



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

DATE: Tuesday, April 23, 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: 2664 611 0156 # #
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. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**



4. Approve the Minutes of the April 16, 2024 Meeting – **ACTION*** **5**

Consent Agenda

5. **[Final Approval]** Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for Two Requests – **ACTION*** **9**

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. **[Final Approval]** 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*** **43**
7. **[Final Approval]** 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*** **65**

End of Consent Agenda

8. Next Generation Bay Area Freeways Study Update – **INFORMATION*** **81**

Other Items

9. 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.

10. Public Comment

11. 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



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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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.

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, 22nd Floor, 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.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 16, 2024

1. Roll Call

Chair Mandelman the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, and Walton (7)

Absent at Roll Call: Commissioners Peskin, Ronen, Safaí, and Stefani (4)

2. Approve the Minutes of the March 26, 2024 Meeting – ACTION

There was no public comment.

Commissioner Preston moved to approve the item, seconded by Commissioner Dorsey.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, and Walton (7)

Absent: Commissioners Peskin, Ronen, Safaí, Stefani (4)

3. Community Advisory Committee Report - INFORMATION

Community Advisory Committee (CAC) Chair Kat Siegal reported that the CAC adopted motions of support for the San Francisco Public Works Pavement Renovation and Oakdale Lighting Improvements fund allocations; Hillcrest Road Improvement Project construction contract awards, and Fiscal Year 2023/24 Budget Amendment items.

Chair Siegal highlighted the discussion on the I-280 Northbound Geneva Avenue Off-Ramp Study at the March CAC meeting, during which nearly all members weighed in on topics such as disappointment over the lack of bold pedestrian safety recommendations; concerns about the study's mid- to long-term staff recommendations; and near-miss experiences with oncoming vehicles in the area. She also said that members asked about closure of some off- and on-ramps as recommended in the Transportation Authority's 2014 Balboa Park Circulation Study and commented on vulnerable populations in the area, including seniors and children. Chair Siegal said that the CAC voted to support an amended motion that included only the study's near-term recommendations and signal changes, urging the Transportation Authority to expedite its Vision Zero Ramps Phase 3 Study, and urging staff to approach projects through the lens of safety for the most vulnerable users and be bold in developing potential solutions. She said staff had communicated to the CAC that they would consider the CAC's input and would conduct additional community engagement before bringing the study back to the CAC and then to the Board.

Chair Siegal also reported on the discussion of San Francisco Municipal Transportation Authority (SFMTA)'s Vision Zero Overview and Quick-Build Program Update presentation



to the CAC in March. She said members were surprised that the presentation failed to call out that San Francisco did not meet its 2024 Vision Zero goals and members were disappointed by the positive framing of the data, which reported that fatalities were trending down since the inception of Vision Zero though from the CAC's perspective the numbers didn't seem to clearly support that conclusion. She concluded that members were looking forward to more details from SFMTA's forthcoming 10-Year Retrospective Report.

There was no public comment.

4. [Final Approval on First Appearance] State and Federal Legislation Update – ACTION

Mark Watts, state legislative consultant to the Transportation Authority, and Martin Reyes, Principal Transportation Planner, Government Affairs, presented the item.

Commissioner Walton made comments in support of the staff recommendation to support and seek amendments for Senate Bill 1031 and shared that Caltrain, as well as other agencies, had expressed concerns about the bill's language related to consolidation. He noted that he had spoken with Senator Weiner and understood that the authors were working on consolidation language that would be more amenable.

Chair Mandelman stated that he would move to continue his Board of Supervisors resolution related to Senate Bill 1031 later that afternoon and would work with Commissioner Walton to incorporate additional language into the resolution similar to the language drafted by Transportation Authority staff.

There was no public comment.

Commissioner Walton moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Safaí and Stefani (2)

5. Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for Two Requests – ACTION

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

Commissioner Mandelman commented that pavement renovation or repairing streets, polled highly when the Transportation Authority was working on the reauthorization of the sales tax and consistently does so in other polls so he was glad to see a paving project proposed for Prop L funding.

Commissioner Preston noted that the paving project locations were referred to as "candidates" and asked for clarification on how certain work would be done on those locations.

Edmund Lee, San Francisco Public Works (SFPW) Project Manager, answered that the locations were as committed and locked in as could be. He explained that coordination was an ongoing effort and that sometimes unexpected things happened which could impact the timeline for the listed locations.

During public comment, Roland Lebrun expressed disappointment that the Oakdale



lighting project would not be open for use until 2026.

Commissioner Walton moved to approve the item, seconded by Commissioner Preston.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Safaí and Stefani (2)

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

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

Commissioner Dorsey asked if there was a timeline for bike lane barriers to be implemented on Hillcrest.

Mr. Holmes answered that the barriers were part of the Yerba Buena Island Multi-Use Pathway project and would be funded with the new California Transportation Commission grant to start final design, so it would take some time before installation could be done.

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Peskin.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (8)

Absent: Commissioners Chan, Safaí, and Stefani (3)

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

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

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Preston.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safaí, and Walton (9)

Absent: Commissioners Chan and Stefani (2)



Other Items

8. Introduction of New Items - INFORMATION

There were no new items introduced.

9. Public Comment

During public comment, Roland Lebrun expressed gratitude to SFGovTV for switching the live broadcast to YouTube when Granicus went down but noted he could not enable closed captioning. He suggested reaching out to BART or the City of San Jose for technical assistance.

10. Adjournment

The meeting was adjourned at 11:08 a.m.



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: _____
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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 (FY) 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	

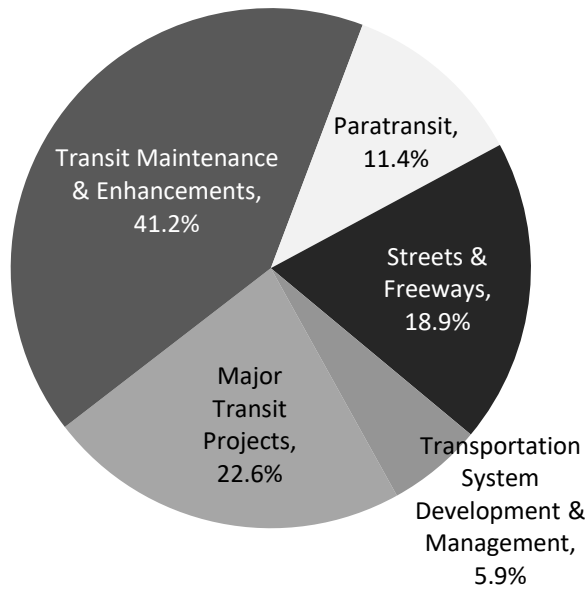
¹ See Attachment 1 for footnotes.

Attachment 4: Prop L Summary - FY2023/24

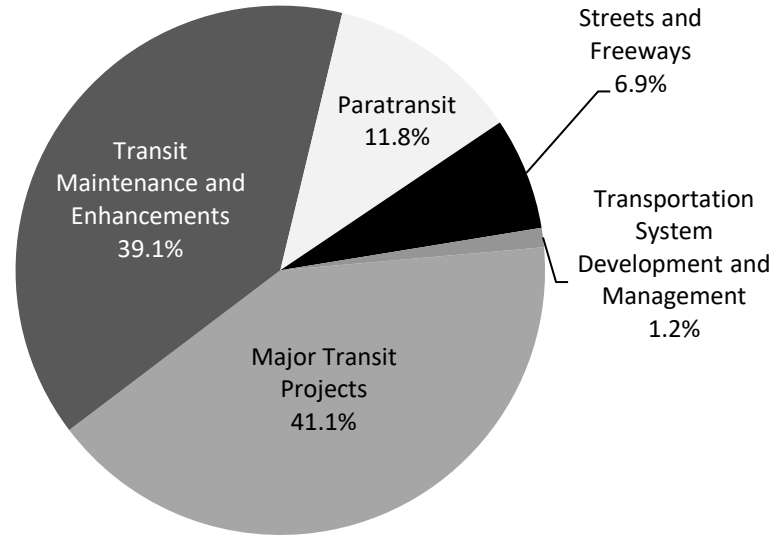
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 87,245,955	\$ 14,233,965	\$ 21,109,655	\$ 32,584,866	\$ 15,242,469
Current Request(s)	\$ 1,600,000	\$ -	\$ 1,070,000	\$ 530,000	\$ -
New Total Allocations	\$ 88,845,955	\$ 14,233,965	\$ 22,179,655	\$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



