advertise Construction	Apr-May-Jun	2024		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$1,200,000	\$0	\$1,200,000
Phases In Current Request Total:	\$0	\$1,200,000	\$0	\$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$1,200,000	\$324,000	\$1,524,000
Funding Plan for Entire Project Total:	\$0	\$1,200,000	\$324,000	\$1,524,000

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$324,000		Actual costs
Construction	\$1,200,000	\$1,200,000	Engineer's estimate at 100% design
Operations	\$0		
Total:	\$1,524,000	\$1,200,000	

% Complete of Design:	100.0%
As of Date:	01/31/2024
Expected Useful Life:	50 Years

**San Francisco County Transportation Authority
Prop L/Prop AA/TNC Tax Allocation Request Form**

MAJOR LINE ITEM BUDGET - OAKDALE LIGHTING IMPROVEMENTS

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
General Work Items (WI)	\$ 180,000			\$ 180,000
Sidewalk/Curb Ramp Related WI	\$ -			\$ -
Sewer Related WI	\$ -			\$ -
Structural Related WI	\$ -			\$ -
Electrical Related WI	\$ 600,000			\$ 600,000
Water Related WI	\$ -			\$ -
Subtotal	\$ 780,000			\$ 780,000
3. Construction Management/Support	\$ 280,000	36%	\$ 280,000	
4. Other Direct Costs (e.g. SFMTA traffic routing support)	\$ 25,000	3%	\$ 25,000	
5. Contingency	\$ 115,000	15%	\$ 115,000	
TOTAL CONSTRUCTION PHASE	\$ 1,200,000		\$ 420,000	\$ 780,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$1,200,000	Total PROP AA Recommended	\$1,200,000

SGA Project Number:	724-208059	Name:	Oakdale Lighting Improvements Phase 1 (Construction)
Sponsor:	Department of Public Works	Expiration Date:	06/30/2026
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP AA EP-702	\$900,000	\$300,000	\$1,200,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first QPR (July 2024), Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; and upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP L
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$1,200,000
---------------------------------	-------------

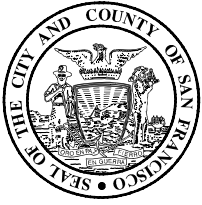
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Carol Huang	Victoria Chan
Title:	Project Manager	Principal Administrative Analyst
Phone:	(628) 271-2153	(415) 205-6316
Email:	carol.huang@sfdpw.org	victoria.w.chan@sfdpw.org



OAKDALE LIGHTING IMPROVEMENTS

SOURCING EVENT ID: 000008045



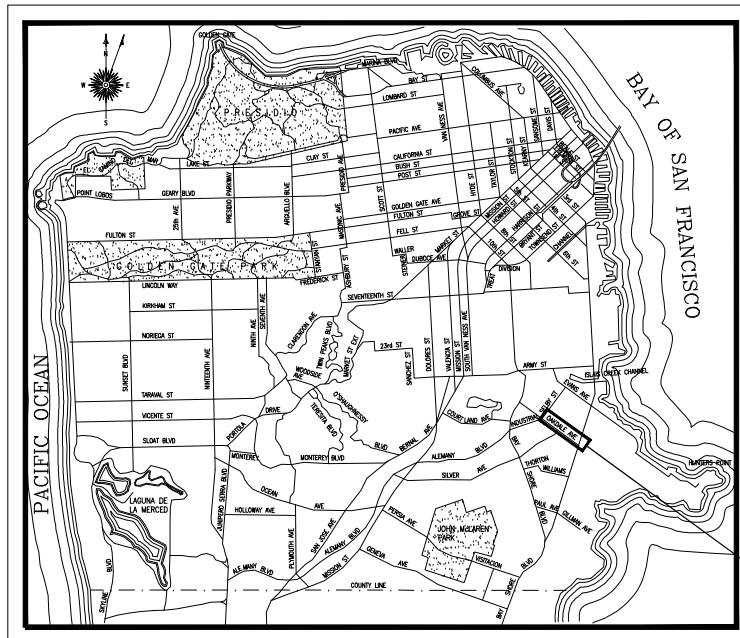
City and County of San Francisco
 London Breed, Mayor
 Carla Short, Director

Public Works
 Infrastructure Design & Construction

Albert Ko, PE
 City Engineer & Deputy Director



STREET VIEW - OAKDALE AVENUE AND 3RD STREET



LOCATION MAP



REQUIREMENTS TO BIDDERS

- IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.
 - AT THE TIME OF AWARD, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE OR C-10 ELECTRICAL CONTRACTOR'S LICENSE.
- SIGNAGE REQUIREMENTS
- REFER TO SPECIFICATION 01 50 00 FOR SIGNAGE REQUIREMENTS

Bid Set: JANUARY, 2024

<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>APP.</th> </tr> </thead> <tbody> <tr> <td colspan="5">TABLE OF REVISIONS</td> </tr> <tr> <td colspan="5">THIS DRAWING WAS LAST MODIFIED: 01/31/24 12:50, BY: Bkph</td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION	BY	APP.	TABLE OF REVISIONS					THIS DRAWING WAS LAST MODIFIED: 01/31/24 12:50, BY: Bkph					REFERENCE INFORMATION & FILE NO. OF SURVEYS 	BUREAU OF ENGINEERING CITY & COUNTY OF SAN FRANCISCO SAN FRANCISCO PUBLIC WORKS 49 SOUTH VAN NESS AVENUE, SUITE 800 SAN FRANCISCO, CA 94103	Section Mgr: <i>Chi Yao</i> CHI YAO 02/01/2024 Deputy Bureau Mgr: <i>Denise</i> DENISE DHAPA 02/02/2024 Bureau Mgr: <i>Paul Rivera</i> PAUL RIVERA 02/02/2024	Date: 02/01/2024 DESIGNED: BR/NK 01/2024 DRAWN: BC/NK 01/2024 CHECKED: GL/JS 01/2024	SCALE: NONE SHEET OF SHEETS: 1 OF 9	SOURCING EVENT ID: 000008045 DRAWING NO: G-1 FILE NO: 121.706 REV. NO: 0
NO.	DATE	DESCRIPTION	BY	APP.																		
TABLE OF REVISIONS																						
THIS DRAWING WAS LAST MODIFIED: 01/31/24 12:50, BY: Bkph																						

Drawing Path: \\S:\2024\000008045\Design\Working\Drawings\CELL\Cover\121706-G-1 COVER SHEET.dwg, Logon: Bkph

INDEX OF DRAWINGS

DWG NO.	REV	FILE NO.	TITLE
GENERAL PLANS			
G-1	0	121,706	COVER PAGE
G-2	0	121,707	INDEX OF DRAWINGS
STREET LIGHTING PLANS			
E-0.1	0	121,708	STREET LIGHT SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES
E-0.2	0	121,709	STREET LIGHT LIGHTING FIXTURE SCHEDULE
E-1.0	0	121,710	STREETLIGHTING PLAN OAKDALE AVENUE PHELPS ST TOWARDS NEWHALL ST
E-2.0	0	121,711	STREETLIGHTING PLAN OAKDALE AVENUE NEWHALL ST TO 3RD ST
E-3.0	0	121,712	STREETLIGHTING PLAN OAKDALE AVENUE 3RD ST TO LANE ST (1 OF 2)
E-4.0	0	121,713	STREETLIGHTING PLAN OAKDALE AVENUE 3RD ST TO LANE ST (2 OF 2)
EXISTING PAVEMENT MARKING PLANS			
T-1.0	0	121,714	EXISTING PAVEMENT MARKINGS OAKDALE AVENUE PHELPS ST TO LANE ST

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:35, BY: Bkpph				

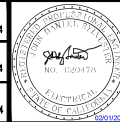
REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Section Mgr:	<i>Chi Sao</i>	CHI SAO	Date:	02/01/2024
Deputy Bureau Mgr:	<i>Iqbal Dhapa</i>	IQBAL DHAPA	Date:	02/02/2024
Bureau Mgr:	<i>Paul Rivera</i>	PAUL RIVERA	Date:	02/02/2024

DESIGNED:	BR/NK	DATE:	01/2024
DRAWN:	BC/NK	DATE:	01/2024
CHECKED:	GL/JS	DATE:	01/2024



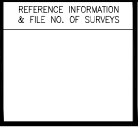
SCALE:
 NONE

OAKDALE LIGHTING IMPROVEMENTS
 INDEX OF DRAWINGS

SOURCING EVENT ID:	0000008045
DRAWING NO.:	G-2
FILE NO.:	121,707
REV. NO.:	0

SYMBOLS			ABBREVIATIONS			GENERAL NOTES		
NEW	EXISTING	R/C UON						
			CONDUIT HOT DIP GALVANIZED RIGID STEEL CONDUIT UNDERGROUND FOR STREET LIGHTING	AT&T	AT&T, INC.	<ol style="list-style-type: none"> THESE ELECTRICAL PLANS ARE DIAGRAMMATIC AND ARE CORRECT FOR GENERAL DESIGN ONLY. THE EXACT LOCATIONS OF EQUIPMENT & APPURTENANCES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AND LANDSCAPE ARCHITECT. THIS IS A GENERAL LEGEND. NOT ALL SYMBOLS ARE USED. RESTORE SIDEWALK TO MATCH EXISTING SIDEWALK THAT ARE AFFECTED BY THIS PROJECT. ALL UTILITY PULL BOXES AND VAULTS WITHIN THE SIDEWALK THAT ARE AFFECTED BY THIS PROJECT SHALL BE ADJUSTED TO NEW GRADE. CONTRACTOR SHALL BE RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING TELEPHONE, CATV, TRAFFIC SIGNALS AND INTERCONNECT CONDUITS, AND FACILITIES ADJACENT TO WORK AREA. THESE FACILITIES INCLUDE BUT NOT LIMITED TO THE FOLLOWING: TREES, LANDSCAPING, HYDRANTS, UTILITY POLES. VERIFY LIMITS OF SUB-SIDEWALK BASEMENTS BEFORE SAWCUTTING AND EXCAVATION WORK. VERIFICATION OF SUB-SIDEWALK BASEMENT AND ITS LIMITS ARE INCIDENTAL WORK. PROVIDE 1/4" PULL ROPE AND CAP FOR ALL EMPTY PVC OR GRSC FIELD CONDUITS. CONTACT THE FOLLOWING FOR CITY AGENCY COORDINATION: STREET LIGHTS: STREETLIGHTS@SFWATER.ORG STREET TREES: URBANFORESTRY@SFPW.ORG DAS SITES: DAS@SFWATER.ORG (INCLUDE TO: PANISA POLPATTANA AT PPOLPATTANA@SFWATER.ORG) REPLACE ALL EXISTING BROKEN PULL BOX AND COVER WITHIN LIMITS OF WORK. ALL SL CONDUITS SHALL BE GRSC AND IN SIDEWALK, UON. ALL NEW AND EXISTING BOXES IMPACTED BY THIS CONTRACT SHALL BE CLEAN OF DEBRIS. EXISTING CONDUIT IS TO BE ABANDONED, THE CONDUIT SHALL BE R/C IF IT IS EXPOSED, OTHERWISE R/C CONDUIT 3' BELOW GRADE AND CAP THE ENDS. CONDUITS EXTENDING THROUGH THE PULL BOX THAT ARE TO BE ABANDONED, THE CONDUIT SHALL CUT OFF SO THAT IT WILL NOT PROTRUDE BEYOND THE PULL BOX; AND THE CONDUIT ENDS SHALL BE CAPPED. NO EXPOSED CONDUITS. U.O.N. COORDINATE WITH RESIDENT ENGINEER TO LAYOUT CONTRACT CURB LOCATIONS PRIOR TO POLE, PULL BOX, AND FOUNDATION CONSTRUCTION. PROTECT EXISTING CURB RAMPS NOT SHOWN ON THE PLANS BY RUNNING CONDUITS AROUND THEM. EXISTING CURB RAMPS DAMAGED DURING CONSTRUCTION SHALL BE RESTORE BY THE CONTRACTOR AT THEIR EXPENSE. PROVIDE TEMPORARY POLE BASE MOUNTED LIGHTING FOR PEDESTRIAN AND VEHICULAR SAFETY IF THERE IS CONFLICT WITH EXISTING AND/OR NEW LIGHTING IN THE LIMIT OF WORK. TEMPORARY LIGHTING SOURCE SHALL BE TAP FROM THE NEAREST EXISTING SOURCE. ALL EXISTING STREETLIGHT TO BE MAINTAINED THROUGHOUT THE PROJECT DURATION. EXISTING STREETLIGHTS TO BE REMOVED AFTER THE NEW STREETLIGHT ARE TESTED AND APPROVED. ANY FIXTURE OR POLE THAT ARE R/C OR R/S, THE WIRING SHALL BE R/C BACK TO THE STREETLIGHT BOX, UON, AND MAINTAIN EXISTING CONTINUITY OF CIRCUIT TO ADJACENT FIXTURE. EXISTING ELECTRICAL WIRING WHICH WILL NOT BE MADE OBSOLETE AND WILL BE DISTURBED DUE TO CONSTRUCTION CHANGES REQUIRED BY THIS CONTRACT SHALL BE RESTORED TO OPERATING CONDITION AS REQUIRED AND/OR DIRECTED. WHERE REQUIRED, SHOWN AND/OR DIRECTED, CONDUIT RUNS SHALL BE RELOCATED. IN SOME CASES, IT MAY BE NECESSARY TO EXTEND CONDUITS AND PULL IN NEW WIRING OR INSTALL JUNCTION BOXES AND SPLICE IN NEW WIRING OR REPLACE OLD WIRING WITH NEW. COORDINATE WITH OTHER DISCIPLINES DRAWINGS TO RESOLVE ALL CONFLICTS PRIOR TO INSTALLING ANY ELECTRICAL WORK. PRIOR TO START OF ELECTRICAL WORK, CONTRACTOR TO FIELD INVESTIGATE THE EXISTING ELECTRICAL CIRCUIT. RECONNECT ALL EXISTING TRAFFIC SIGNAL AND STREETLIGHT SERVICES WHICH MAY HAVE BEEN INTERRUPTED DUE TO RENOVATION. RESTORE ALL ELECTRICAL SERVICES AND WIRING TO EXISTING CONDITIONS. INCLUDING THE ADJACENT FIXTURE OUTSIDE LIMIT OF WORK AS INCIDENTAL COST. ALL STREETLIGHTS SHALL HAVE 10A FUSE AND STREETLIGHT SERVICE SHALL HAVE 40A FUSE. R/C ALL FOUNDATION 36" BELOW GRADE, POLE, FIXTURE, AND LUMINAIRE ARM UNLESS OTHERWISE NOTED. REFER TO STRUCTURAL DRAWINGS FOR STREETLIGHT POLE FOUNDATIONS. STREETLIGHT POLES INSTALLED ON TRUNCATED DOME SHALL HAVE 1" CONCRETE FLAG AROUND THE BASE COVER OR BASE PLATE. STREETLIGHT PULL BOXES SHALL HAVE CONCRETE BOLT DOWN LID WITH TAMPER PROOF BOLTS AND BE WITHIN 5 FEET OF STREETLIGHT POLE U.O.N. TOUCH UP ANY NEW POLES AND/OR EQUIPMENT MOUNTING THAT IS EXPOSED/RUSTED WITH RUST-OLEUM PAINT OR APPROVED EQUAL TO PREVENT CORROSION. STREETLIGHTS INSTALLED IN SPECIAL PAVEMENT AREA SHALL HAVE 3X3' CONCRETE FLAG AROUND POLE BASE AND STREETLIGHT PULL BOX. ANY EXCEPTION WILL NEED TO BE COORDINATED WITH SFPUC. 		
			INTERCEPT EXISTING CONDUIT WITH NEW CONDUIT. MATCH EXISTING CONDUIT SIZE AND TYPE. "X" INDICATES PULLBOX OR COUPLING PER PLAN	BSCW	BARE STRANDED COPPER WIRE			
			R/C (E) POLE, R/C (E) FOUNDATION F/I (N) POLE AND FOUNDATION IN PLACE	BLHP	BUREAU OF LIGHT, HEAT, AND POWER			
			STREET LIGHT POLE WITH FOUNDATION	BUF	BUREAU OF URBAN FORESTRY			
			MUNI POLE	C	CONDUIT			
			R/C (E) MUNI POLE AND FOUNDATION F/I (N) MUNI POLE AND FOUNDATION IN PLACE	DWG	DRAWING			
			P. G. & E. SERVICE POLE	(E)	EXISTING			
			UTILITY POLE (WOOD OR STEEL)	F/I	FURNISH AND INSTALL UNDER THIS CONTRACT			
			STREETLIGHT WITH 6' LUMINAIRE ARM AND FIXTURE	HDPE	HIGH DENSITY POLYETHYLENE			
			PEDESTRIAN LIGHT POLE AND FIXTURE WITH FOUNDATION	HPS	HIGH DENSITY SODIUM			
			PULL BOX TYPE I SL: STREET LIGHT	GND, G	GROUND			
			PULL BOX TYPE III SL: STREET LIGHT	GRSC	GALVANIZED RIGID STEEL CONDUIT			
			PULL BOX TYPE I S: SERVICE BOX	I/P	IN PLACE OF			
			PG&E PULL BOX	LA	LUMINAIRE ARM			
			PULL BOX TYPE I T: TRAFFIC RATED	LGT	LIGHT			
			BASEMENT PULL BOX	LUM	LUMINAIRE			
			UTILITY MANHOLE, AS SPECIFIED T = AT&T; P = PG&E	mm	MILLIMETER			
			UTILITY VAULT; OWNER AS SPECIFIED	(N)	NEW			
			FIRE HYDRANT HP = HIGH PRESSURE; LP = LOW PRESSURE	OCS	OVERHEAD CONTACT SYSTEM			
			CURB RAMP (SEE CR-DWGS)	OH	OVERHEAD			
			SURVEY MONUMENT	PED	PEDESTRIAN			
			TREE	PL	PEDESTRIAN LIGHT			
			SUB-SIDEWALK BASEMENT	PG&E, PGE	PACIFIC GAS AND ELECTRIC COMPANY			
			DETAIL NOTE	PVC	POLYVINYL CHLORIDE			
			INSTALL NEW PULL BOX IN PLACE OF EXISTING PULL BOX, (R/C EXISTING PULL BOX), OR EXISTING CONTROLLER FOUNDATION (R/C EXISTING FOUNDATION), OR EXISTING POLE FOUNDATION (R/C EXISTING FOUNDATION) MODIFY EXISTING CONDUITS AND WIRING AS NEEDED.	R/C	REMOVE FROM SITE OF WORK AS CONTRACTOR'S PROPERTY			
			LIGHTING FIXTURE TAG "X" INDICATE FIXTURE TYPE "##" INDICATE LAMP WATTAGE	R/R	REMOVE AND RELOCATE, OR REMOVE AND REINSTALL AS APPLICABLE.			
NOT ALL SYMBOLS USED IN PLANS				R/S	REMOVE AND SALVAGE AS CITY'S PROPERTY			
				SFPUC	SAN FRANCISCO PUBLIC UTILITIES COMMISSION			
				SFPW	SAN FRANCISCO PUBLIC WORKS			
				SL	STREET LIGHT			
				SP	SPARE			
				SPDPWSF	STANDARD PLANS APRIL 2007, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO			
				SSDPWSF	STANDARD SPECIFICATIONS, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO			
				STD	STANDARD DRAWING			
				TS	TRAFFIC SIGNAL			
				TYP	TYPICAL			
				U	UTILITY			
				UON	UNLESS OTHERWISE NOTED			
				WP	WEATHERPROOF			

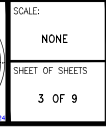
REFERENCE INFORMATION & FILE NO. OF SURVEYS			
NO.	DATE	DESCRIPTION	BY APP.
TABLE OF REVISIONS			
THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Bkphh			



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Section Mgr: <i>Chi Sao</i>	DATE: 02/01/2024
Deputy Bureau Mgr: <i>Iqbal Dharma</i>	DATE: 02/02/2024
Bureau Mgr: <i>Patrick Rivera</i>	DATE: 02/02/2024

DESIGNED: BR/NK	DATE: 01/2024
DRAWN: BC/NK	DATE: 01/2024
CHECKED: GL/JS	DATE: 01/2024



SCALE: NONE	OAKDALE LIGHTING IMPROVEMENTS	SOURCING EVENT ID: 0000008045
SHEET OF SHEETS: 3 OF 9		DRAWING NO: E-0.1
		FILE NO: 121,708
	STREET LIGHT SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES	REV. NO: 0

Drawing Path: \\S2571-C0000-Logos-Improvements\CA\Design\Working Drawings\ELC\Current\242671-E-01-LEGEND_ABB & GEN NOTES.dwg, User: Bkphh
 Xrefs: \\S2571-C0000-Logos-Improvements\CA\Design\Working Drawings\ELC\Current\242671-E-01-LEGEND_ABB & GEN NOTES.dwg, User: Bkphh

LIGHTING FIXTURE SCHEDULE					
TAG	DESCRIPTION	MANUFACTURER	LAMPS	VOLT	SYMBOL
A 72	LUMINAIRE: LED FIXTURE, DIE CAST A360 0.1" THICK ALUMINUM ALLOY HOUSING, TENON MOUNTED BRACKETS, RoHS COMPLIANT LED LIGHT ENGINE, 32LED 72W LAMP WITH BACKLIGHT CONTROL, 3000°K, TYPE III, 90% POWER FACTOR DIMMABLE DRIVER, UNIVERSAL VOLTAGE, PHOTOCELL, BIRD GUARD, AND PROVISION FOR FUTURE WIRELESS CONTROL. COLOR TO MATCH POLE. POLE AND ARM: 28.5" STEEL STREET LIGHT POLE W/ 6' LUMINAIRE ARM	FIXTURE: LUMEC ROADFOCUS CAT#: RFS-72W32LED3K-G2-R3M-UNIV-DMG-[API-226]-API2011-RCD7-GY3 OR APPROVED EQUAL POLE: KW RTSU30-8.0-11-G-16S2 OR APPROVED EQUAL	72W 32LED 3000°K	MULTI TAP VOLT 120- 277V	
A 108	LUMINAIRE: LED FIXTURE, DIE CAST A360 0.1" THICK ALUMINUM ALLOY HOUSING, TENON MOUNTED BRACKETS, RoHS COMPLIANT LED LIGHT ENGINE, 48LED 108W LAMP WITH BACKLIGHT CONTROL, 3000°K, TYPE III, 90% POWER FACTOR DIMMABLE DRIVER, UNIVERSAL VOLTAGE, PHOTOCELL, BIRD GUARD, AND PROVISION FOR FUTURE WIRELESS CONTROL. COLOR TO MATCH POLE. POLE AND ARM: 28.5" STEEL STREET LIGHT POLE W/ 6' LUMINAIRE ARM	FIXTURE: LUMEC ROADFOCUS CAT#: RFM-108W48LED3K-G2-R3M-UNIV-DMG-[API-226]-API2011-RCD7-GY3 OR APPROVED EQUAL POLE: KW RTSU30-8.0-11-G-16S2 OR APPROVED EQUAL	108W 48LED 3000°K	MULTI TAP VOLT 120- 277V	

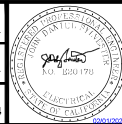
NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 01/31/24 14:06, BY: Bkph				

REFERENCE INFORMATION
& FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

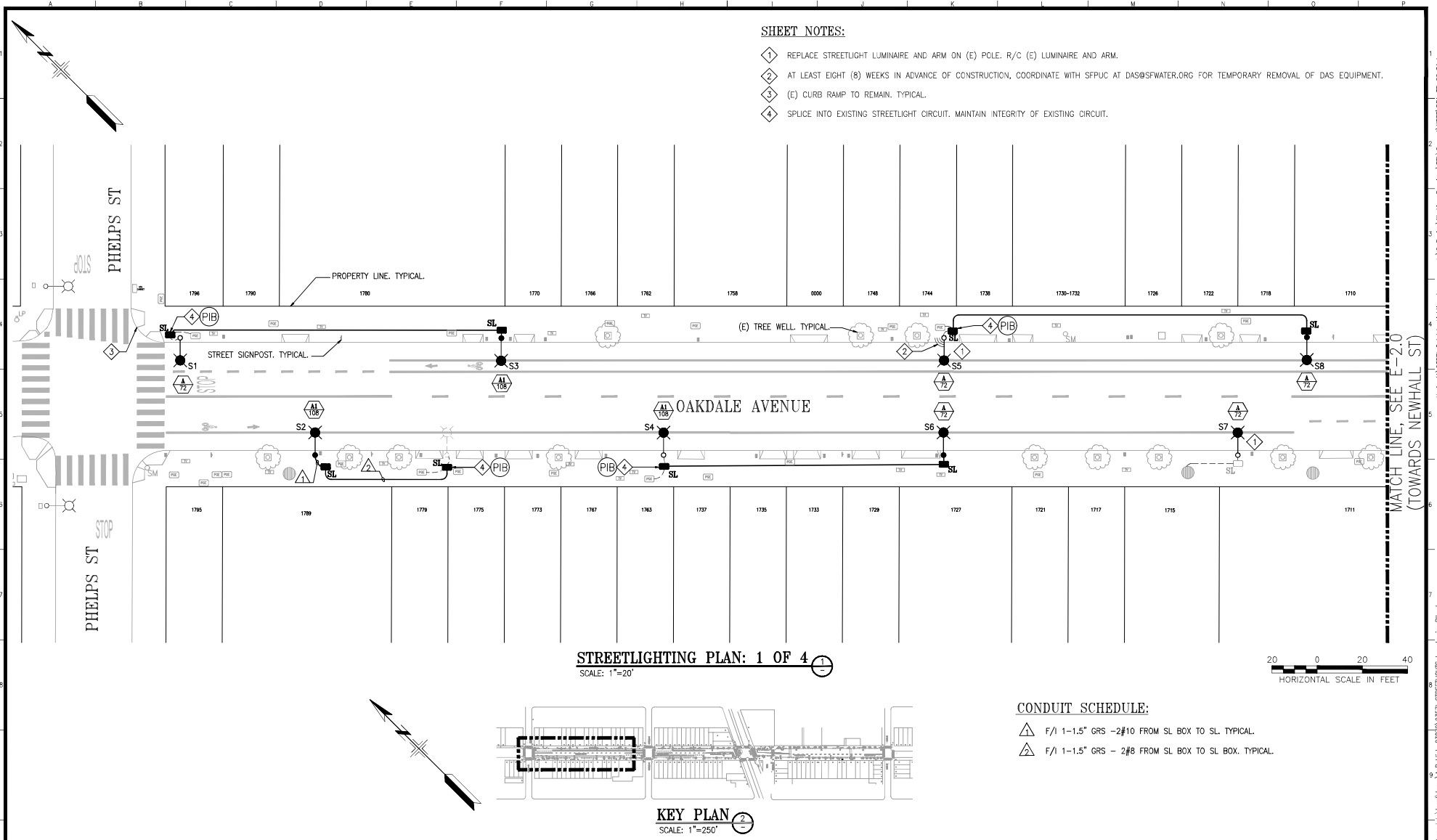
Section Mgr: *Chi Sao* CHIAO
Date: 02/01/2024
DESIGNED: BR/NK 01/2024
Deputy Bureau Mgr: *IGBAL DHAPA* DHAPA
Date: 02/02/2024
DRAWN: BC/NK 01/2024
Bureau Mgr: *PATRICK RIVERA* RIVERA
Date: 02/02/2024
CHECKED: GL/JS 01/2024



SCALE:
NONE
SHEET OF SHEETS
4 OF 9

OAKDALE LIGHTING IMPROVEMENTS
STREET LIGHT
LIGHTING FIXTURE SCHEDULE

SOURCING EVENT ID:
000008045
DRAWING NO.
E-0.2
FILE NO.
121.709
REV. NO.
0



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Bkph				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 600
SAN FRANCISCO, CA 94103