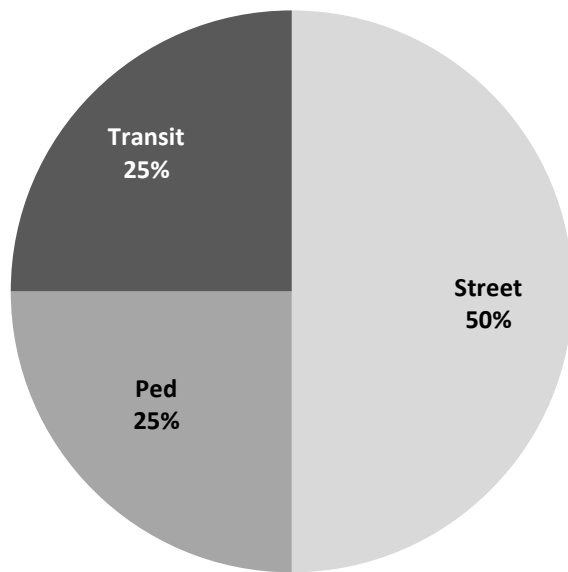
Prop L Investments To Date (Including Pending Allocations)



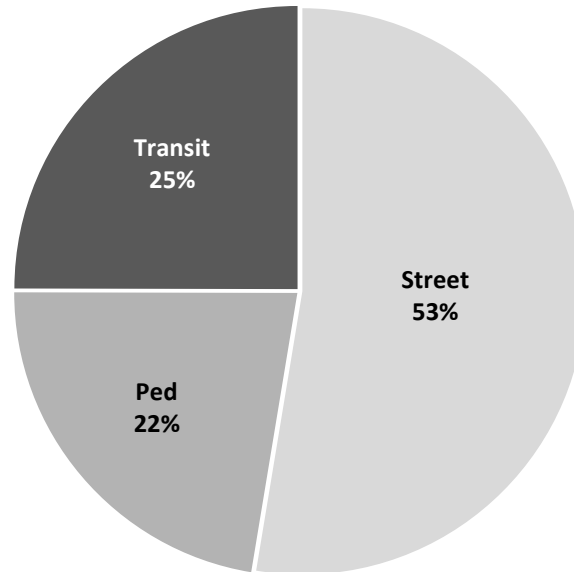
PROP AA VEHICLE REGISTRATION FEE					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,200,000	\$ -	\$ 900,000	\$ 300,000	\$ -
New Total Allocations	\$ 1,500,000	\$ 300,000	\$ 900,000	\$ 300,000	\$ -

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

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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
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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
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- 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.

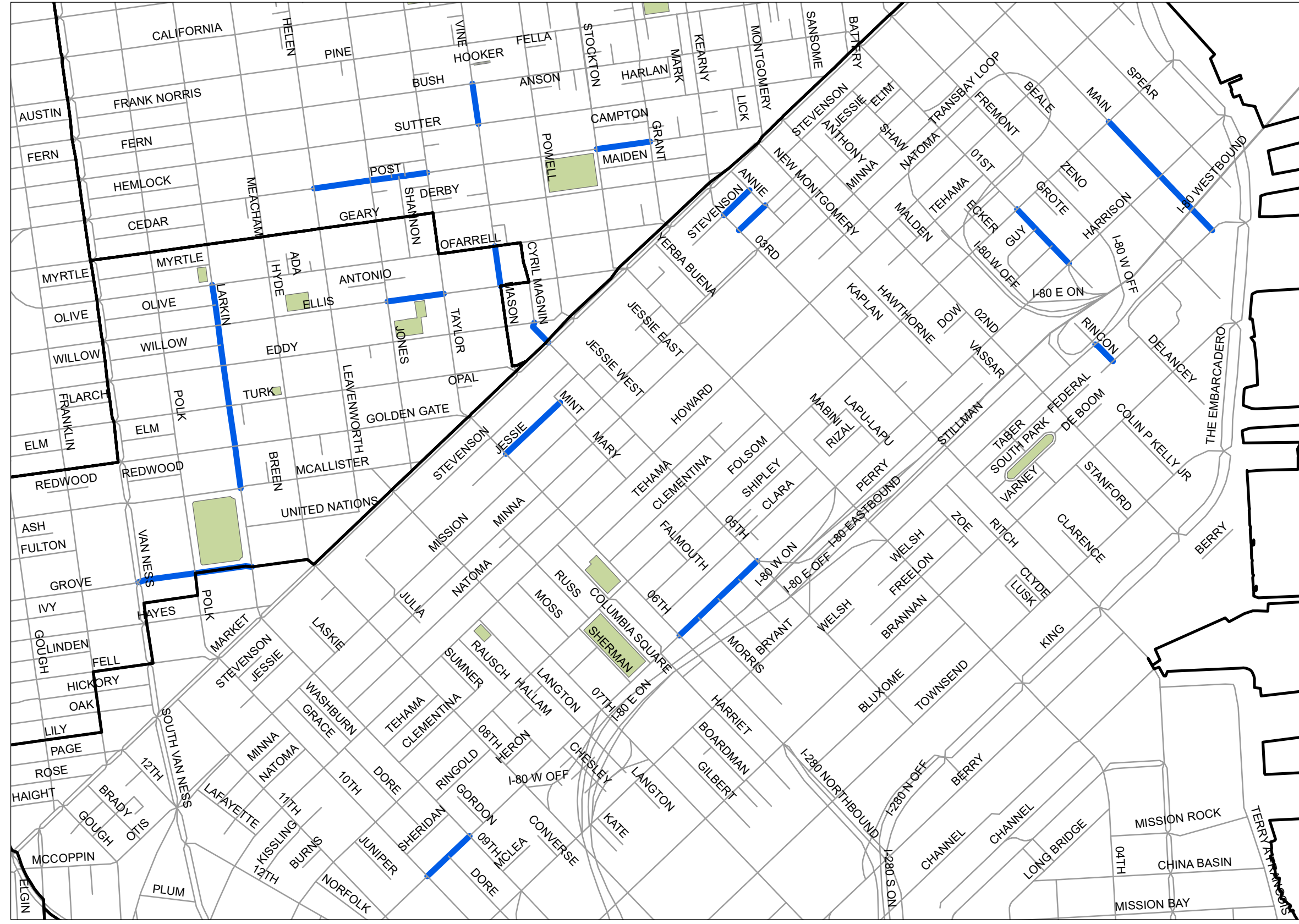
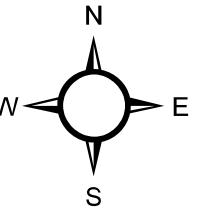
Initials of sponsor staff member verifying the above statement:

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

Attachment 1 22 Street Resurfacing Program: Various Locations Pavement Renovation No 62

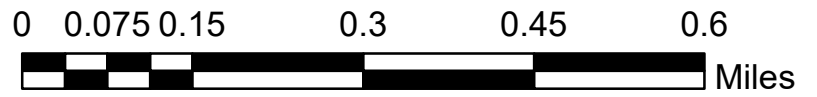


Legend

 Various Locations Pavement Renovation No 62

NOTES:
Information as of October 2023

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.



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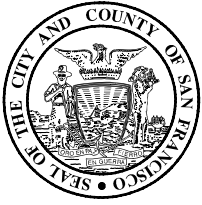
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

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



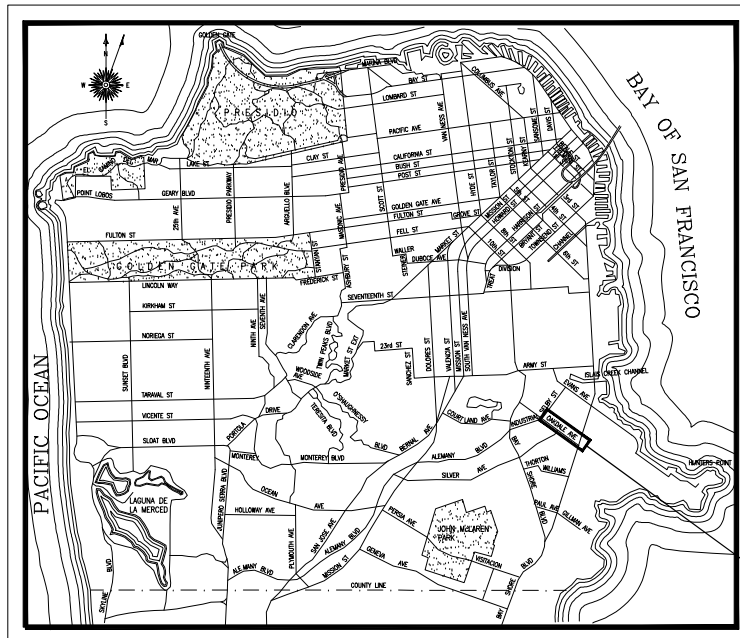
City and County of San Francisco
 London Breed, Mayor
 Carla Short, Director