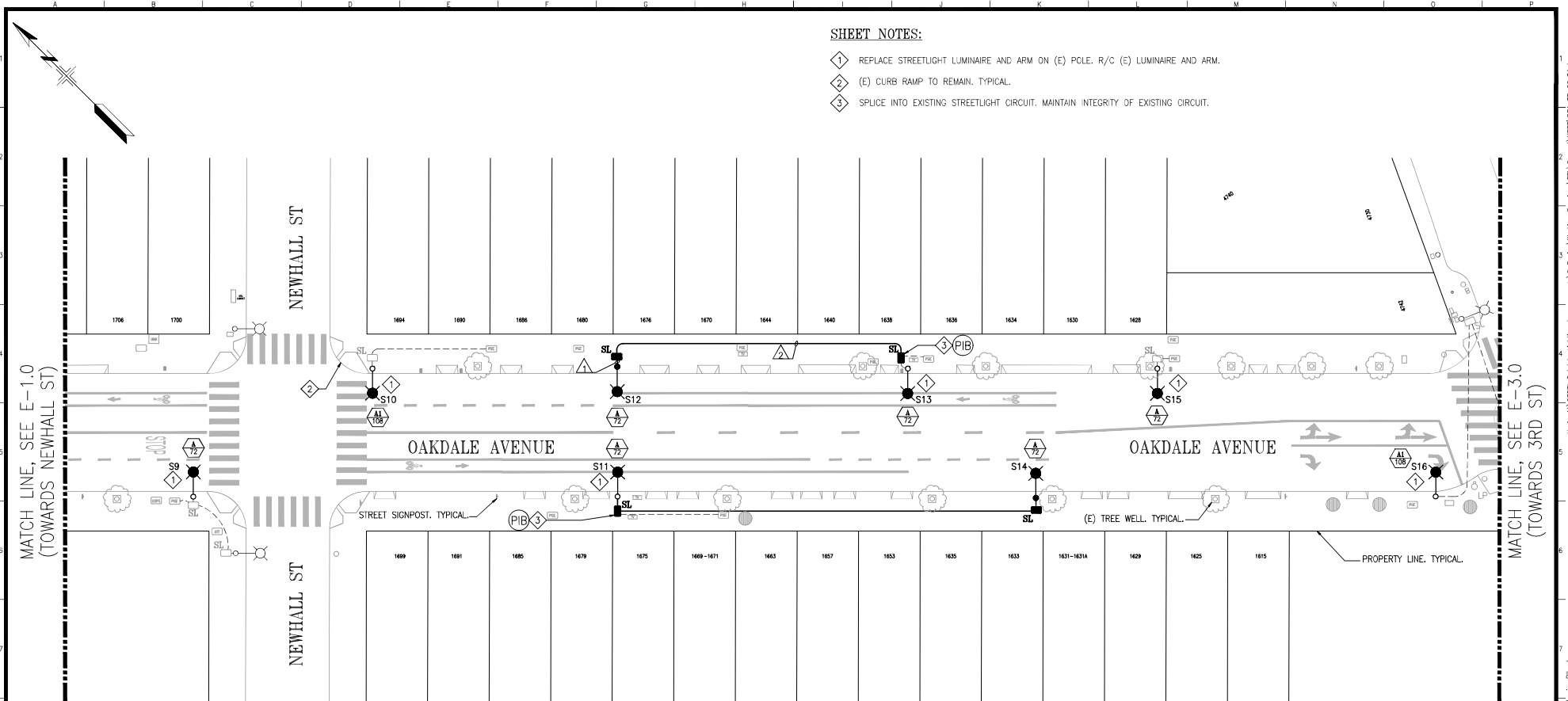
Section Mgr: *Chi Yao* CHI YAO
Date: 02/01/2024
Deputy Bureau Mgr: IGIBAL, DHAPA
Date: 02/02/2024
Bureau Mgr: PATRICK RIVERA
Date: 02/02/2024

DESIGNED: DATE: BR/NK 01/2024
DRAWN: DATE: BC/NK 01/2024
CHECKED: DATE: GL/JS 01/2024

SCALE: AS SHOWN
SHEET OF SHEETS: 5 OF 9

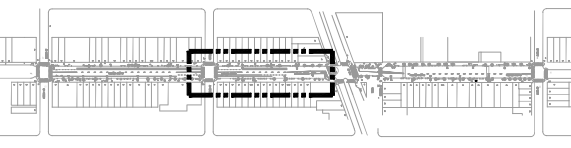
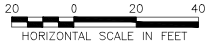
OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
PHELPS ST TOWARDS NEWHALL ST

SOURCING EVENT ID: 0000008045
DRAWING NO. E-1.0
FILE NO. 121.710
REV. NO. 0



- SHEET NOTES:**
- 1 REPLACE STREETLIGHT LUMINAIRE AND ARM ON (E) POLE. R/C (E) LUMINAIRE AND ARM.
 - 2 (E) CURB RAMP TO REMAIN. TYPICAL.
 - 3 SPLICE INTO EXISTING STREETLIGHT CIRCUIT. MAINTAIN INTEGRITY OF EXISTING CIRCUIT.

STREETLIGHTING PLAN: 2 OF 4
SCALE: 1"=20'



KEY PLAN
SCALE: 1"=250'

- CONDUIT SCHEDULE:**
- △ F/1 1-1.5" GRS - 2#10 FROM SL BOX TO SL. TYPICAL.
 - △ F/1 1-1.5" GRS - 2#8 FROM SL BOX TO SL BOX. TYPICAL.

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Bkpph				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

Section Mgr: *Chi Yao* CHI YAO
Date: 02/01/2024
Deputy Bureau Mgr: IGEBAL, DHAPA
Date: 02/02/2024
Bureau Mgr: PATRICK RIVERA
Date: 02/02/2024

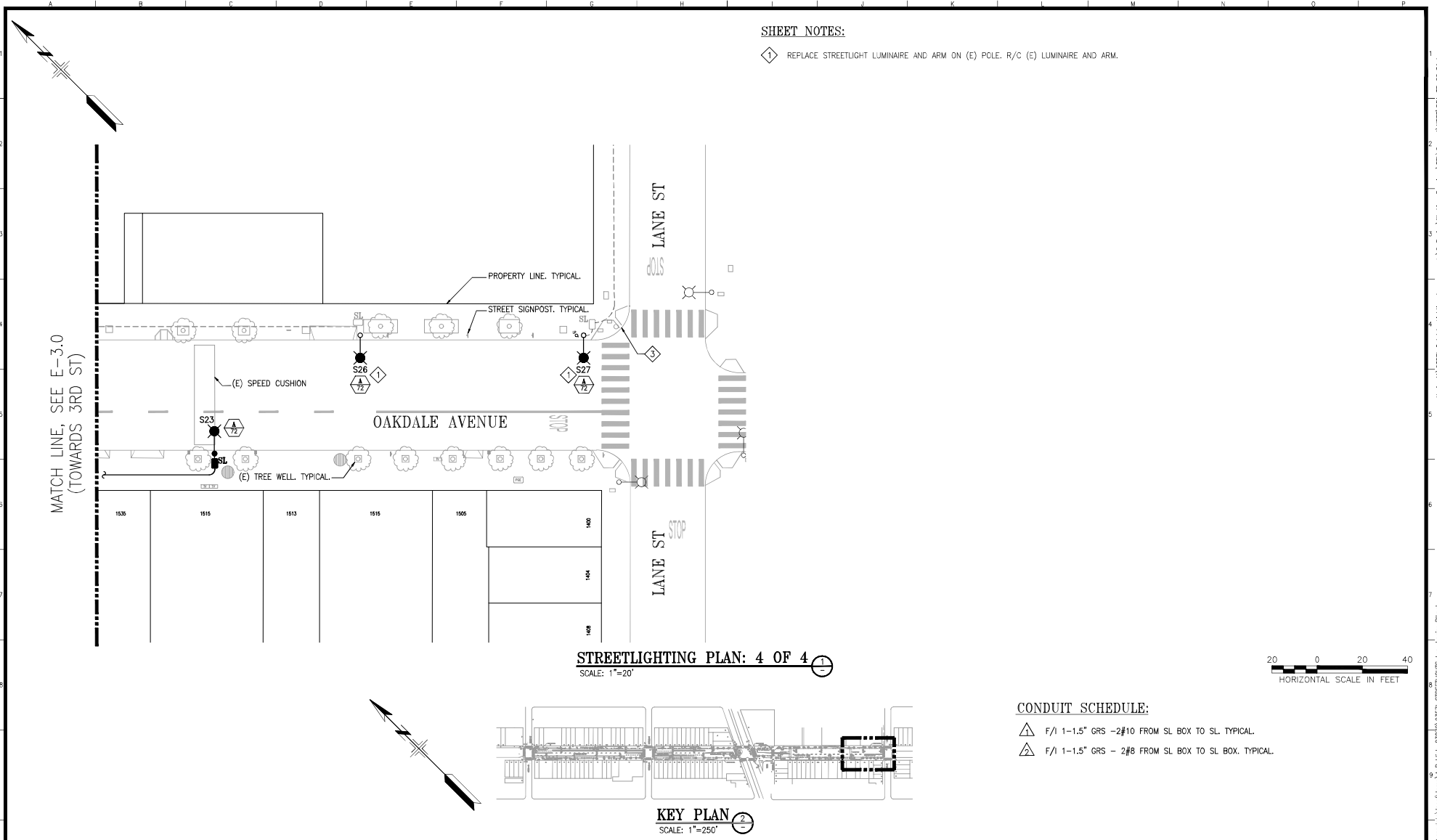
DESIGNED: BR/NK DATE: 01/2024
DRAWN: BC/NK DATE: 01/2024
CHECKED: GL/JS DATE: 01/2024



SCALE: AS SHOWN
SHEET OF SHEETS: 6 OF 9

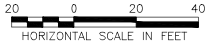
OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
NEWHALL ST TO 3RD ST

SOURCING EVENT ID: 000008045
DRAWING NO: E-2.0
FILE NO: 121,711
REV. NO: 0



SHEET NOTES:
 1. REPLACE STREETLIGHT LUMINAIRE AND ARM ON (E) PCLE. R/C (E) LUMINAIRE AND ARM.

STREETLIGHTING PLAN: 4 OF 4
 SCALE: 1"=20'



CONDUIT SCHEDULE:
 1. F/1 1-1.5" GRS - 2#10 FROM SL BOX TO SL. TYPICAL.
 2. F/1 1-1.5" GRS - 2#8 FROM SL BOX TO SL BOX. TYPICAL.

KEY PLAN
 SCALE: 1"=250'

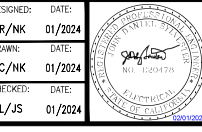
NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Bkph				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

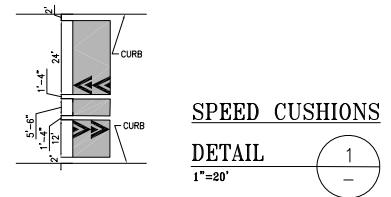
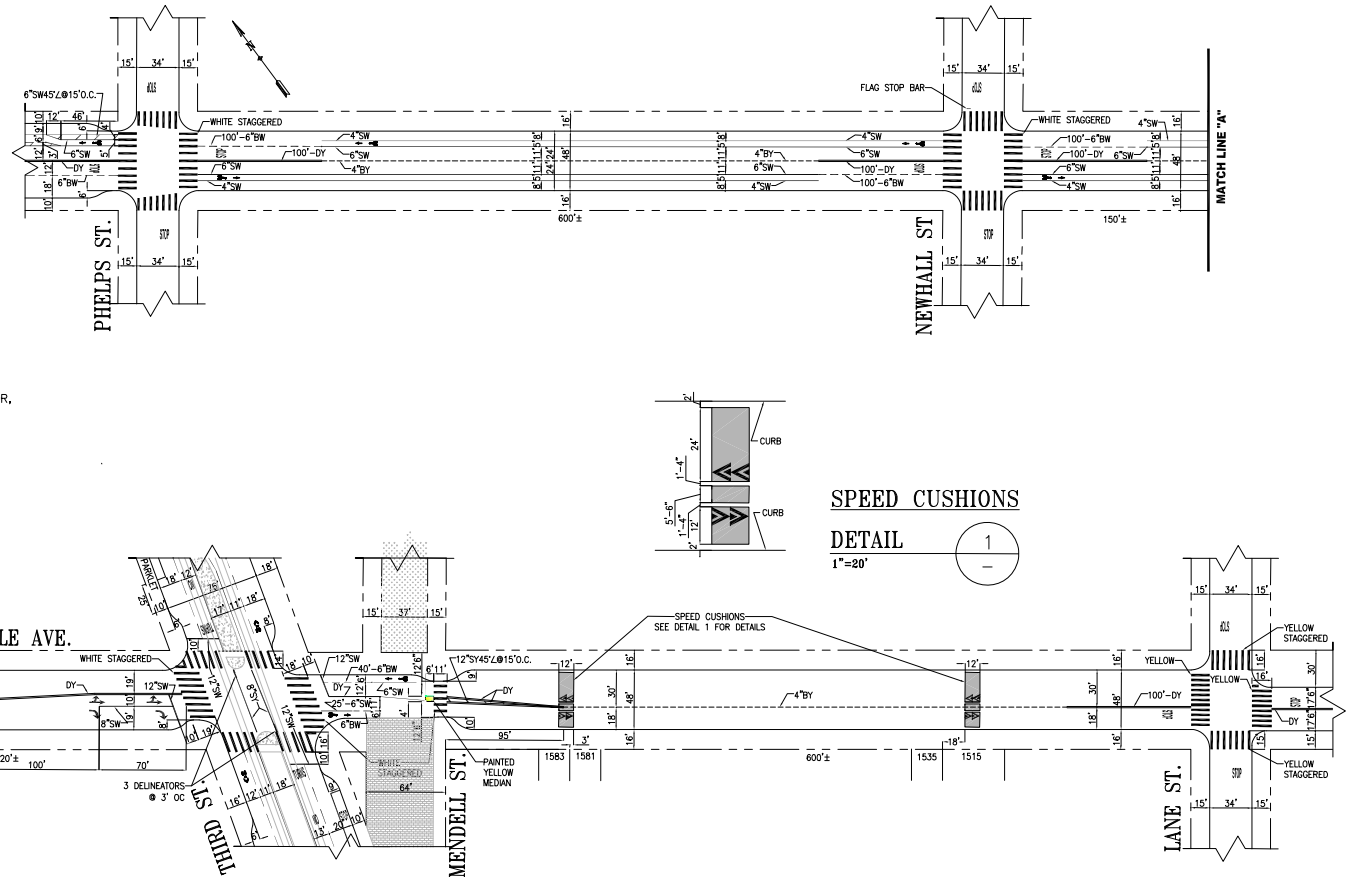
Section Mgr:	CHI IAO	Date:	02/01/2024
Deputy Bureau Mgr:	IGBAL, DHAPA	DESIGNED:	BR/NK 01/2024
Bureau Mgr:	PATRICK RIVERA	DRAWN:	BC/NK 01/2024
		CHECKED:	GL/JS 01/2024



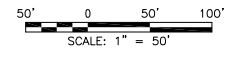
SCALE:
 AS SHOWN
 SHEET OF SHEETS
 8 OF 9

OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
3RD ST TO LANE ST (2 OF 2)

SOURCING EVENT ID:	0000008045
DRAWING NO.	E-4.0
FILE NO.	121.713
REV. NO.	0



- GENERAL NOTES:**
1. THE CONTRACTOR MUST USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
 2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND MARKINGS IN THE FIELD.
 3. STOP LINES AND TRANSVERSE CROSSWALKS DEPICTED ON THIS DRAWING ARE 12" WIDE & WHITE IN COLOR AND CONTINENTAL CROSSWALKS ARE 24" WIDE & WHITE IN COLOR, UNLESS OTHERWISE NOTED.
 4. FOR GUIDANCE ON USING TEMPORARY TAPE, REFER TO SECTION 01 55 26 SUBSECTION 3.6 TEMPORARY PAVEMENT MARKINGS.
 5. FOR WORK THAT MAY IMPACT SHARED SPACES, REFER TO SECTION 01 55 26 SUBSECTION 3.29 SHARED SPACES.