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> </tbody> </table>		NO.	DATE	DESCRIPTION	BY	APP.	TABLE OF REVISIONS					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>Denial Dhapal</i> DENIAL DHAPAL 02/02/2024 Bureau Mgr: <i>Patrick Rivera</i> PATRICK 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

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

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TABLE OF REVISIONS				
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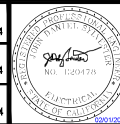
REFERENCE INFORMATION & FILE NO. OF SURVEYS



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
 SHEET OF SHEETS
 2 OF 9

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@SF.WATER.ORG STREET TREES: URBANFORESTRY@SFPWP.ORG DAS SITES: DAS@SF.WATER.ORG (INCLUDE TO: PANISA.POLPATTANA@SFPWP.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 RESTORED 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	BLHP	BUREAU OF LIGHT, HEAT, AND POWER			
			F/I (N) POLE AND FOUNDATION IN PLACE	BUF	BUREAU OF URBAN FORESTRY			
			STREET LIGHT POLE WITH FOUNDATION	C	CONDUIT			
			MUNI POLE	DWG	DRAWING			
			R/C (E) MUNI POLE AND FOUNDATION	(E)	EXISTING			
			F/I (N) MUNI POLE AND FOUNDATION IN PLACE	F/I	FURNISH AND INSTALL UNDER THIS CONTRACT			
			P. G. & E. SERVICE POLE	HDPE	HIGH DENSITY POLYETHYLENE			
			UTILITY POLE (WOOD OR STEEL)	HPS	HIGH DENSITY SODIUM			
			STREETLIGHT WITH 6' LUMINAIRE ARM AND FIXTURE	GND, G	GROUND			
			PEDESTRIAN LIGHT POLE AND FIXTURE WITH FOUNDATION	GRSC	GALVANIZED RIGID STEEL CONDUIT			
			PULL BOX TYPE I SL: STREET LIGHT	I/P	IN PLACE OF			
			PULL BOX TYPE III SL: STREET LIGHT	LA	LUMINAIRE ARM			
			PULL BOX TYPE I S: SERVICE BOX	LGT	LIGHT			
			PG&E PULL BOX	LUM	LUMINAIRE			
			PULL BOX TYPE I T: TRAFFIC RATED	mm	MILLIMETER			
			BASEMENT PULL BOX	(N)	NEW			
			GROUND ROD-5/8" ØX10'-0" (15.88 mm X 3048 mm)	OCS	OVERHEAD CONTACT SYSTEM			
			UTILITY MANHOLE, AS SPECIFIED T = AT&T; P = PG&E	OH	OVERHEAD			
			UTILITY VAULT; OWNER AS SPECIFIED	PED	PEDESTRIAN			
			FIRE HYDRANT HP = HIGH PRESSURE; LP = LOW PRESSURE	PL	PEDESTRIAN LIGHT			
			CURB RAMP (SEE CR-DWGS)	PG&E, PGE	PACIFIC GAS AND ELECTRIC COMPANY			
			SURVEY MONUMENT	PVC	POLYVINYL CHLORIDE			
			TREE	R/C	REMOVE FROM SITE OF WORK AS CONTRACTOR'S PROPERTY			
			SUB-SIDEWALK BASEMENT	R/R	REMOVE AND RELOCATE, OR REMOVE AND REINSTALL AS APPLICABLE			
			DETAIL NOTE	R/S	REMOVE AND SALVAGE AS CITY'S PROPERTY			
			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.	SFPUC	SAN FRANCISCO PUBLIC UTILITIES COMMISSION			
			LIGHTING FIXTURE TAG "X" INDICATE FIXTURE TYPE "##" INDICATE LAMP WATTAGE	SFPW	SAN FRANCISCO PUBLIC WORKS			
NOT ALL SYMBOLS USED IN PLANS				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			

NO.	DATE	DESCRIPTION	BY	APP.
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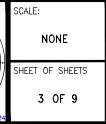
REFERENCE INFORMATION & FILE NO. OF SURVEYS



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 Dhanpal</i>	IQBAL DHANPAL	Date: 02/02/2024
Bureau Mgr: <i>Patrick Rivera</i>	PA TRICK 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	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: \\S:\2571_C00000_Lighting_Improvements\2571_C00000_Lighting_Improvements\2571_L-01_LEGEND_ABB & GEN NOTES.dwg, User: Bkph

LIGHTING FIXTURE SCHEDULE					
TAG	DESCRIPTION	MANUFACTURER	LAMPS	VOLT	SYMBOL
A72	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	
A108	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	

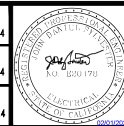
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REFERENCE INFORMATION
& FILE NO. OF SURVEYS



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

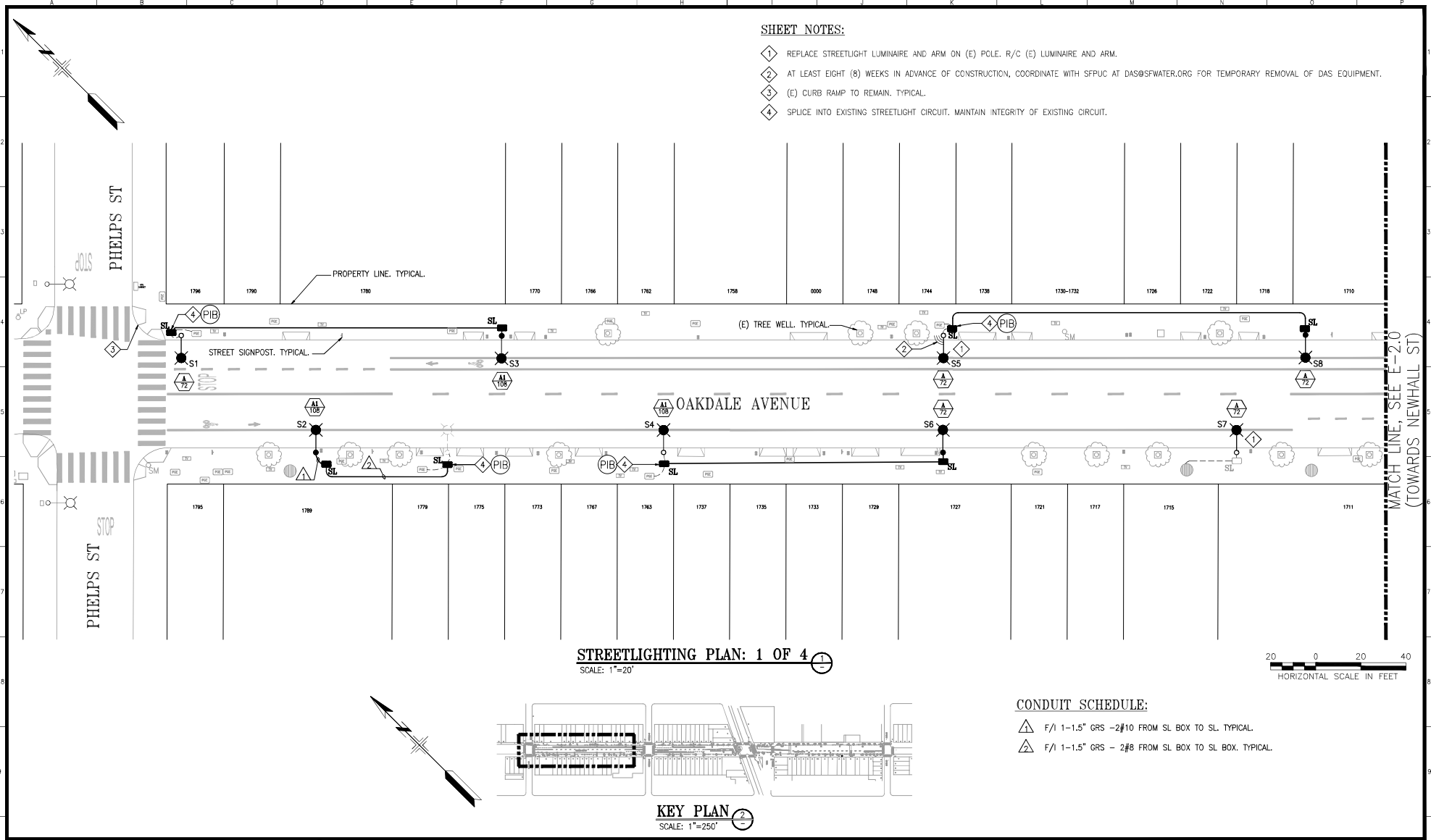
Section Mgr: *Chi Sao* CHIAO
Date: 02/01/2024
DESIGNED: DATE: BR/NK 01/2024
Deputy Bureau Mgr: *IGBAL DHAPA*
Date: 02/02/2024
DRAWN: DATE: BC/NK 01/2024
Bureau Mgr: *PATRICK RIVERA*
Date: 02/02/2024
CHECKED: DATE: GL/JS 01/2024



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				
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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

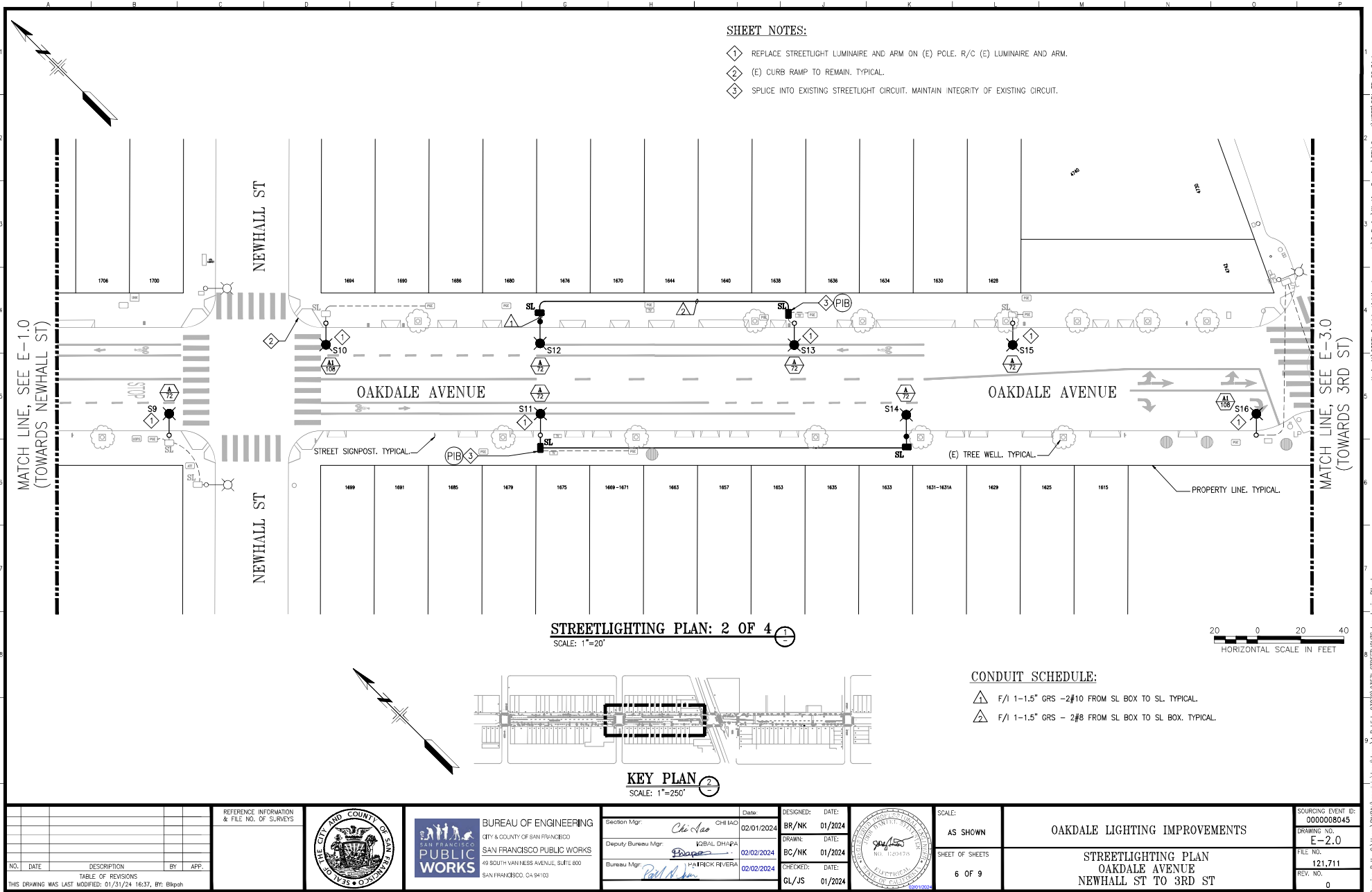
Section Mgr: *Chi Yao* CHIEF IAO
Date: 02/01/2024
Deputy Bureau Mgr: IGIBAL, DHAPA
Date: 02/02/2024
Bureau Mgr: PATRICK RIVERA
Date: 02/02/2024

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

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SHEET OF SHEETS: 5 OF 9

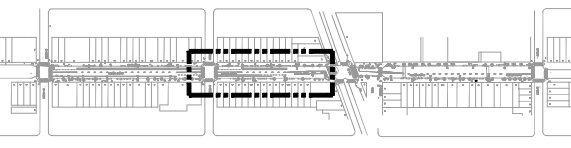
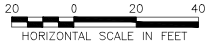
OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
PHELPS ST TOWARDS NEWHALL ST

SOURCING EVENT ID: 000008045
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 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

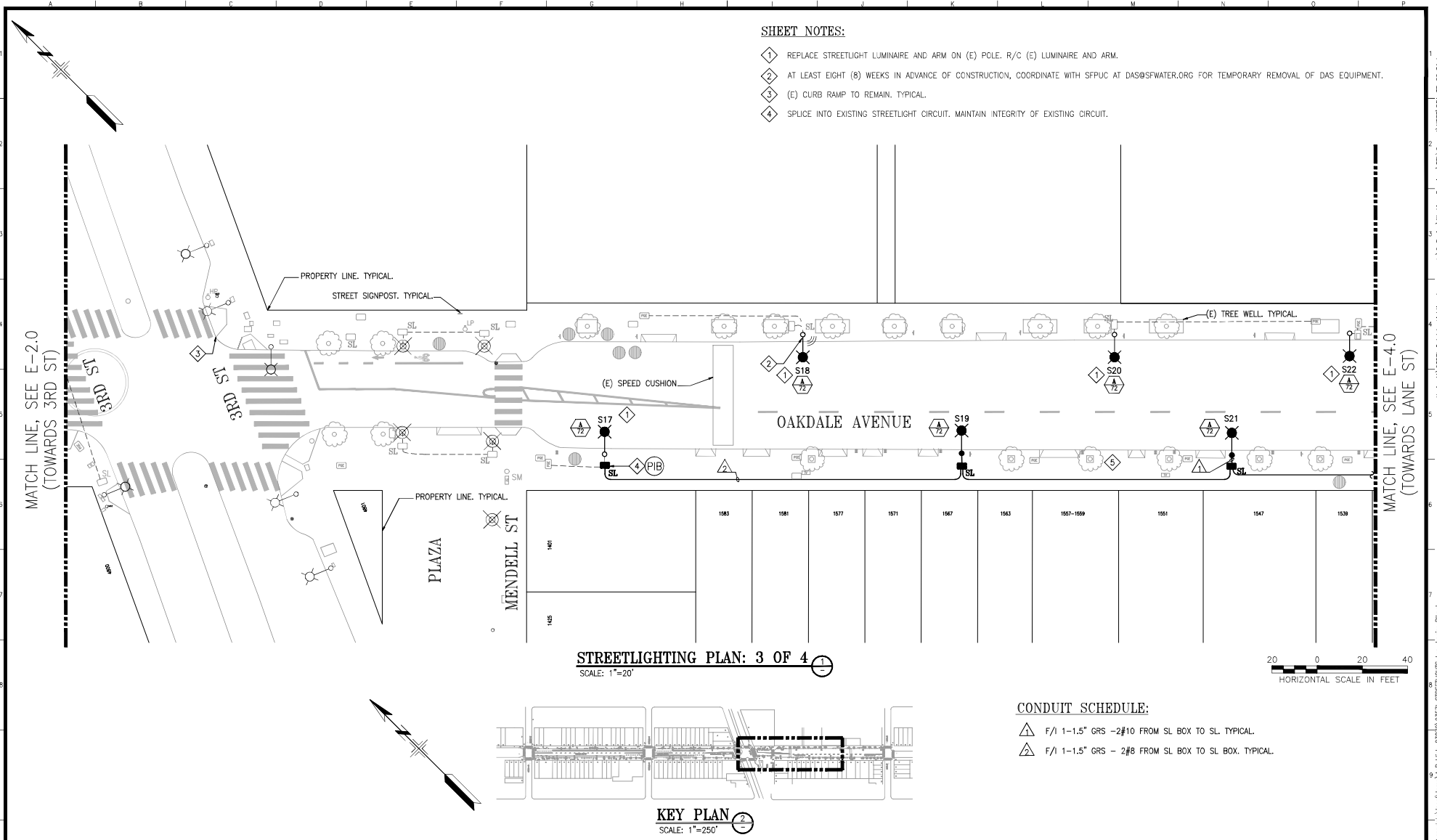
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SCALE:
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SHEET OF SHEETS
6 OF 9

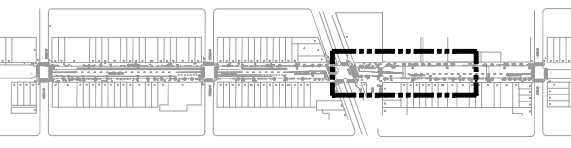
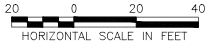
OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
NEWHALL ST TO 3RD ST

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.
 - 2 AT LEAST EIGHT (8) WEEKS IN ADVANCE OF CONSTRUCTION, COORDINATE WITH SFPUC AT DAS@SFWATER.ORG FOR TEMPORARY REMOVAL OF DAS EQUIPMENT.
 - 3 (E) CURB RAMP TO REMAIN. TYPICAL.
 - 4 SPLICE INTO EXISTING STREETLIGHT CIRCUIT, MAINTAIN INTEGRITY OF EXISTING CIRCUIT.