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

			APPROVED	SCALE:	OAKDALE LIGHTING IMPROVEMENTS PROJECT	CONTRACT NO.	
				1" = 50'		EXISTING PAVEMENT MARKINGS OAKDALE AVENUE PHELPS STREET TO LANE STREET	23571 DRAWING NO. T-1
			DRAWN: J.YUEN	DATE: 1/25/2024	SENIOR ENGINEER	DATE: 01/29/2024	FILE NO.
			CHECKED: D.PADILLA	DATE: 1/25/2024	for Ricardo Clea	DATE: 01/29/2024	REV. NO.
			CITY TRAFFIC ENGINEER		1 OF 1		



RESOLUTION ALLOCATING \$1,600,000 IN PROP L FUNDS, WITH CONDITIONS, AND ALLOCATE \$1,200,000 IN PROP AA FUNDS FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$1,600,000 in Prop L transportation sales tax funds and \$1,200,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Street Resurfacing, Rehabilitation, and Maintenance program and from the Prop AA Pedestrian Safety category; and

WHEREAS, As required by the voter-approved Prop L and Prop AA Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for the aforementioned Prop L program and Prop AA category; and

WHEREAS, The Prop L request is consistent with the Strategic Plan Baseline, as amended and the relevant 5YPP; and

WHEREAS, The Prop AA request is consistent with the Prop AA Strategic Plan and relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$1,600,000 in Prop L funds, with conditions, and allocating \$1,200,00 in Prop AA funds, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's proposed Fiscal Year 2023/24 annual budget amendment to cover the proposed actions; and



WHEREAS, At its March 27, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$1,600,000 in Prop L funds, with conditions and \$1,200,000 in Prop AA funds as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L and Prop AA Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year (FY) annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further



RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L and Prop AA Allocation Summaries - FY 2023/24
5. Prop L and Prop AA Allocation Request Forms (2)



Memorandum

AGENDA ITEM 6

DATE: March 28, 2024

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 04/16/24 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$22,132,978; Authorize an Additional Construction Allotment of \$4,541,599, for a Total Construction Allotment Not to Exceed \$26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$22,132,978 • Authorize an additional construction allotment of \$4,541,599, for a total construction allotment not to exceed \$26,674,577, for the Yerba Buena Island (YBI) Hillcrest Road Improvement Project • Approve a contract amendment with WMH Corporation (WMH) to increase the contract by \$750,000, to a total amount not to exceed \$3,800,000, to provide design support during construction • Authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions • Authorize the Executive Director to execute all other related supporting and supplemental agreements 	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



SUMMARY

We are delivering the YBI Hillcrest Road Improvement Project (Project) on behalf of the Treasure Island Development Authority (TIDA). The Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side. With a total project budget valued at \$37,950,000, the Project will upgrade the road to modern standards and increase the safety and usability of Hillcrest Road by providing two travel lanes and a Class II bicycle lane. In addition, it will provide accommodations for a future Class 1 multi-use path along Hillcrest and Treasure Island Road.

We advertised the construction contract on January 29, and received two electronic bids on March 14. After reviewing submitted bids, we determined that the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$22,132,978. We are also recommending an additional construction allotment of \$4,541,599 for supplemental funds, agency furnished materials, contingency and finance costs, included in Attachment 2. Additionally, now that the construction contract is being awarded for the Project, it is an appropriate time to reassess the level of design support required to complete the Project during the construction phase. Thus, we are seeking approval to increase the amount of the WMH Corporation contract as described above.

BACKGROUND

The California Department of Housing and Community Development awarded a \$30,000,000 Infill Infrastructure Grant (IIG) to the Treasure Island Development Authority in the spring of 2020 to upgrade the roadway to modern standards and provide additional space for pedestrians and bicyclists. TIDA requested that the Transportation Authority lead the design and construction effort for the Project because of our expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. In December 2021, TIDA and the State of California executed a standard agreement which allowed work to start on the Project.



The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Project will improve Hillcrest Road by providing two travel lanes and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. The Transportation Authority is delivering the project in close coordination and consultation with all stakeholders including the TIDA, California Department of Transportation (Caltrans), Bay Area Toll Authority (BATA), San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), and the United States Coast Guard.

The Project will improve the safety of the existing Hillcrest Road, from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side. The Project connects these two projects and will provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The existing Hillcrest Road is 28-feet wide throughout the project limits and has a lane in each direction but limited shoulder widths. The project will improve Hillcrest Road to achieve current safety standards and accommodate a Class II bike path to enhance the bicycle circulation network on YBI. We are also coordinating with BATA efforts to build a future Class I multi-use path along Hillcrest Road and Treasure Island Road. This future Class 1 multi-use path will also connect to another future Class 1 bicycle facility planned by BATA on the western span of the SFOBB connecting commuters, cyclists, and pedestrians to/from downtown San Francisco.

Working closely with the Metropolitan Transportation Commission and TIDA, we secured \$6,700,000 million in additional funds needed to incorporate the YBI Multi-Use Pathway Segment 2 accommodations into the Hillcrest construction phase, as well as provide an additional \$750,000 to the Hillcrest project to complete design of the Multi-Use Pathway accommodations. In November 2023, through Resolution 24-19, the Board programmed \$2,600,000 in Senate Bill 1 (SB1) Local Partnership Program (LPP) formula funds and appropriated \$4,875,000 in Prop K exchange funds for design and construction of the Project.

DISCUSSION

Bid Process and Results. On January 29, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website.

We conducted active outreach to the contractor community to ensure that robust competition for this procurement opportunity took place. In particular, we



coordinated with multiple trade and contractor industry organizations to distribute the appropriate notifications of plan availability for this construction bid opportunity. We prioritized providing access to contract documents and conducting active outreach to the contractor community to encourage participation from Disadvantaged Business Enterprise (DBE) and/or Small Business Enterprise (SBE) firms through the following means:

- Contract announcement placed in six local/ethnic publications: San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, Sing Tao, and Small Business Exchange; and
- Announcements posted on the Transportation Authority's website, the electronic bid website, and distributed via email.

On February 21, we held a virtual non-mandatory, pre-bid meeting and networking session, which provided opportunities for interested disadvantaged and small businesses to meet potential prime contractors and form partnerships. Representatives from 17 firms attended this event, including disadvantaged and small business enterprises and potential prime contractors, along with a representative from the United States Coast Guard. We also held site tours at Hillcrest Road on February 23 and February 26.

On the bid-opening date of March 14, we received and opened two bids in response to the ITB. We and our construction management consultant, WSP USA, Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

Table 1. Bid Results

BIDDER	AMOUNT
Engineers Estimate	\$21,099,755.00
Thompson Builders Corporation	\$22,132,978.00
Golden State Bridge, Inc.	\$23,966,340.00

We have determined that Thompson Builders Corporation is the lowest responsible and responsive bidder, bidding \$22,132,978. A detailed bid item list is included in Attachment 1 and is approximately 4.9% over the Engineer's Estimate for the Project's construction cost of \$21,099,755.

Consistent with State of California requirements, since this project does not include federal funds, we established an aspirational 17% DBE/SBE goal for the construction contract. to encourage the utilization of small, disadvantaged, and minority business



participation. Regular reporting on utilization of small, disadvantaged, and minority businesses as well as the participation of labor force groups is required under the contract.

The lowest responsible and responsive bidder, Thompson Builders Corporation, established a performance plan of 9.73% DBE/SBE/Minority Firm participation. The second bidder, Golden State Bridge, Inc., included 4.21% DBE/SBE/Minority Firm participation.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract - April 2024
- Begin Construction - May 2024
- Construction Completion - Spring 2027

Additional Construction Allotment. In order to construct the project, we will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, SFMTA, and SFPW, to provide final funding, perform utility tie-ins, purchase agency furnished materials, and for these agencies/entities to oversee select portions of the construction contractor's work. The construction phase budget includes \$1,812,500 for supplemental funds, \$500,000 eligible for finance costs (see Financial Impact section) or contingency, and \$535,000 for agency furnished materials. A list of supplemental work items, and cost estimates for agency furnished materials are included in Attachment 2. We also recommend an additional contingency of \$1,694,099, or 8% of total anticipated construction costs, for a total construction allotment of \$26,674,577.

WMH Contract Amendment. In May 2022, through Resolution 22-52, the Board awarded a two-year contract in the amount of \$2,700,000 to WMH Corporation to provide design services up to 95% preliminary and final design plans for the Project. In September 2023, through Resolution 24-10, the Board increased the amount by \$350,000, to a not to exceed \$3,050,000, to WMH Corporation to complete 100% final design plans.

Concurrent with the recommendation to award a contract for the construction contract, we are seeking approval to amend the WMH Corporation contract to provide design support services during construction for the Project. The proposed amendment would allow capacity for WMH Corporation to coordinate design services with the construction team, including reviewing any required submittals from the Construction Contractor, responding to any unknown conditions discovered in



the field, and completing As-Built documents upon the successful completion of construction of the project.

The proposed amendment to the WMH Corporation contract would increase the existing contract amount by \$750,000, to a total amount not to exceed \$3,800,000, and extend the contract through December 31, 2027. The proposed contract amendment scope of services is included as Attachment 1.

The DBE/SBE goal for this contract is 15% and WMH Corporation has achieved 95% DBE/SBE participation to date from WMH Corporation (SBE), and two subconsultants: Associated Right of Way Services, Inc. (SBE) and MGE Engineering, Inc. (DBE and SBE).

Funding. The construction contract, additional construction allotment for supplemental work items and contingency, and the WMH contract amendment for Design Services During Construction will be funded with State IIG grant funds awarded to TIDA; SB1 LPP formula funds allocated to the Transportation Authority; Prop K exchange funds (Resolution 24-19), and additional funds from TIDA.

Table 2. YBI Hillcrest Improvement Project Funding Plan

Phase	State IIG	SB1 LPP Formula Funds	Prop K Sales Tax Exchange Funds	TIDA	TOTAL
Preliminary Engineering & Plans Specs and Estimate	\$3,210,000		\$750,000		\$3,960,000
Right of Way Capital	\$0	\$0	\$0		\$0
Construction Administration	\$615,423	\$2,600,000	\$4,100,000		\$7,315,423
Construction Capital	\$26,174,577	\$0	\$0	\$500,000	\$26,674,577
TOTALS	\$30,000,000	\$2,600,000	\$4,850,000	\$500,000	\$37,950,000



FUNDING RISKS

A portion of the project construction occurs on State of California right of way, approximately 6.6% of the estimated cost. Caltrans is processing an Encroachment Permit allowing that work to be conducted in their right of way. We expect to receive that permit by end of April 2024. To date, Caltrans has approved all plans and specifications associated with that work. The City and County of San Francisco, TIDA, and the United States Coast Guard have all granted permission to access their lands in order to conduct the work. Work on the project cannot begin until the Caltrans Encroachment Permit is received.

To access SB1 LPP Formula funds allocated by the California Transportation Commission, Caltrans requires a Cooperative Agreement be executed with the Transportation Authority. The SB1 LPP Formula funds represent 7.8% percent of the total Construction Budget. We are finalizing the Cooperative Agreement with Caltrans and anticipate execution in late spring of 2024. Work on the project could begin by utilizing other fund sources, until the Cooperative Agreement is executed.

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various state and local funding sources, including Prop K exchange funds, discussed above. In addition, we estimated \$500,000 in financing costs for the construction phase of the Project due to the advancement of sales tax funds to pay for Project costs. Interest will accrue on all outstanding unreimbursed Project costs until we receive reimbursements from the various funding sources noted above. Interest will be covered by TIDA. We have a Memorandum of Agreement with TIDA for the reimbursement of the IIG and TIDA funds, a majority portion of the construction budget. Award and execution of the construction phase contracts will be contingent upon the receipt of the Caltrans Encroachment Permit.

The first year's activities are included in the proposed Fiscal Year 2023/24 budget amendment, and sufficient funds will be included in future budgets.

CAC POSITION

The Community Advisory Committee considered this item at its March 27, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Hillcrest Road Improvement Project Bid Item List
- Attachment 2 - Hillcrest Road Improvement Project - Supplemental Work Items and State/Agency Furnished Materials - Estimated Costs
- Attachment 3 - Scope of Services for WMH Contract Amendment
- Attachment 4 - Resolution

Attachment 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
1		LEAD COMPLIANCE PLAN/HEALTH AND SAFETY PLAN	LS	1	\$ 8,460.00	\$ 8,460.00
2		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$ 39,710.00	\$ 39,710.00
3		DEVELOP WATER SUPPLY	LS	1	\$ 45,550.00	\$ 45,550.00
4		CONSTRUCTION AREA SIGNS	LS	1	\$ 4,940.00	\$ 4,940.00
5		TRAFFIC CONTROL SYSTEM	LS	1	\$ 82,140.00	\$ 82,140.00
6		TYPE III BARRICADE	EA	4	\$ 490.00	\$ 1,960.00
7		TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	40	\$ 45.00	\$ 1,800.00
8		TEMPORARY TRAFFIC STRIPE (PAINT)	LF	1,900	\$ 8.50	\$ 16,150.00
9		TEMPORARY PAVEMENT MARKER	EA	50	\$ 14.00	\$ 700.00
10		TEMPORARY RAILING (TYPE K)	LF	940	\$ 64.00	\$ 60,160.00
11		TEMPORARY CRASH CUSHION	EA	4	\$ 9,170.00	\$ 36,680.00
12		STORM WATER ANNUAL REPORT	EA	2	\$ 850.00	\$ 1,700.00
13		JOB SITE MANAGEMENT	LS	1	\$ 43,980.00	\$ 43,980.00
14		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$ 3,530.00	\$ 3,530.00
15		TEMPORARY EROSION CONTROL BLANKET	SQYD	730	\$ 8.00	\$ 5,840.00
16		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	2	\$ 1,130.00	\$ 2,260.00
17		TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	10,400	\$ 0.99	\$ 10,296.00
18		TEMPORARY HYDROSEED	SQYD	10,400	\$ 1.10	\$ 11,440.00
19		TEMPORARY CHECK DAM	LF	500	\$ 5.50	\$ 2,750.00
20		TEMPORARY DRAINAGE INLET PROTECTION	EA	11	\$ 270.00	\$ 2,970.00
21		TEMPORARY FIBER ROLL	LF	5,300	\$ 4.60	\$ 24,380.00
22		TEMPORARY REINFORCED SILT FENCE	LF	1,210	\$ 13.00	\$ 15,730.00
23		TEMPORARY CONSTRUCTION ENTRANCE	EA	1	\$ 13,960.00	\$ 13,960.00
24		STREET SWEEPING	LS	1	\$ 141,000.00	\$ 141,000.00
25		TEMPORARY CONCRETE WASHOUT	LS	1	\$ 10,580.00	\$ 10,580.00
26		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	1,200	\$ 17.00	\$ 20,400.00
27		CONTRACTOR-SUPPLIED BIOLOGIST	DAYS	84	\$ 1,340.00	\$ 112,560.00
28		VIBRATION MONITORING	LS	1	\$ 79,530.00	\$ 79,530.00
29		CRACK SURVEY AND MONITORING	LS	1	\$ 40,470.00	\$ 40,470.00
30		STRUCTURE AND GROUND DISPLACEMENT MONITORING	LS	1	\$ 276,900.00	\$ 276,900.00
31		CLEARING AND GRUBBING (LS)	LS	1	\$ 105,000.00	\$ 105,000.00
32		ROADWAY EXCAVATION (PORTAL)	CY	1,040	\$ 240.00	\$ 249,600.00
33		ROADWAY EXCAVATION	CY	7,690	\$ 188.00	\$ 1,445,720.00
34		ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD) (PORTAL)	CY	150	\$ 620.00	\$ 93,000.00
35		ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	950	\$ 340.00	\$ 323,000.00
36		ROADWAY EXCAVATION (TYPE COM) (AERIALY DEPOSITED LEAD)	CY	1,190	\$ 179.00	\$ 213,010.00
37	F	STRUCTURE EXCAVATION (SOIL NAIL WALL) (PORTAL)	CY	267	\$ 530.00	\$ 141,510.00
38	F	STRUCTURE EXCAVATION (SOIL NAIL WALL)	CY	816	\$ 550.00	\$ 448,800.00
39	F	STRUCTURE BACKFILL (SLURRY CEMENT)	CY	121	\$ 2,580.00	\$ 312,180.00
40	F	STRUCTURE BACKFILL (SOIL NAIL WALL) (PORTAL)	CY	20	\$ 2,580.00	\$ 51,600.00
41	F	STRUCTURE BACKFILL (SOIL NAIL WALL)	CY	61	\$ 2,580.00	\$ 157,380.00
42		PLANT (GROUP A)	LS	1	\$ 23.00	\$ 23.00
43		MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	1	\$ 1,130.00	\$ 1,130.00
44		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	20,000	\$ 0.79	\$ 15,800.00
45		HYDROMULCH	SQFT	2,500	\$ 0.36	\$ 900.00
46		FIBER ROLLS	LF	3,900	\$ 4.60	\$ 17,940.00
47		STRAW	SQFT	25,000	\$ 0.11	\$ 2,750.00
48		HYDROSEED	SQFT	25,000	\$ 0.24	\$ 6,000.00
49		COMPOST (CY)	CY	80	\$ 113.00	\$ 9,040.00
50		PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	1	\$ 30,740.00	\$ 30,740.00
51		CLASS 2 AGGREGATE BASE (CY)	CY	50	\$ 560.00	\$ 28,000.00
52		CONCRETE BASE	CY	1,410	\$ 900.00	\$ 1,269,000.00
53		HOT MIX ASPHALT (TYPE A)	TON	1,470	\$ 270.00	\$ 396,900.00
54		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	300	\$ 49.00	\$ 14,700.00
55		SOIL NAIL (PORTAL)	LF	10,420	\$ 129.00	\$ 1,344,180.00
56		SOIL NAIL	LF	18,840	\$ 100.00	\$ 1,884,000.00
57		TEMPORARY DEBRIS CONTAINMENT SYSTEM	LS	1	\$ 185,100.00	\$ 185,100.00
58		30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	140	\$ 1,120.00	\$ 156,800.00
59	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	16	\$ 4,650.00	\$ 74,400.00
60	F	MINOR CONCRETE (DRAINAGE CHANNEL)	CY	81	\$ 4,460.00	\$ 361,260.00

ATTACHMENT 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
61		DRILL & BOND DOWEL	LF	580	\$ 123.00	\$ 71,340.00
62	F	BAR REINFORCING STEEL (RETAINING WALL) (PORTAL)	LB	36,208	\$ 3.00	\$ 108,624.00
63	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	88,836	\$ 2.50	\$ 222,090.00
64		ARCHITECTURAL TREATMENT	SQFT	15,700	\$ 7.00	\$ 109,900.00
65	F	STRUCTURAL SHOTCRETE (PORTAL)	CY	371	\$ 2,590.00	\$ 960,890.00
66	F	STRUCTURAL SHOTCRETE	CY	880	\$ 2,080.00	\$ 1,830,400.00
67		REMOVE RETAINING WALL	LF	30	\$ 350.00	\$ 10,500.00
68		REMOVE CRIB WALL (PORTAL)	LF	90	\$ 1,410.00	\$ 126,900.00
69		REMOVE CRIB WALL	LF	140	\$ 670.00	\$ 93,800.00
70		TEMPORARY CULVERT	LF	70	\$ 490.00	\$ 34,300.00
71		12" PLASTIC PIPE	LF	100	\$ 111.00	\$ 11,100.00
72		18" PLASTIC PIPE	LF	720	\$ 85.00	\$ 61,200.00
73		CITY CULVERT TRENCH	LF	810	\$ 192.00	\$ 155,520.00
74		DRAINAGE INLET MARKER	EA	8	\$ 460.00	\$ 3,680.00
75		INLET DEPRESSION	EA	4	\$ 2,120.00	\$ 8,480.00
76		ABANDON CULVERT (EA)	EA	2	\$ 9,590.00	\$ 19,180.00
77		REMOVE CULVERT (LF)	LF	220	\$ 64.00	\$ 14,080.00
78		REMOVE INLET	EA	3	\$ 3,530.00	\$ 10,590.00
79		REMOVE MANHOLE	EA	1	\$ 11,100.00	\$ 11,100.00
80		CONCRETE (DITCH LINING)	CY	12	\$ 1,930.00	\$ 23,160.00
81		MINOR CONCRETE (8" CITY CURB) (LF)	LF	150	\$ 290.00	\$ 43,500.00
82		MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	5	\$ 3,330.00	\$ 16,650.00
83		REMOVE CONCRETE CURB (LF)	LF	42	\$ 35.00	\$ 1,470.00
84		REMOVE CONCRETE (CURB AND GUTTER) (LF)	LF	1,160	\$ 56.00	\$ 64,960.00
85		REMOVE CONCRETE (DITCH)	LF	42	\$ 92.00	\$ 3,864.00
86	F	MISCELLANEOUS IRON AND STEEL	LB	3,800	\$ 20.00	\$ 76,000.00
87	F	MISCELLANEOUS METAL (BRIDGE)	LB	499	\$ 23.00	\$ 11,477.00
88		CITY MANHOLE	EA	6	\$ 23,490.00	\$ 140,940.00
89		REMOVE WATERLINE	LF	330	\$ 74.00	\$ 24,420.00
90		JOINT UTILITY TRENCH	LF	1,240	\$ 530.00	\$ 657,200.00
91		LIGHTING (CITY STREET)	LS	1	\$ 471,900.00	\$ 471,900.00
92		STREETLIGHT SERVICE POINT (SECONDARY POWER)	LS	1	\$ 14,300.00	\$ 14,300.00
93		12KV CABLE AND DEVICES (PRIMARY POWER)	LS	1	\$ 423,200.00	\$ 423,200.00
94		SURVEY MONUMENT (TYPE D)	EA	3	\$ 3,420.00	\$ 10,260.00
95		ADJUST MANHOLE FRAME AND COVER (UTILITY)	EA	2	\$ 8,150.00	\$ 16,300.00
96		REMOVE CONDUIT AND CABLE	LF	180	\$ 40.00	\$ 7,200.00
97		REMOVE QUARTERS 9 UTILITY YARD FACILITIES	LS	1	\$ 102,000.00	\$ 102,000.00
98		RELOCATE CONDUIT AND CONDUCTORS	LS	1	\$ 14,300.00	\$ 14,300.00
99		ARCHITECTURAL TREATMENT (STAINING)	SQFT	15,700	\$ 10.00	\$ 157,000.00
100		CHAIN LINK FENCE (TYPE CL-4, VINYL-CLAD)	LF	1,960	\$ 170.00	\$ 333,200.00
101		CHAIN LINK FENCE (TYPE CL-5)	LF	130	\$ 290.00	\$ 37,700.00
102		CHAIN LINK FENCE (TYPE CL-6, VINYL-CLAD, BLACK SLATS AND BARBED WIRE)	LF	192	\$ 430.00	\$ 82,560.00
103		CHAIN LINK FENCE (TYPE CL-8, VINYL-CLAD, BLACK SLATS AND BARBED WIRE)	LF	400	\$ 540.00	\$ 216,000.00
104		6' CHAIN LINK GATE (TYPE CL-4)	EA	1	\$ 2,830.00	\$ 2,830.00
105		4' CHAIN LINK GATE (TYPE CL-6) WITH EXIT BAR	EA	1	\$ 9,040.00	\$ 9,040.00
106		REMOVE FENCE	LF	1,800	\$ 18.00	\$ 32,400.00
107		REMOVE PAVEMENT MARKER	EA	160	\$ 14.00	\$ 2,240.00
108		DELINEATOR (CLASS 1)	EA	40	\$ 148.00	\$ 5,920.00
109		PAVEMENT MARKER (RETROREFLECTIVE)	EA	83	\$ 28.00	\$ 2,324.00
110		OBJECT MARKER	EA	2	\$ 200.00	\$ 400.00
111		REMOVE ROADSIDE SIGN	EA	6	\$ 390.00	\$ 2,340.00
112		REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	5	\$ 250.00	\$ 1,250.00
113		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	10	\$ 54.00	\$ 540.00
114		METAL (BARRIER MOUNTED SIGN)	LB	260	\$ 68.00	\$ 17,680.00
115		ROADSIDE SIGN - ONE POST	EA	1	\$ 600.00	\$ 600.00
116		ROADSIDE SIGN - TWO POST	EA	1	\$ 1,050.00	\$ 1,050.00
117		INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	13	\$ 280.00	\$ 3,640.00
118		CRASH CUSHION (SCI-70GM)	EA	1	\$ 73,330.00	\$ 73,330.00
119		CONCRETE BARRIER (TYPE 60MC)	LF	280	\$ 1,070.00	\$ 299,600.00

ATTACHMENT 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
120		CONCRETE BARRIER (TYPE 60MD)	LF	1,090	\$ 220.00	\$ 239,800.00
121		CONCRETE BARRIER (TYPE 60MSC)	LF	790	\$ 610.00	\$ 481,900.00
122		CONCRETE BARRIER (TYPE 60MSC Mod)	LF	280	\$ 850.00	\$ 238,000.00
123		REMOVE GUARDRAIL	LF	1,040	\$ 25.00	\$ 26,000.00
124		RELOCATE CRASH CUSHION	EA	1	\$ 29,470.00	\$ 29,470.00
125		REMOVE CONCRETE BARRIER	LF	260	\$ 41.00	\$ 10,660.00
126		REMOVE RAILING	LF	20	\$ 350.00	\$ 7,000.00
127		4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	130	\$ 4.20	\$ 546.00
128		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	4,400	\$ 8.50	\$ 37,400.00
129		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	700	\$ 11.00	\$ 7,700.00
130		THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	1,370	\$ 14.00	\$ 19,180.00
131		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	4,400	\$ 4.20	\$ 18,480.00
132		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	950	\$ 7.00	\$ 6,650.00
133		TEMPORARY LIGHTING SYSTEM (CITY)	LS	1	\$ 20,020.00	\$ 20,020.00
134		REMOVE ELECTROLIER	EA	8	\$ 710.00	\$ 5,680.00
135		REMOVING LIGHTING SYSTEMS (CITY)	LS	1	\$ 50,050.00	\$ 50,050.00
136		MOBILIZATION (10%)	LS	1	\$ 2,200,000.00	\$ 2,200,000.00
137	F	STRUCTURE BACKFILL (SLURRY CEMENT) (CRIB WALL)	CY	60	\$ 3,540.00	\$ 212,400.00
138		MODIFYING ELECTRICAL SYSTEMS (QUARTERS 9)	LS	1	\$ 51,480.00	\$ 51,480.00
139		RELOCATE FENCE	LF	26	\$ 134.00	\$ 3,484.00
140		CONCRETE BARRIER (TYPE K)	LF	460	\$ 87.00	\$ 40,020.00
141		CRASH CUSHION (ABSORB 350)	EA	1	\$ 49,350.00	\$ 49,350.00
142		PERMEATION GROUTING (ZONE 1)	LS	1	\$ 214,700.00	\$ 214,700.00
143		PERMEATION GROUTING (ZONE 2)	LS	1	\$ 436,600.00	\$ 436,600.00
Total Bid						\$ 22,132,978.00