STREETLIGHTING PLAN: 3 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.

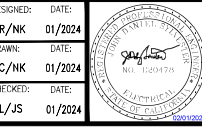
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REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

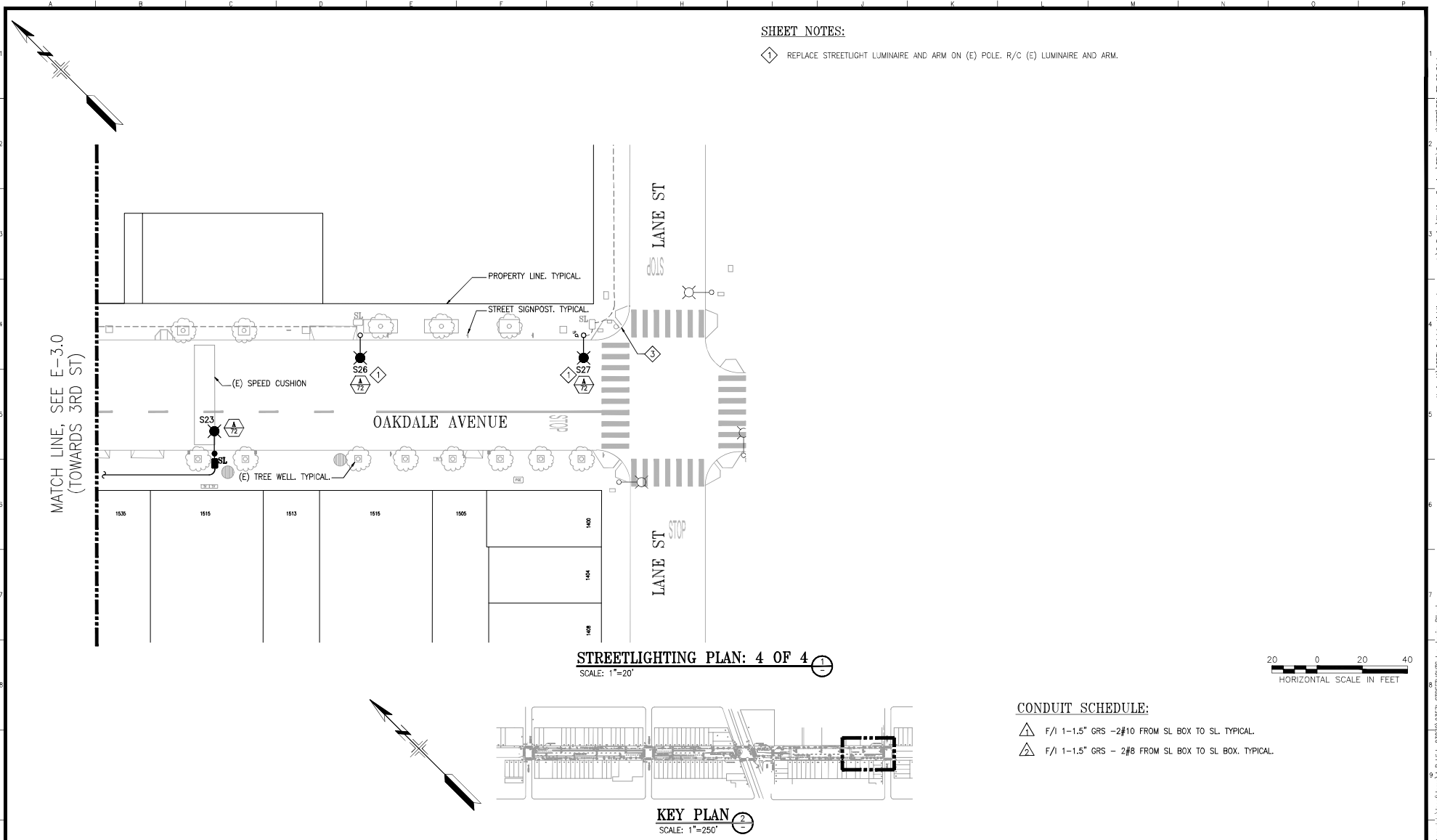
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Deputy Bureau Mgr:	IGBAL DHAPA	DESIGNED:	BR/NK 01/2024
Bureau Mgr:	PATRICK RIVERA	DRAWN:	BC/NK 01/2024
		CHECKED:	GL/JS 01/2024



SCALE:
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SHEET OF SHEETS
7 OF 9

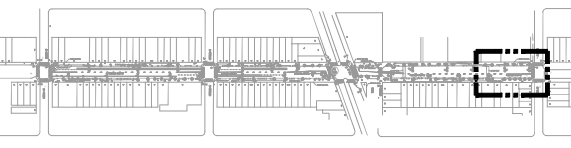
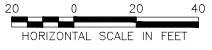
OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
3RD ST TO LANE ST (1 OF 2)

SOURCING EVENT ID:	000008045
DRAWING NO.:	E-3.0
FILE NO.:	121,712
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'



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.

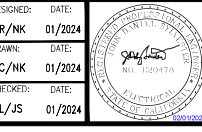
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REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

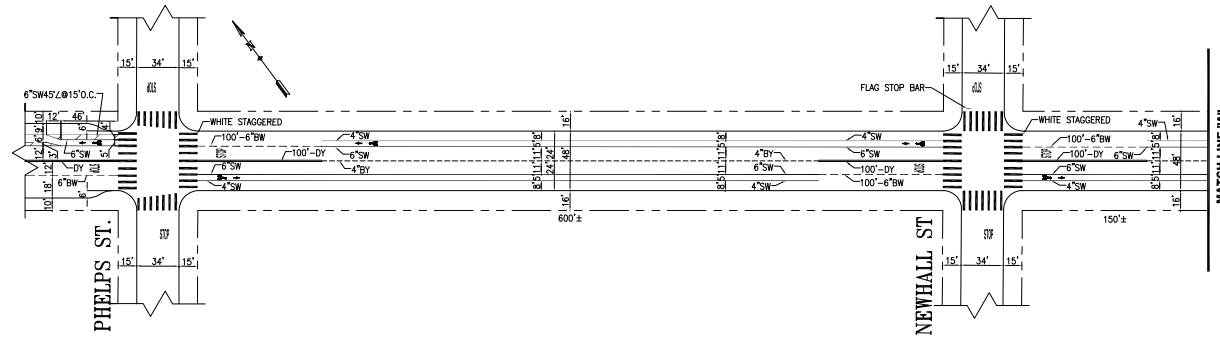
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Deputy Bureau Mgr:	<i>Iqbal Dhapa</i>	IQBAL DHAPA	DESIGNED:	BR/NK 01/2024
Bureau Mgr:	<i>Patrick Rivera</i>	PATRICK RIVERA	DRAWN:	BC/NK 01/2024
			CHECKED:	GL/JS 01/2024



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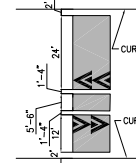
OAKDALE LIGHTING IMPROVEMENTS
STREETLIGHTING PLAN
OAKDALE AVENUE
3RD ST TO LANE ST (2 OF 2)

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DRAWING NO.:	E-4.0
FILE NO.:	121.713
REV. NO.:	0



GENERAL NOTES:

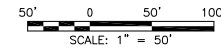
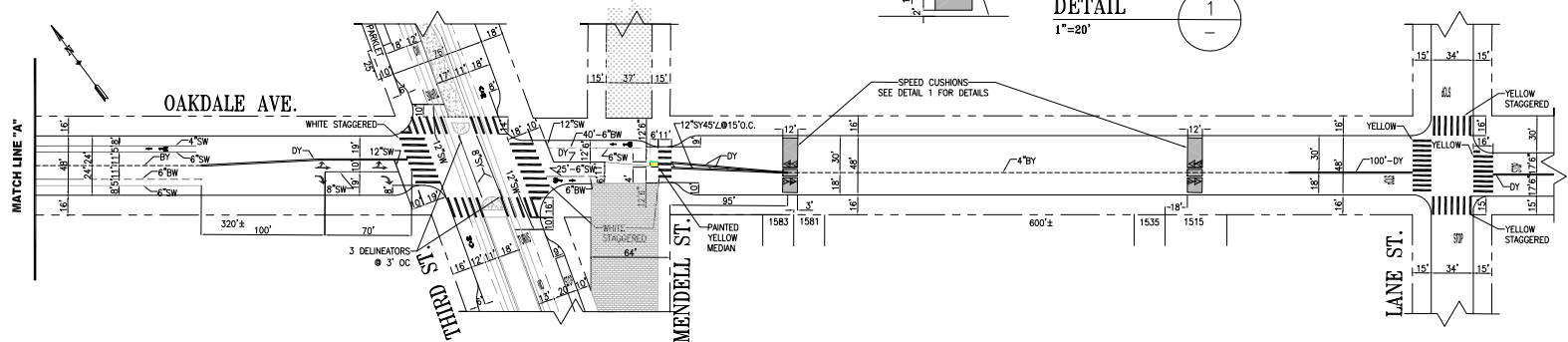
1. THE CONTRACTOR MUST USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND MARKINGS IN THE FIELD.
3. STOP LINES AND TRANSVERSE CROSSWALKS DEPICTED ON THIS DRAWING ARE 12" WIDE & WHITE IN COLOR AND CONTINENTAL CROSSWALKS ARE 24" WIDE & WHITE IN COLOR, 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.



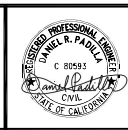
SPEED CUSHIONS

DETAIL

1"=20'



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



APPROVED	DATE: 01/29/2024	SCALE: 1" = 50'
DRAWN: J.YUEN		SHEET/SHEETS: 1 OF 1
DATE: 1/25/2024		
CHECKED: D.PADILLA	DATE: 1/25/2024	
for Ricardo Clea 01/29/2024 CITY TRAFFIC ENGINEER		

OAKDALE LIGHTING IMPROVEMENTS PROJECT	
EXISTING PAVEMENT MARKINGS	
OAKDALE AVENUE	
PHELPS STREET TO LANE STREET	

CONTRACT NO. 23571
DRAWING NO. T-1
FILE NO.
REV. NO.



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: _____
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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 awards 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.

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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: _____
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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



**San Francisco
County Transportation
Authority**

**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:

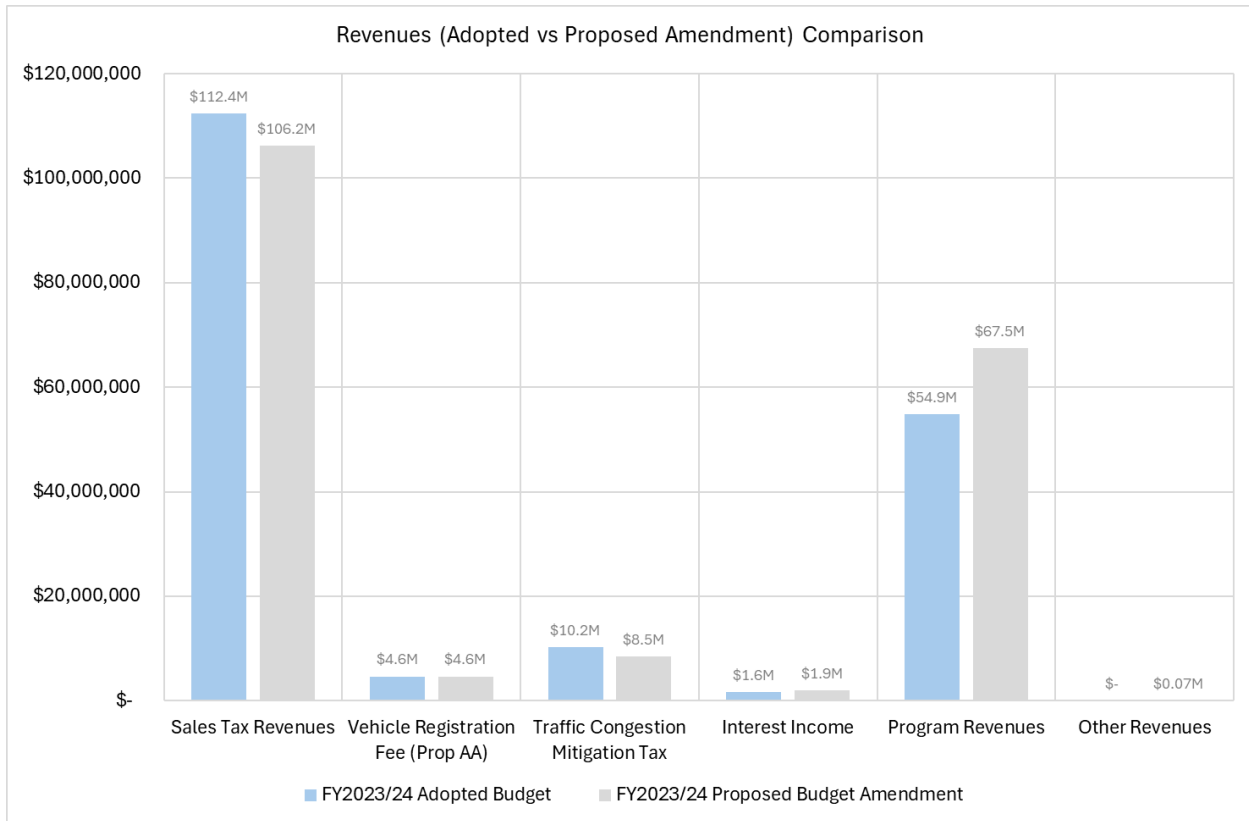


	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2023/24 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic 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							
Budgetary Fund Balance, as of July 1	\$ 10,516,651	\$ -	\$ (439,994)	\$ (7,331,187)	\$ -	\$ 4,279,082	\$ (1,324,367)
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

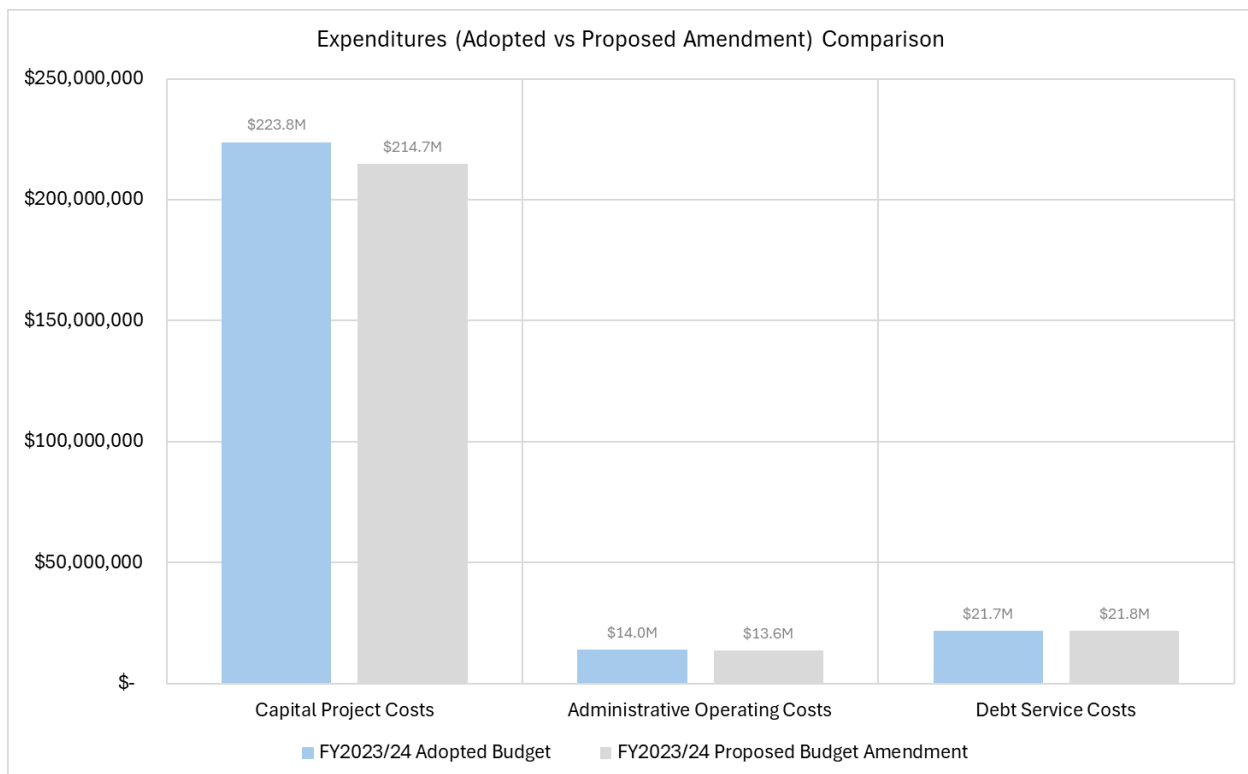
Other Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$0	\$65,989	\$65,989

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.