Attachment 2
Hillcrest Road Improvement Project
Supplemental Work Items and State/Agency Furnished Materials - Estimated Costs

Supplemental Work Funding Included in Construction Budget		Amount
1	PROTECT EXISTING UNDERGROUND FACILITIES	\$100,000
2	ADDITIONAL UNDERGROUND FACILITIES	\$100,000
3	BIRD PROTECTION	\$20,000
4	MAINTAIN TRAFFIC	\$62,500
5	ADDITIONAL MONITORING	\$50,000
6	REMOVE UNSUITABLE MATERIAL	\$60,000
7	REMOVE BURIED MANMADE OBJECTS	\$100,000
8	UNFORSEEN SITE CONDITIONS	\$100,000
9	ADDITIONAL EXCAVATION AND/OR BACKFILL	\$50,000
10	ADDITIONAL EXCAVATION (HAZARDOUS MATERIAL) (ADL)	\$80,000
11	ADDITIONAL PAVING ASPHALT	\$50,000
12	SOIL NAIL OVERBREAK	\$100,000
13	ACCESS LIMITATION AND WORK OVER THE PORTAL	\$500,000
14	ADDITIONAL ARCHITECTURAL TREATMENT	\$100,000
15	ADDITIONAL WATER POLLUTION CONTROL	\$125,000
16	STORM WATER SAMPLING AND ANALYSIS	\$20,000
17	ADDITIONAL STRUCTURE REMOVAL	\$60,000
18	PARTNERING	\$25,000
19	ADDITIONAL US COAST GUARD REQUIREMENTS	\$50,000
20	ADDITIONAL CITY REQUIREMENTS	\$10,000
21	ADDITIONAL FENCE	\$50,000
SUBTOTAL SUPPLEMENTAL WORK ITEMS		\$1,812,500
Agency Furnished Materials & Expenses Funding Included in Construction Budget		
1	COZEEP CONTRACT	\$10,000
2	TRAFFIC MANAGEMENT PLAN PUBLIC INFORMATION	\$10,000
3	MONUMENT DISC	\$15,000
4	CONTRACTOR YARD	\$500,000
SUBTOTAL AGENCY FURNISHED MATERIALS AND EXPENSES		\$535,000
TOTAL SUPPLEMENTAL WORK ITEMS AND AGENCY FURNISHED MATERIALS AND EXPENSES		\$ 2,347,500
CONTINGENCY (8%)		\$ 1,694,099
ESTIMATED FINANCE COSTS		\$ 500,000
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL		\$ 4,541,599
CONSTRUCTION CONTRACT		\$ 22,132,978
TOTAL CONSTRUCTION ALLOTMENT		\$ 26,674,577

Attachment 3
YBI HILLCREST ROAD IMPROVEMENT PROJECT
DESIGN SERVICES DURING CONSTRUCTION
SCOPE OF WORK

Task 5 - Design Services During Construction (DSDC)

WMH Corporation (CONTRACTOR) and its subcontractors shall perform the following construction phase services as required up to the not-to-exceed contract limit for this Scope of Work.

5.1. Project Management and Administration

CONTRACTOR shall provide continued overall project management and administrative services in support of the construction phase work.

Construction duration is assumed to be 36 months. This may include the following effort:

- a. Project organization and technical oversight. This will be based upon the contractor's construction schedule - provided to CONTRACTOR by San Francisco County Transportation Authority (Transportation Authority)'s Resident Engineer (RE).
- b. Direct and coordinate the work of associated firms and subconsultants to ensure timely provision of staff, resources, and responses.
- c. Prepare and submit monthly progress reports to Transportation Authority as part of each invoice submittal.
- d. Prepare and submit monthly invoices to Transportation Authority.
- e. Periodic visits to the construction site.
- f. Route construction related technical correspondence utilizing the RE's SharePoint site. Record all written incoming and outgoing construction correspondence. Maintain technical project files.

5.2. Meetings

Prepare for and attend construction meetings, stakeholder agency meetings, technical meetings, and weekly coordination meetings with the construction management team.

5.3. Requests For Information

CONTRACTOR shall review and respond to written Requests-for-Information (RFIs), as defined below, and as requested by Transportation Authority's RE per the RE's Project SharePoint site.

RFI definition:

RFIs may only be submitted by the Prime Contractor. RFIs may not come directly from a contractor's subcontractor. RFIs must be in writing and may only be submitted on a RFI form, which is pre-approved by the Transportation Authority's Project Manager. The contractor shall clearly and concisely set forth the issue for which clarification or interpretation is sought and why a response is needed. In the RFI, the contractor shall set forth their own interpretation or understanding of the requirement along with reasons why they have reached such an understanding.

The CONTRACTOR will utilize the RE's SharePoint site to respond to RFIs as follows:

- The RE shall send an e-mail notification to the CONTRACTOR of a new RFI that is located on the Project SharePoint site.
- CONTRACTOR will evaluate the request and engage the appropriate Design Team members to respond.
- The Design Team will prepare and submit a Response to the RE for the RFI, including any necessary attachments, calculations, etc.
- The RE will review the Design Team response. If the RE concurs with the response, the Design Team will sign the Response, and then the RE will forward it to the contractor via SharePoint.
- If the RE has further comments, the Design Team will reevaluate and revise the response, and resubmit to the RE.
- This process will repeat until a satisfactory response is agreed upon by the RE and Design Team.

The CONTRACTOR shall respond to each RFI within 5 working days of receipt of notification. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

CONTRACTOR shall utilize the RE's SharePoint site to communicate, route and respond to all RFIs.

CONTRACTOR shall provide design clarifications and technical support to RE, as required.

All RFI review comments shall be tracked within the RE's SharePoint Project site.

5.4. Construction Submittals

CONTRACTOR shall review and respond to construction submittals as provided by the RE. The CONTRACTOR shall respond to each submittal within 5 working days of receipt, unless otherwise stated. If the CONTRACTOR requires additional time for review, then such need will be identified in the response. All Submittal review comments shall be tracked within the RE's SharePoint Project site. The revise and concurrence process will be similar to the RFI process described above.

Submittals may include but not limited to:

- Material samples
- Mock-up samples
- Catalog cuts
- Storage handling plans
- Operation plans
- Schedules
- Shop drawings
- Temporary structure plans

5.5. Geotechnical Engineering / Hazardous Materials Support

CONTRACTOR shall provide geotechnical engineering technical support during construction. Technical support will be provided as necessary for large excavations and backfill, and retaining walls, Loading Analysis vicinity I-80 Portal and Tunnel.

CONTRACTOR shall provide hazardous materials technical support as necessary for excavated soil that may be placed or processed on Treasure Island, or hauled off-site, and any coordination with Department of Toxic Substances Control, TIDA, and State/Regional Water Boards.

5.6. Contract Change Orders

The CONTRACTOR shall review and respond to contract change order proposals as provided by the RE, and agreed to by the Transportation Authority project manager.

The CONTRACTOR shall respond to each proposal within 5 working days of receipt. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

If the RE directs the CONTRACTOR to proceed with the contract change order, and it is also approved in advance by the Transportation Authority Project Manager, CONTRACTOR shall assist with the preparation of contract change order packages, including revisions to contract plans, quantities, and technical specifications.

CONTRACTOR may be asked by the RE or the Transportation Authority Project Manager to review a Cost Reduction Incentive Proposal (a.k.a. Value Engineering Change Proposal) generated by the construction contractor. The CONTRACTOR shall respond to each such proposal within 10 working days of receipt. If the CONTRACTOR requires additional time for review then the need will be identified in the response.

CONTRACTOR shall prepare Contract Change Orders to incorporate relevant review comments and responses - as part of the approved City Permit design package or the Caltrans Encroachment Permit. The CONTRACTOR requires 15 days to provide these contract change order packages following request by RE and Transportation Authority Project Manager to proceed.

5.7. As-Built Plans (Record Drawings)

CONTRACTOR shall prepare final As-Built Plans electronically based upon the red-line drawings provided by the RE, in accordance with Caltrans and the City and County of San Francisco drafting format and standards.

5.8. Closeout Activities

CONTRACTOR shall assist in performing closeout activities so that the Project may be completed in its entirety.

5.9 Miscellaneous Additional Services

The CONTRACTOR shall assist in permit, agreement, and certification coordination and compliance activities with various agencies, including but not limited to City of San Francisco, Caltrans, TIDA, Department of

Toxic Substances Control, US Coast Guard, State Water Resources Control Board.

The CONTRACTOR shall perform additional construction support services as directed by SFCTA. This may include the review of alternative construction methods, additional meetings, Treasure Island Community Development (TICD) coordination for adjacent projects, Westside Bridges, Multi-use Pathway project coordination, toll system integrator support, and/or assistance with Caltrans and City Agencies.



RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO THE LOWEST RESPONSIBLE AND RESPONSIVE BIDDER, THOMPSON BUILDERS CORPORATION, IN AN AMOUNT NOT TO EXCEED \$22,132,978; AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$4,541,599, FOR A TOTAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$26,674,577; APPROVING A CONTRACT AMENDMENT WITH WMH CORPORATION IN THE AMOUNT OF \$750,000; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS FOR THE YERBA BUENA ISLAND HILLCREST ROAD IMPROVEMENT PROJECT

WHEREAS, The Transportation Authority is delivering the Yerba Buena Island (YBI) Hillcrest Road Improvement Project (Project) on behalf of the Treasure Island Development Authority (TIDA), which will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side; and

WHEREAS, The Project will upgrade the road to modern standards and increase the safety and usability of Hillcrest Road by providing two travel lanes and a Class II bicycle lane. In addition, it will provide accommodations for a future Class 1 multi-use path along Hillcrest and Treasure Island Road; and

WHEREAS, In spring 2020, the Treasure Island Development Authority (TIDA) was awarded a \$30,000,000 Infill Infrastructure Grant (IIG) by the State of California Department of Housing and Community Development to improve the safety and traffic circulation of Hillcrest Road; and

WHEREAS, TIDA requested the Transportation Authority to lead the design and construction effort for the Project because of the agency's expertise and



experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project; and

WHEREAS, In December 2021, TIDA and the State of California executed a standard agreement which allowed work to start on the Project; and

WHEREAS, On January 29, 2024, the Transportation Authority issued an Invitation to Bid for construction services for the Project through an electronic bid website, and received two electronic bids on March 14, 2024, and determined that the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of \$22,132,978; and

WHEREAS, In order to construct the project, the Transportation Authority will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works, to provide final funding, perform utility tie-in's, purchase agency furnished materials, and for these agencies/entities to oversee select portions of the construction contractor's work; and

WHEREAS, The Transportation Authority is also recommending an additional construction allotment of \$4,541,599 for supplemental funds, agency furnished materials, contingency and finance costs, for a total construction allocation allotment of \$26,674,577; and

WHEREAS, In May 2022, through Resolution 22-52, The Transportation Authority awarded a two-year contract to WMH Corporation to provide design services for the Project in the amount of \$2,700,000 and in September 2023, through Resolution 24-10, the Transportation Authority increased the amount by \$350,000; and is now seeking a contract amendment with WMH Corporation to increase the contract by \$750,000, to a total amount not to exceed \$3,800,000, and extend the contract through December 31, 2027, to provide design services during construction



for the Project; and

WHEREAS, The construction contract, additional construction allotment for supplemental work items and contingency, and the WMH Corporation contract amendment for design services during construction will be funded with State IIG grant funds awarded to TIDA, Senate Bill 1 Local Partnership Program formula funds allocated to the Transportation Authority; Prop K exchange funds approved through Resolution 24-19; and additional TIDA funds; and

WHEREAS, The proposed Fiscal Year 2023/24 budget amendment includes this year's activities and sufficient funds in future year budgets to cover the remaining cost of the contract; and

WHEREAS, Award and execution of the construction phase contracts will be contingent upon receipt of the Caltrans Encroachment Permit for the Project, anticipated to be received by end of April 2024; and

WHEREAS, At its March 27, 2024, meeting, the Community Advisory Committee considered the subject contract award and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed \$22,132,978; and

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$4,541,599, for a total construction allotment not to exceed \$26,674,577; and

RESOLVED, That the Transportation Authority hereby approves a contract amendment with WMH Corporation in the amount of \$750,000, to a total amount not to exceed \$3,800,000, and extends the contract through December 31, 2027, to provide design services during construction; and

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it



further

RESOLVED, That the Executive Director is hereby authorized to execute all other related supporting and supplemental agreements for the Yerba Buena Island Hillcrest Road Improvement Project; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

[this page intentionally left blank]



Memorandum

AGENDA ITEM 7

DATE: March 28, 2024

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 04/16/24 Board Meeting: Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by \$5,104,102, Decrease Expenditures by \$9,414,037, and Decrease Other Financing Sources by \$15,000,000 for a Total Net Decrease in Fund Balance of \$1,324,367

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the adopted Fiscal Year (FY) 2023/24 budget to increase revenues by \$5,104,102, decrease expenditures by \$9,414,037 and decrease other financing sources by \$15,000,000 for a total net decrease in fund balance of \$1,324,367.</p> <p>SUMMARY</p> <p>Every year we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2023, through Resolution 23-58, the Board adopted the FY 2023/24 Annual Budget and Work Program.</p> <p>The effect of the proposed amendment on the adopted FY 2023/24 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2. The detailed budget explanations by line item with variances over 5% are included in Attachment 4.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The proposed budget amendment reflects an increase of \$5,104,102 in revenues, a decrease of \$9,414,037 in expenditures and a decrease of \$15,000,000 in other financing sources for a total net decrease of \$1,324,367 in fund balance. These revisions include carryover revenues and expenditures from the prior period. Detailed budget revisions for the Treasure Island Mobility Management Agency (TIMMA) will be presented as a separate item at future TIMMA Committee and TIMMA Board meetings.

Revenue and expenditure revisions are mainly related to the increase in interest income, federal program revenues in the Congestion Management Agency programs, and Other Revenues in the Sales Tax Program, and decrease in Sales Tax revenues, Traffic Congestion Mitigation Tax, personnel expenditures, and Other Financing Sources (Uses) - Draw on Revolving Credit Agreement. Changes in revenue and expenditure line items (addressed in Attachment 4) include the following:

- **New Sales Tax Appropriation Funding**
 - Inner Sunset Multimodal Safety and Access Study (\$50,166 of total \$265,000 in funding is budgeted for this fiscal year)
 - Walter U Lum Place Public Space Study (\$47,748 of total \$236,000 in funding is budgeted for this fiscal year)
 - Presidio Yard Modernization (\$37,091 of total \$150,000 in funding is budgeted for this fiscal year)
 - Transportation Demand Management Strategic Plan Update (\$5,276 of total \$108,000 in funding is budgeted for this fiscal year)
 - Vision Zero Ramp Intersection Study Phase 3 (\$4,648 of total \$135,000 in funding is budgeted for this fiscal year)



- **New Federal and State Funding**
 - Federal Highway Bridge Program Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project (Westside Bridges) (\$20,000,000)
 - State Proposition 1B for YBI Westside Bridges (\$2,591,212)
 - State Active Transportation Program for YBI Multi-Use Pathway Project (\$664,842 of total \$3,800,000 in funding is budgeted for this fiscal year)
- **Increase in Revenue Estimates**
 - Interest Income (\$344,955)
 - Federal program revenues for Interstate 80/YBI Interchange Improvement Project - Southgate Road Realignment Improvements (\$23,129,830)
 - Other revenues - Proceeds from the Sale of SFMTA Transit Vehicles Salvaged (\$65,989)
- **Decrease in Revenue Estimates**
 - Sales Tax Revenues (\$6,192,000)
 - Traffic Congestion Mitigation Tax (\$1,721,967)
 - Federal program revenues for YBI Westside Bridges project (\$10,255,142)
 - Federal program revenues for Vision Zero Ramps Intersection Study Phase 3 (deferred to next fiscal year) (\$216,321)
- **Decrease in Administrative Operating Costs**
 - Decreased personnel costs due to vacancies from unexpected staff departures and delayed hiring of these vacancies during the fiscal year (\$550,522)
- **Decrease in Other Financing Sources (Uses) - Draw on Revolving Credit Agreement (\$15,000,000)**

FINANCIAL IMPACT

The proposed amendment to the FY 2023/24 budget would increase revenues by \$5,104,102, decrease expenditures by \$9,414,037 and decrease other financing sources by \$15,000,000 for a total net decrease in fund balance of \$1,324,367, as described above. The proposed amendment will result in an ending budgetary fund balance of \$42,494,364.



CAC POSITION

The Community Advisory Committee considered this item at its March 27, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment
- Attachment 2 - Proposed Budget Amendment - Comparison of Revenues and Expenditures
- Attachment 3 - Proposed Budget Amendment - Line Item Detail
- Attachment 4 - Budget Amendment Explanations
- Attachment 5 - Resolution



**San Francisco
County Transportation
Authority**

**Attachment 1
Proposed Fiscal Year 2023/24 Budget Amendment**

	Proposed Budget Amendment by Fund						Proposed Budget Amendment Fiscal Year 2023/24
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 106,165,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,165,000
Vehicle Registration Fee	-	-	-	4,645,521	-	-	4,645,521
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	1,222,132	-	856	26,877	-	716,815	1,966,680
Program Revenues	-	65,114,282	751,096	-	1,605,676	-	67,471,054
Other Revenues	65,989	-	-	-	-	-	65,989
Total Revenues	107,453,121	65,114,282	751,952	4,672,398	1,605,676	9,216,815	188,814,244
Expenditures							
Capital Project Costs	152,148,572	43,986,121	1,136,411	11,771,309	1,018,170	4,682,733	214,743,316
Administrative Operating Costs	8,208,379	4,131,931	55,535	232,276	686,735	255,000	13,569,856
Debt Service Costs	21,825,439	-	-	-	-	-	21,825,439
Total Expenditures	182,182,390	48,118,052	1,191,946	12,003,585	1,704,905	4,937,733	250,138,611
Other Financing Sources (Uses):	76,897,001	(16,996,230)	-	-	99,229	-	60,000,000
Net change in Fund Balance	\$ 2,167,732	\$ -	\$ (439,994)	\$ (7,331,187)	\$ -	\$ 4,279,082	\$ (1,324,367)
Budgetary Fund Balance, as of July 1	\$ 10,516,651	\$ -	\$ 661,072	\$ 17,508,943	\$ -	\$ 15,132,065	\$ 43,818,731
Budgetary Fund Balance, as of June 30	\$ 12,684,383	\$ -	\$ 221,078	\$ 10,177,756	\$ -	\$ 19,411,147	\$ 42,494,364



Attachment 2
Proposed Fiscal Year 2023/24 Budget Amendment
Comparison of Revenues and Expenditures

Category	Fiscal Year 2022/23 Actual	Fiscal Year 2023/24 Adopted Budget	Proposed Fiscal Year 2023/24 Budget Amendment	Variance from Fiscal Year 2023/24 Adopted Budget	% Variance
Sales Tax Revenues	\$ 111,473,916	\$ 112,357,000	\$ 106,165,000	\$ (6,192,000)	-5.5%
Vehicle Registration Fee	4,651,843	4,645,521	4,645,521	-	0.0%
Traffic Congestion Mitigation Tax	8,371,545	10,221,967	8,500,000	(1,721,967)	-16.8%
Interest Income	970,832	1,621,725	1,966,680	344,955	21.3%
Program Revenues					
Federal	2,009,062	37,179,929	49,664,388	12,484,459	33.6%
State	551,271	13,038,676	12,931,746	(106,930)	-0.8%
Regional and other	1,135,458	4,645,324	4,874,920	229,596	4.9%
Other Revenues	-	-	65,989	65,989	N/A
Total Revenues	129,163,927	183,710,142	188,814,244	5,104,102	2.8%
Capital Project Costs	113,518,861	223,779,332	214,743,316	(9,036,016)	-4.0%
Administrative Operating Costs					
Personnel expenditures	7,787,811	10,304,105	9,753,583	(550,522)	-5.3%
Non-Personnel expenditures	2,486,803	3,738,286	3,816,273	77,987	2.1%
Debt Service Costs	22,526,931	21,730,925	21,825,439	94,514	0.4%
Total Expenditures	146,320,406	259,552,648	250,138,611	(9,414,037)	-3.6%
Other Financing Sources (Uses)	-	75,000,000	60,000,000	(15,000,000)	-20.0%
Net change in Fund Balance	\$ (17,156,479)	\$ (842,506)	\$ (1,324,367)	\$ (481,861)	
Budgetary Fund Balance, as of July 1	\$ 60,975,210	\$ 43,818,731	\$ 43,818,731		
Budgetary Fund Balance, as of June 30	\$ 43,818,731	\$ 42,976,225	\$ 42,494,364		



Attachment 3

**Proposed Fiscal Year 2023/24 Budget Amendment
Line Item Detail**

	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2023/24 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 106,165,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,165,000
Vehicle Registration Fee	-	-	-	4,645,521	-	-	4,645,521
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	1,222,132	-	856	26,877	-	716,815	1,966,680
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	524,119	-	524,119
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	183,035	-	183,035
Innovative Deployments to Enhance Arterials Shared Automated Vehicle	-	-	-	-	176,505	-	176,505
Highway Bridge Program - I-80/Yerba Buena Island (YBI) Interchange Improvement	-	23,129,830	-	-	-	-	23,129,830
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	20,000,000	-	-	-	-	20,000,000
Priority Conservation Area Program - YBI Multi-Use Pathway	-	323,597	-	-	-	-	323,597
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	3,848,124	-	-	-	-	3,848,124
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	18,594	-	-	-	-	18,594
Surface Transportation Program 3% Revenue and Augmentation	-	1,460,584	-	-	-	-	1,460,584
State							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	45,759	-	45,759
Active Transportation Program - YBI Multi-Use Pathway Project	-	664,842	-	-	-	-	664,842
Planning, Programming & Monitoring SB45 Funds	-	143,099	-	-	-	-	143,099
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	5,246,094	-	-	-	-	5,246,094
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	257,160	-	-	-	-	257,160
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	1,935,916	-	-	-	-	1,935,916
Senate Bill 1 Local Partnership Program - YBI Multi-Use Pathway Project	-	323,597	-	-	-	-	323,597
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	1,379,273	-	-	-	-	1,379,273
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	2,591,212	-	-	-	-	2,591,212
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	344,794	-	-	-	-	344,794
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	1,198,122	-	-	-	-	1,198,122
BATA - YBI Westside Bridges	-	1,624,747	-	-	-	-	1,624,747
CNCA - Decarbonizing Downtown Business Deliveries Study	-	49,697	-	-	-	-	49,697
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	441,315	-	441,315
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	234,943	-	234,943
TIDA - YBI Westside Bridges	-	500,000	-	-	-	-	500,000
Vehicle Registration Fee Revenues (TFCA)	-	-	751,096	-	-	-	751,096
Other Revenue							
Proceeds from the Sale of SFMTA Transit Vehicles Salvaged	65,989	-	-	-	-	-	65,989
Total Revenues	\$ 107,453,121	\$ 65,114,282	\$ 751,952	\$ 4,672,398	\$ 1,605,676	\$ 9,216,815	\$ 188,814,244

Expenditures:

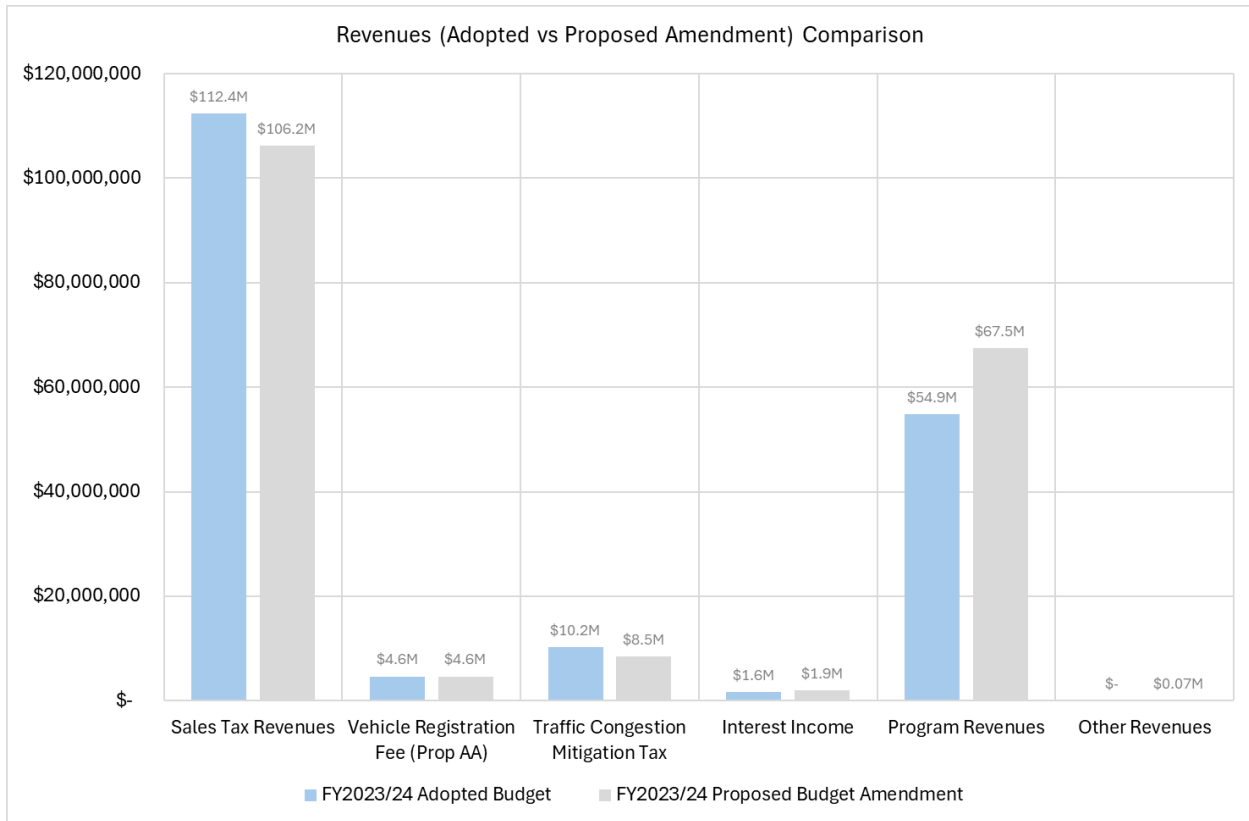


	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2023/24 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 150,000,000	\$ -	\$ 1,136,411	\$ 11,771,309	\$ -	\$ 4,582,733	\$ 167,490,453
Technical Professional Services	2,148,572	43,986,121	-	-	1,018,170	100,000	47,252,863
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,878,793	2,747,629	37,197	155,577	351,782	170,797	6,341,775
Fringe Benefits	1,419,245	1,354,581	18,338	76,699	173,429	84,203	3,126,495
Pay for Performance	285,313	-	-	-	-	-	285,313
Non-personnel Expenditures							
Administrative Operations	3,343,128	29,721	-	-	158,424	-	3,531,273
Equipment, Furniture & Fixtures	221,900	-	-	-	-	-	221,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
Debt Service Costs							
Fiscal Charges	80,000	-	-	-	-	-	80,000
Interest Expenses	7,200,439	-	-	-	-	-	7,200,439
Bond Principal Payment	14,545,000	-	-	-	-	-	14,545,000
Total Expenditures	\$ 182,182,390	\$ 48,118,052	\$ 1,191,946	\$ 12,003,585	\$ 1,704,905	\$ 4,937,733	\$ 250,138,611
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding	16,996,230	-	-	-	99,229	-	17,095,459
Transfers out - Prop K Match to Grant Funding	(99,229)	(16,996,230)	-	-	-	-	(17,095,459)
Draw on Revolving Credit Agreement	60,000,000	-	-	-	-	-	60,000,000
Total Other Financing Sources (Uses)	76,897,001	(16,996,230)	-	-	99,229	-	60,000,000
Net change in Fund Balance	\$ 2,167,732	\$ -	\$ (439,994)	\$ (7,331,187)	\$ -	\$ 4,279,082	\$ (1,324,367)
Budgetary Fund Balance, as of July 1	\$ 10,516,651	\$ -	\$ 661,072	\$ 17,508,943	\$ -	\$ 15,132,065	\$ 43,818,731
Budgetary Fund Balance, as of June 30	\$ 12,684,383	\$ -	\$ 221,078	\$ 10,177,756	\$ -	\$ 19,411,147	\$ 42,494,364
Fund Reserved for Program and Operating Contingency	\$ 10,616,500	\$ -	\$ 75,110	\$ 464,552	\$ -	\$ 850,000	\$ 12,006,162

Attachment 4 Fiscal Year 2023/24 Budget Amendment Explanations

TOTAL REVENUES		
Adopted Budget	Proposed Budget Amendment	Variance
\$183,710,142	\$188,814,244	\$5,104,102

The following chart shows the comparative composition of revenues for the proposed amended and adopted Fiscal Year (FY) 2023/24 budget.