Attachment:

1. Proposed Fiscal Year 2023/24 Budget Amendment

»»»» Next Gen Freeways



AGENDA ITEM 8

PLAN BAY AREA 2050

STRATEGY T5
FREEWAY TOLLING

METROPOLITAN⁸¹
TRANSPORTATION
COMMISSION

In partnership with Caltrans



Next Generation Bay Area Freeways Study

Study Overview

San Francisco County Transportation Authority Board
April 2024

82 Where we are today

Congestion costs us every day and freeway travel demand is growing fast.

This contributes to multiple challenges in the Bay Area:



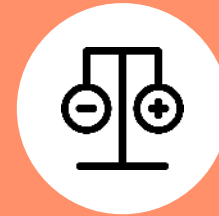
Freeways Are Over Capacity

Bay Area drivers spend nearly 100 hours per year sitting in traffic.



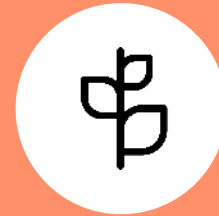
Economic Costs

Workers lose time (and earnings) driving to job sites; slower moving freight raises cost of goods.




Inequity

Lower income people moving further away from jobs due to rising housing costs have longer, more expensive commutes.



Climate Impacts

Increasing vehicle miles traveled makes it harder to achieve ambitious state-mandated climate goals.



We have sought to address congestion with a range of strategies, from new lanes and express lanes, to transit, commuter parking, transit-oriented development.

But we are not addressing the elephant in the room: **People want to, or need to drive alone**, and the freeway is a valuable public good.

84 Why we are exploring pricing

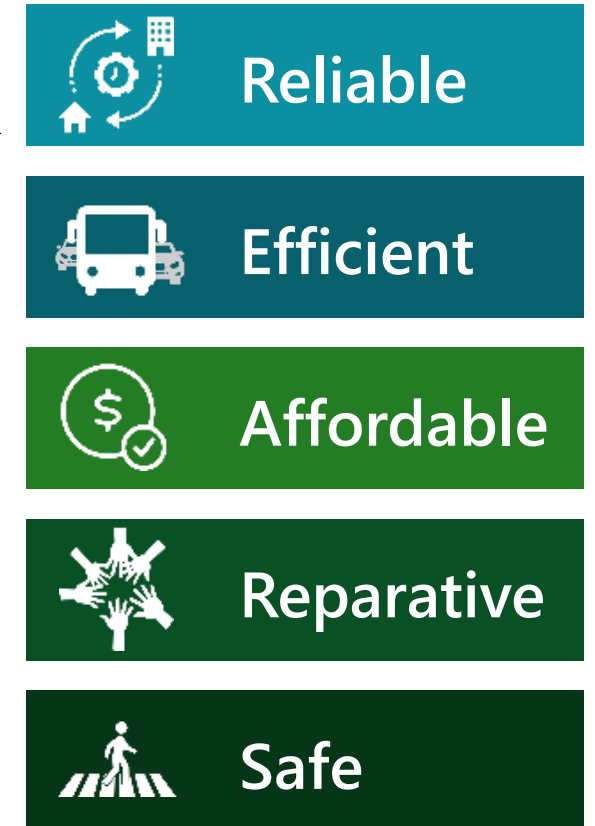
Pricing Strategies



Direct Outcomes

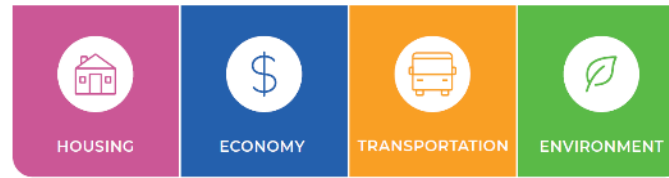


Long-Term Goals



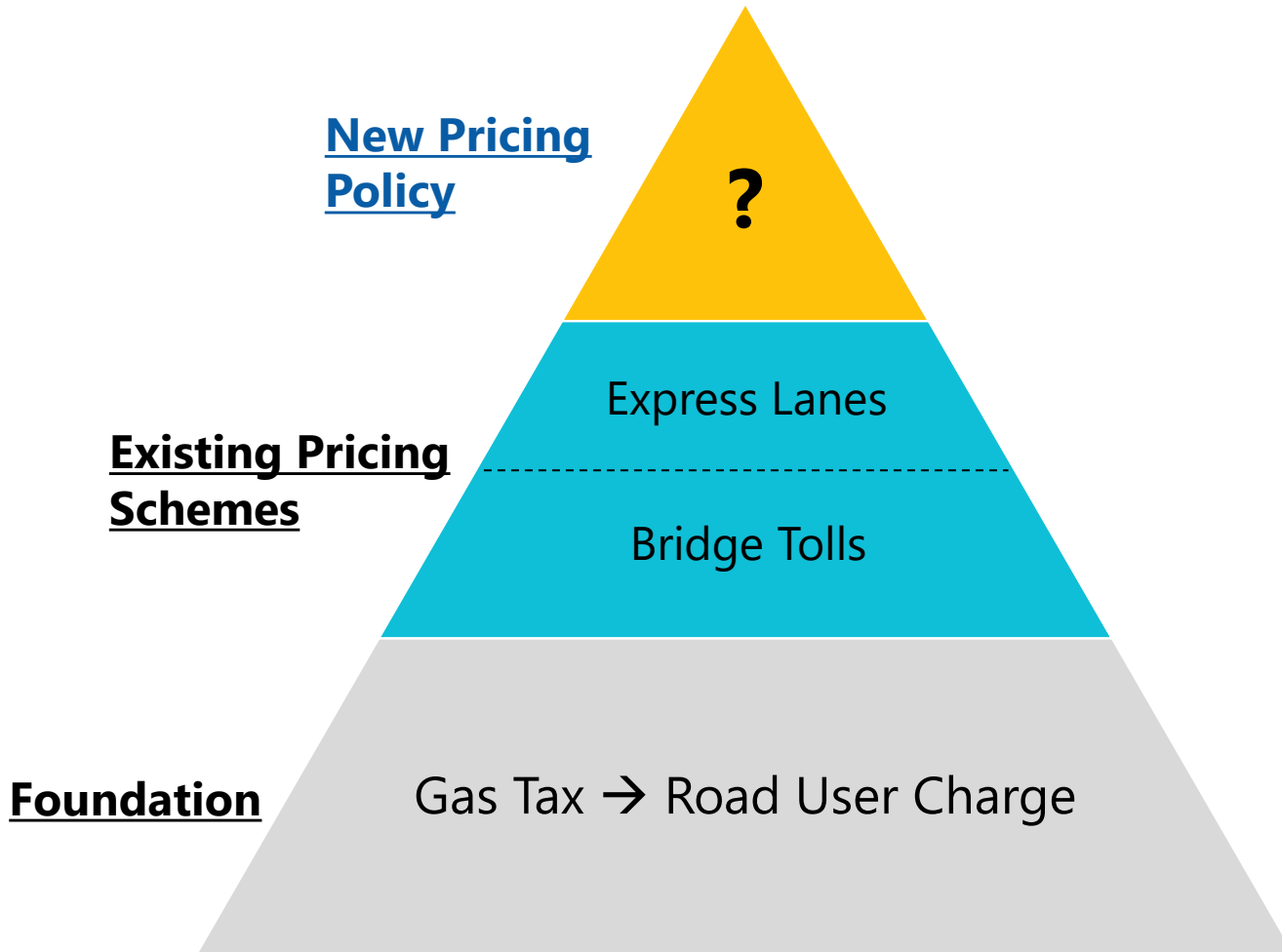
This study supports Plan Bay Area 2050's broader vision for the Bay Area

Freeway Tolling is 1 of 35 interconnected strategies in Plan Bay Area 2050.



How does pricing fit into the larger picture?

Potential Layers of Pricing



The state and federal government are seriously considering a future with pricing to manage demand...

CAPTI Climate Action Plan for Transportation Infrastructure

**CALIFORNIA
TRANSPORTATION
PLAN 2050**

**The Infrastructure
Investment and Jobs Act**

**CALIFORNIA
AIR RESOURCES BOARD**






California's 2017
Climate Change
Scoping Plan

This is an early-action planning study

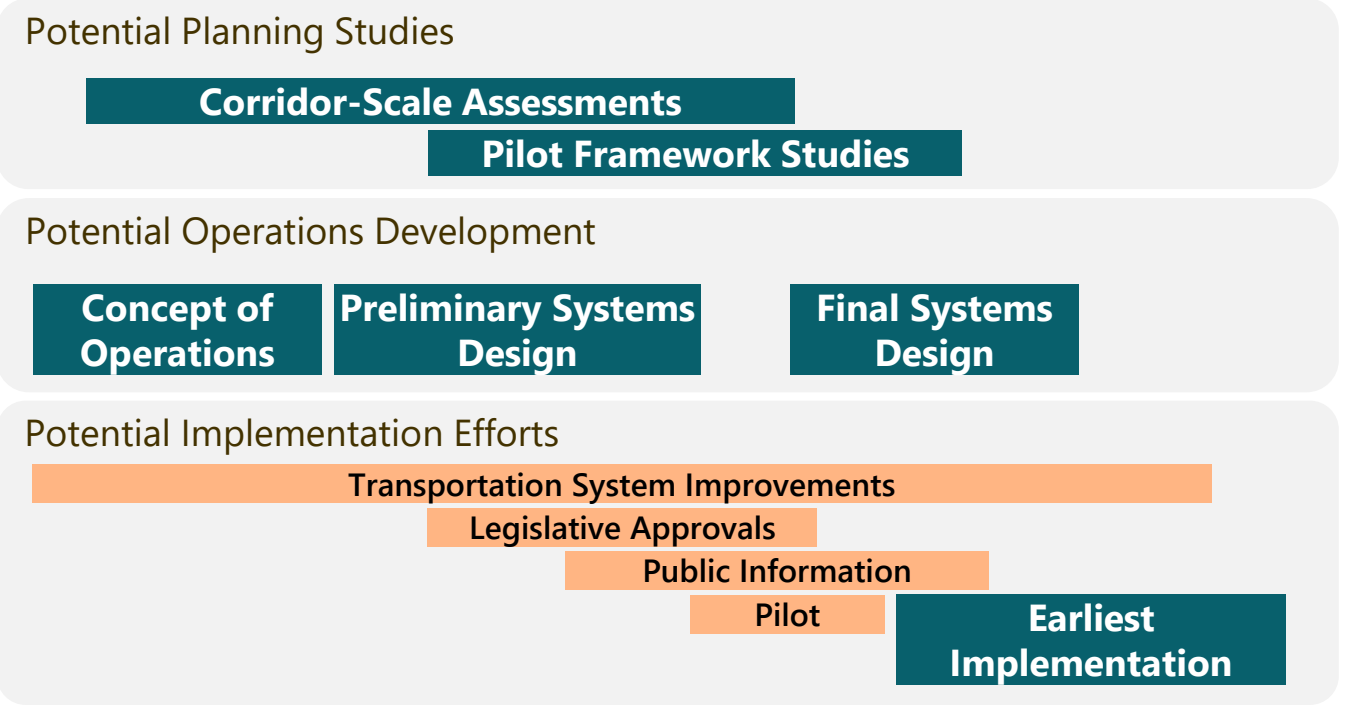
We are here 

Potential Implementation by 2035 



- This study**
-  Round 1 Engagement
 -  Round 1 Analysis
 -  Round 2 Engagement
 -  **Round 2 Analysis**
 -  Summary Report

Contingent on study recommending equitable pathways that advance goals



2021 2022 2024 2035

88 This study is identifying whether there are equitable and politically acceptable pathways centered on pricing

Pricing strategies in isolation have significant equity concerns.

This study is exploring pricing strategies in conjunction with a meaningful suite of complementary strategies.



- Pricing type (e.g., per mile, corridor, zone)
- Location/Extent
- Pricing levels, by time of day
- Interaction with other pricing schemes

Complementary Strategies

Funded by tolling revenues and alignment of existing or planned resources



What pricing strategies are we currently exploring?

Expansive pricing strategies that would be a major policy shift...



1 All-Lane Highway Tolling



2 Regional Mileage-Based User Fee on All Roads

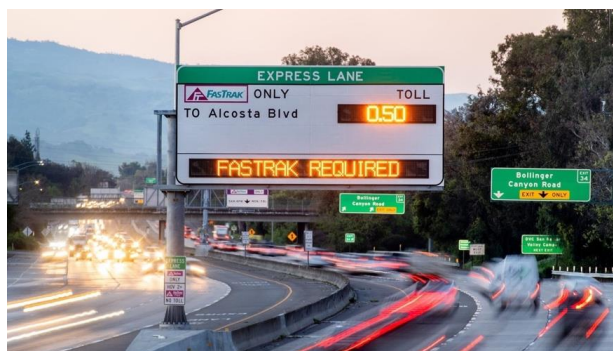


3 All-Lane Highway Tolling + Regional MBUF

Continue planned buildout of Bay Area Express Lanes Network...



4 ...with lane expansions and conversions



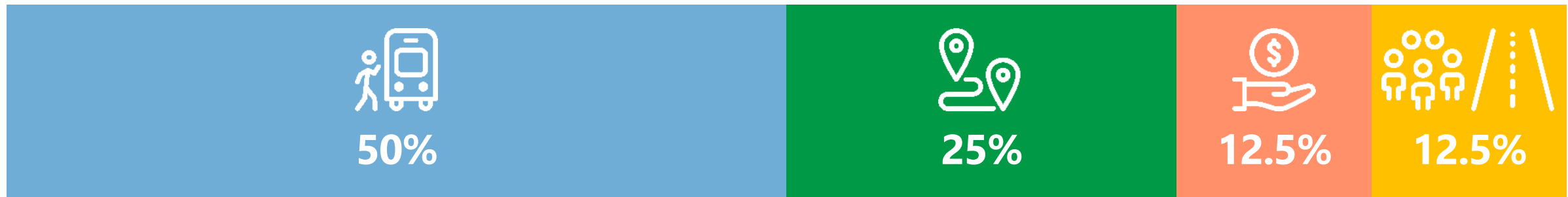
5 ...with lane conversions only



6 ... and convert an additional lane for dual Express Lanes

90 What complementary strategies are we exploring?

Example Scenario of Reinvestment of Tolling Revenues (as studied in Round 1 Analysis)



Transit



Trunkline Transit
Frequency Boosts



New Express
Bus Service



Local Feeder Bus
Frequency Boosts



Extended Transit
Service Hours

Local Streets



Road Safety
Design Elements



Sidewalk and Bike
Lane Upgrades



Bus Priority
Infrastructure

Low-Income Discounts



Transit
Fare



Toll

Reparative Investments in Freeway-Adjacent Low- Income Communities



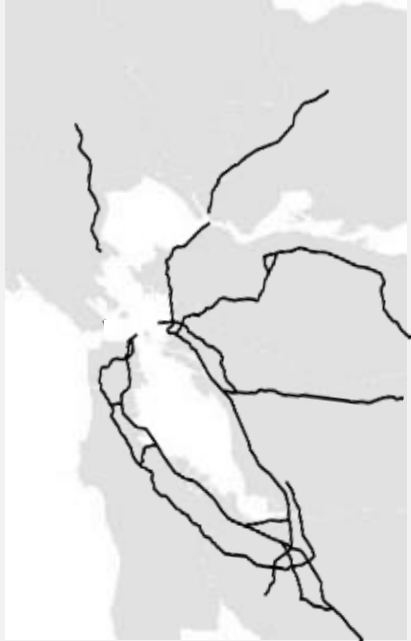
Urban Greening



Highway Pedestrian
Crossings

What did we learn about highway all-lane tolling from the first round of analysis? 91

All-Lane Tolling in Round 1 Analysis



- Tolling on all lanes of highways with frequent parallel transit
- Tolls vary by place and time-of-day
- 50% discount for very low-income drivers, HOV3+ and people with disabilities

Potential Positive Outcomes



Fewer Freeway Trips



Reduced Freeway Travel Times



Limited Affordability Impacts for Most Low-Income Residents



Greater Benefits than Burdens for Very Low-Income Population

Challenges for Round 2 Analysis



Limiting Diversion to Local Streets



Increasing Mode Shift by Reinvesting Revenues Optimally



Enhancing Affordability for High-Frequency Low-Income Drivers



Optimizing Tolls with Climate Lens



Next Steps

Round 2 Analysis Outcomes

Summer 2024

Recommendations and Implementation Roadmap
(will inform updates to Plan Bay Area 2050+)

Fall 2024

Thank You.

Questions?

Anup Tapase

Next Generation Freeways Study
Project Manager

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