Sales Tax Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$112,357,000	\$106,165,000	\$(6,192,000)

In November 2022, 71.8% of San Francisco voters approved Proposition L (Prop L), the Sales Tax for Transportation Projects measure, effective April 1, 2023, superseding Prop K and extending the half-cent local transportation sales tax through 2053 and directing \$2.6 billion (in 2020 dollars) in half-cent sales tax funds over 30 years to help deliver safer, smoother streets, more reliable transit, continue

**Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations**

paratransit services for seniors and persons with disabilities, reduce congestion, and improve air quality. This is the second time that the San Francisco transportation sales tax has been reauthorized with voter approval of a new Expenditure Plan: in 2003, voters approved Prop K, reauthorizing the Prop B sales tax, which was approved in 1989.

Based on FY 2023/24 sales tax revenues earned through January 2024, we project sales tax revenues to decrease by \$6.2 million, or 5.5%, as compared to the adopted FY 2023/24 budget. Sales tax revenues are projected to decrease due to a shift from consumers buying taxable goods to non-taxable goods such as personal services, digital goods, travel, and health care. In addition, the inflation rate has come down significantly so increased prices are no longer a significant sales tax driver year over year, and cumulative inflation has started to affect consumer purchasing decisions, slowing down overall consumption. Also, the return to the workplace, business travel, and international travel all have been returning slower than anticipated. This projection is aligned with the City Controller’s Office’s revised growth projection of its FY 2023/24 sales tax revenue.

Traffic Congestion Mitigation Tax		
Adopted Budget	Proposed Budget Amendment	Variance
\$10,221,967	\$8,500,000	\$(1,721,967)

In November 2019, San Francisco voters approved measure Proposition D, also known as the TNC Tax, enabling the City to impose a 1.5% business tax on shared rides and 3.25% business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The Transportation Authority receives 50% of the revenues for capital projects that promote users’ safety in the public right-of-way in support of the City’s Vision Zero policy. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

Based on revenues earned through December 2023 and through continuous discussions and coordination with the City’s Controller’s Office and the SFMTA, we anticipate TNC Tax revenues to decrease by \$1.7 million, or 16.8%, in FY 2023/24 as compared to the adopted budget. TNC Tax revenues are aligned with the City’s Controller’s Office estimates in the FY 2023-24 Six-Month Budget Status Report.

Interest Income		
Adopted Budget	Proposed Budget Amendment	Variance
\$1,621,725	\$1,966,680	\$344,955

**Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations**

Most of our investable assets are deposited in the City’s Treasury Pool (Pool). The level of our deposits held in the Pool during the year depends on the volume and timing of Sales Tax Program capital project reimbursement requests. Our cash balances are invested until invoices are received and sponsors are reimbursed.

Total Interest Income is projected to increase by \$344,955, or 21.3%, for FY 2023/24. Interest rates have increased from 1.9% assumed in the adopted budget to an average 2.7% over the past seven months in the Pool. The increase is also due to a higher bank balance in the Pool accounts at the start of the fiscal year as compared to the adopted budget, thus more interest earned on the deposits. The amended budget does not include any adjustments that would occur due to GASB Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

Federal Program Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$37,179,929	\$49,664,388	\$12,484,459

Federal Program Revenues are expected to increase by \$12.5 million, or 33.6%, as compared to the adopted budget. This is primarily due to an increase of \$23.1 million in deferred federal Highway Bridge Program funding for the Southgate Road Realignment Improvements Project (Southgate), or Phase 2 of the Interstate 80/Yerba Buena Island Interchange Improvement Project. We anticipate collecting federal reimbursements from Caltrans for the Southgate project that have been deferred from past years due to Caltrans’ cash management policy, which requires local agencies to use non-federal fund sources to advance the project until federal funds are obligated and available for reimbursement.

This increase is offset by a decrease of \$10.3 million in the Yerba Buena Island Westside Bridges Seismic Retrofit Project (Westside Bridges) in which the contractor had a slower start than anticipated. Several subcontractors mobilized later than planned. However, the overall construction is still on schedule to be completed by December 2026. Also, there is a decrease of \$216,321 in Safe Streets and Roads for All federal grant funds for the Vision Zero Ramps Intersection Study Phase 3 as there was a slower than anticipated start of the project due to staff vacancies further detailed below in Administrative Operating Costs - Personnel Expenditures. Lastly, there is a combined net decrease of \$143,375 in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal, and Innovative Deployments to Enhance Arterials Shared Automated Vehicle (IDEA-SAV) for the Treasure Island Mobility Management Agency (TIMMA) Program. The TIMMA FY 2023/24 revenues will be presented as a separate item to the TIMMA Committee and TIMMA Board at their respective future meetings.

**Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations**

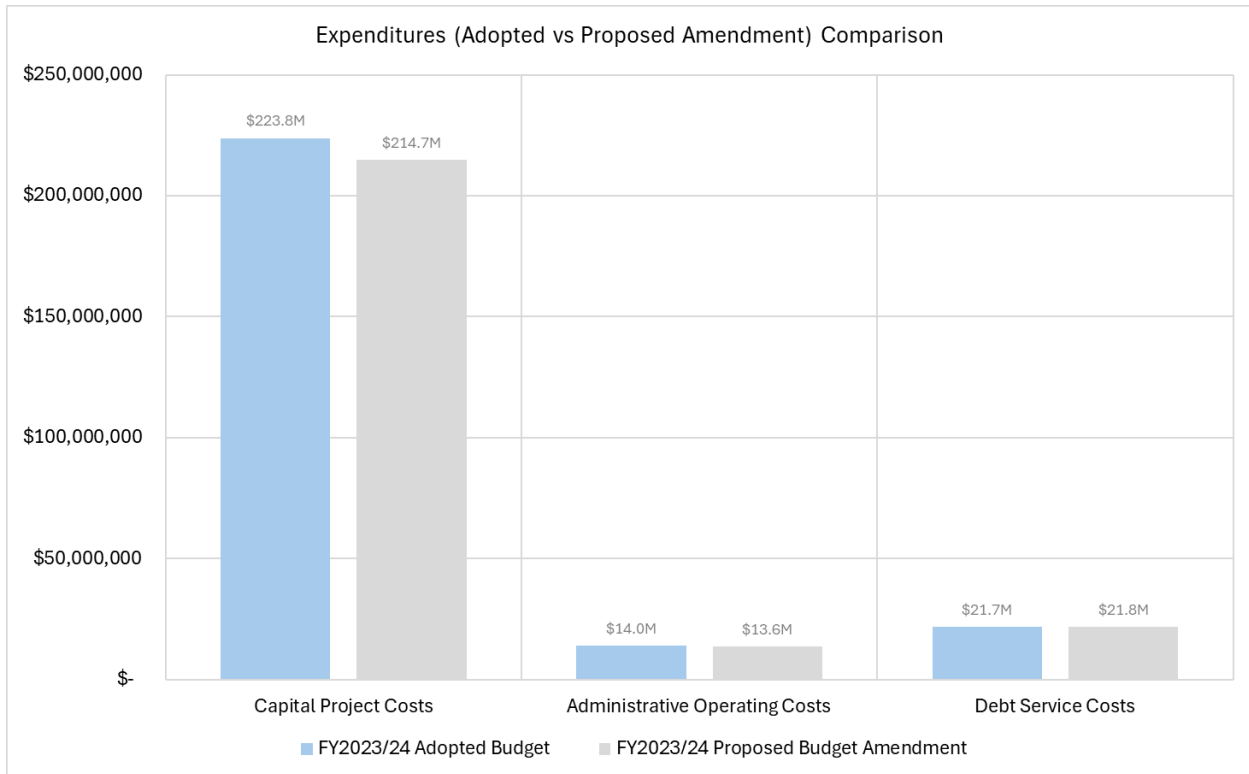
Other Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$0	\$65,989	\$65,989

Other Revenues are expected to increase by \$65,989 as compared to the adopted budget. This amount reflects proceeds from the sale of San Francisco Municipal Transportation Agency (SFMTA) transit vehicles purchase with sales tax grant funds and salvaged between FY 2017/18 and FY 2022/23 which includes light rail vehicles, trolley and motor coaches, and paratransit vehicles that had reached or exceeded their useful life. The SFMTA vehicles are auctioned for salvage by the City’s Administrator’s Office. The Standard Grant Agreement for sales tax funds requires that if a grant recipient uses any portion of the sales tax grant to purchase equipment or vehicles, and later sells the equipment or vehicles, the grant recipient shall return to the Transportation Authority a portion of the proceeds from the sale of such assets with fair market value of \$5,000 or more. The recipient shall return to the Transportation Authority that proportion of the net sales proceeds that is equal to the percentage of the original purchase price that consisted of sales tax grant funds.

**Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations**

TOTAL EXPENDITURES		
Adopted Budget	Proposed Budget Amendment	Variance
\$259,552,648	\$250,138,611	\$(9,414,037)

The following chart shows the comparative composition of expenditures for the proposed amended and adopted FY 2023/24 budget.



Administrative Operating Costs - Personnel Expenditures		
Adopted Budget	Proposed Budget Amendment	Variance
\$10,304,105	\$9,753,583	\$(550,522)

Personnel Expenditures in FY 2023/24 are expected to decrease by \$550,522, or 5.3%, as compared to the adopted budget. This decrease is primarily due to the budgeting of various positions for a partial year resulting from unexpected staff departures of the Director of Communications, Assistant Deputy Director for Capital Projects, Clerk of the Transportation Authority, and a Transportation Planner, as

**Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations**

well as delayed hiring of vacancies for the Rail Program Principal Engineer, a Principal Transportation Planner and two Transportation Planner during the fiscal year.

OTHER FINANCING SOURCES (USES) - DRAW ON REVOLVING CREDIT AGREEMENT		
Adopted Budget	Proposed Budget Amendment	Variance
\$75,000,000	\$60,000,000	\$(15,000,000)

The estimated level of sales tax capital expenditures for FY 2023/24 may trigger the need to drawdown up to \$60 million from the Revolving Credit Agreement which is \$15 million less than what we had anticipated during the adoption of the budget. This decrease is partially due a higher bank balance in the Pool account at the start of the fiscal year as compared to the adopted budget and to the anticipation of \$24.5 million repayment from the CMA Program to the Sales Tax Program from the increased federal and state grant reimbursements for the Southgate project as mentioned above. Thus, we may potentially need to drawdown from the Revolving Credit Agreement at a later time in the fiscal year and at a lower amount than anticipated, from \$75 million to \$60 million. We will continue to monitor capital spending closely during the remainder of the year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.



RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2023/24 BUDGET TO INCREASE REVENUES BY \$5,104,102, DECREASE EXPENDITURES BY \$9,414,037 AND DECREASE OTHER FINANCING SOURCES BY \$15,000,000 FOR A TOTAL NET DECREASE IN FUND BALANCE OF \$1,324,367

WHEREAS, In June 2023, through approval of Resolution 23-58, the Transportation Authority adopted the Fiscal Year (FY) 2023/24 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Revenue and expenditure revisions are related to the increase in interest income, federal program revenues in the Congestion Management Agency programs, and other revenues in the Sales Tax Program, and decrease in Sales Tax revenues, Traffic Congestion Mitigation Tax, personnel expenditures, and Other Financing Sources (Uses) - Draw on Revolving Credit Agreement; and

WHEREAS, Major changes in revenues due to additional funding include the following: sales tax appropriations for Inner Sunset Multimodal Safety and Access Study, Walter U Lum Place Public Space Study, Presidio Yard Modernization, Transportation Demand Management Strategic Plan Update, Vision Zero Ramp Intersection Study Phase 3; Federal Highway Bridge Program for Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit; State Proposition 1B for YBI Westside Bridges; and State Active Transportation Program for YBI Multi-Use Pathway Project; and

WHEREAS, Major changes in revenues due to increase in revenue estimates include the following: interest income, federal program revenues for Interstate 80/YBI Interchange Improvement Project - Southgate Road Realignment, and Other revenues - Proceeds from the Sale of San Francisco Municipal Transportation Agency



Transit Vehicles Salvaged; and

WHEREAS, Major changes in revenues due to decrease in revenue estimates include the following: Sales Tax Revenues, Traffic Congestion Mitigation Tax, federal program revenues for YBI Westside Bridges project and Vision Zero Ramps Intersection Study Phase 3; and

WHEREAS, Major changes in expenditures due to decrease in personnel costs from vacancies from unexpected staff departures and delayed hiring of these vacancies during the fiscal year; and

WHEREAS, Other financing sources also need to be updated from the original estimates contained in the adopted FY 2022/23 budget to decrease the drawdown estimate of the Revolving Credit Agreement; and

WHEREAS, At its March 27, 2024, meeting, the Community Advisory Committee was briefed on the proposed budget amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2023/24 budget is hereby amended to increase revenues by \$5,104,102, decrease expenditures by \$9,414,037 and decrease other financing sources by \$15,000,000 for a total net decrease in fund balance of \$1,324,367, as shown in Attachment 1.

Attachments:

1. Proposed Fiscal Year 2023/24 Budget Amendment