



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, October 16, 2018; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Brown, Cohen, Fewer, Kim, Mandelman, Ronen, Safai, Stefani and Yee

Clerk: Steve Stamos

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5. Allocate \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests – ACTION*	19
<p>Projects: (SFMTA) 45th and Lincoln Bulb [NTIP Capital] (\$100,000), YBI Hillcrest Road/Treasure Island Road Bike Path (\$10,000), Bicycle Safety Education and Outreach (\$90,529), Youth Bicycle Safety Education (\$90,000), San Francisco Transit Corridors Study (320,000); (BART) BART Station Bicycle Parking and Access Improvements (\$550,000); (SF Planning) 22nd Street Station Study (\$160,000); (GGBHTD) Gangway and Piers - State of Good Repair (\$150,000); (SFCTA) YBI Hillcrest Road/Treasure Island Road Bike Path (\$240,000), Streets and Freeways Study (\$150,000), San Francisco Transit Corridors Study (\$100,000)</p>	
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8. Award an 18-month Professional Services Contract with Golden State Bridge/Obayashi Joint Venture in an Amount Not to Exceed \$675,000 for Construction Manager/General Contractor Preconstruction Services for the Yerba Buena Island Westside Bridges Seismic Retrofit Project and Increase the Amount of the Professional Services Contract with WMH Corporation by \$4,000,000, to a Total	

Amount Not to Exceed \$15,300,000, to Complete Final Plans, Specifications and Estimates for the Yerba Buena Island Bridge Structures Project – **ACTION***

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9. Update on the Effects of Transportation Network Companies (TNCs) on Roadway Congestion and Reliability – **INFORMATION**

Following the Transportation Authority's 2017 *TNCs Today* report, staff have been collaborating with other public agencies and researchers to analyze the relative contributions of various factors to observed changes in roadway congestion over the period 2010-2016. The factors studied include road network changes, population and job growth, and TNCs.

Other Items

10. 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.

11. Public Comment

12. Adjournment

*Additional Materials

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 26, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:08 p.m.

CAC members present: Myla Ablog, Kian Alavi, Robert Gower, Hala Hijazi, Becky Hogue, David Klein, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (8)

CAC Members Absent: Kian Alavi (entered during Item 2), Becky Hogue and Chris Waddling (3)

Transportation Authority staff members present were Priyoti Ahmed, Michelle Beaulieu, Anna LaForte, Maria Lombardo, Linda Meckel, Mike Pickford, Mike Tan, Alberto Quintanilla and Oscar Quintanilla

2. Chair’s Report – INFORMATION

Chair Larson recognized Brian Larkin, on behalf of the CAC for his outstanding service as Chairman and member of the Citizens Advisory Committee, over the last decade plus. He reported that Brian also served as a member of the Citizens Advisory Committee on Transportation that developed and recommended the city’s first half-cent transportation sales tax program, Proposition B, in 1989. Chair Larson opened the floor for Transportation Authority staff to thank Brian. Chair Larson welcomed the newest CAC members David Klein, District 1 representative and Robert Gower, District 11 representative and invited them to make introductory remarks.

Chair Larson reported that Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, would provide an update at the October 24, 2018 CAC meeting and would address questions raised by the CAC at the September 5, 2018 meeting. He said Transportation Authority staff would forward the most recent percent complete for the project to the CAC, when made available by the project team.

Chair Larson noted that District 10 community members came together this summer to develop ideas for improved transportation options like a shared community van, local carpool system, and other programs as part of the NTIP-funded District 10 Mobility Study. He said the Transportation Authority project team had turned those ideas into detailed proposals and would be hosting an interactive community event to gather feedback from residents and work together to shape these ideas as they moved toward implementation. He said the event was happening on Saturday, September 29, 2018 at the Southeast Community Facility from 12-3 p.m. and more information was available at sfcta.org/design-labs.

Chair Larson stated Transportation Authority staff would be hosting two community events to update Treasure Island residents on the Treasure Island Transportation Plan and would be gathering feedback about program features. He said the open houses were happening on September 27 and October 1 at the ShipShape Community Center on Treasure Island from 5:30-7:30 p.m. and project staff would be distributing an electronic survey for residents who would not

be able to attend the events. He directed the CAC to sfcta.org/treasure-island to learn more.

Chair Larson also reported that Supervisor Brown's hearing request for the San Francisco Municipal Transportation Agency (SFMTA) to explain operational issues was transferred to the Government Audit and Oversight Committee. He said the next Government Audit and Oversight Committee meeting was scheduled for October 3, 2018 and that Transportation Authority staff would continue to keep the CAC updated as to when the hearing gets scheduled.

Chair Larson stated that the California High-Speed Rail Authority was seeking a member of the CAC to join their San Francisco County Community Working Group (CWG) and that the elected CAC member would join the CWG as a representative of the Transportation Authority CAC. He said the San Francisco CWG met quarterly and primarily focused on the San Francisco to San Jose section of the high-speed rail project. He noted that Transportation Authority staff had provided a roles and responsibilities handout and High-Speed Rail fact sheet for their review. He directed interested CAC members to contact Alberto Quintanilla, Clerk of the Board, if they would like to be considered for the working group.

During public comment, Jackie Sachs commended Brian Larkin for his decade plus years of service on the CAC. She noted she had known Mr. Larkin since 1986 and that they both served on the committee that helped develop Proposition B, the predecessor to the Prop K sales tax program.

Consent Agenda

3. Approve the Minutes of the September 5, 2018 Meeting – ACTION

4. State and Federal Legislation Update – INFORMATION

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Peter Sachs.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen, and Zack (9)

Absent: CAC Members Hogue and Waddling (2)

End of Consent Agenda

5. Adopt a Motion of Support to Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions – ACTION

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Rachel Zack asked about the difference in cost between the DC chargers and Level 2 chargers.

Mr. Pickford said that DC fast chargers provided approximately 75 miles of range per 30 mins of charging, whereas Level 2 chargers were much cheaper, but typically required plugging in overnight to fully charge a vehicle.

Kian Alavi said he wouldn't vote against a project to help the SFSU students; however, he spoke against the non-competitive contracts awarded to Jump and Motivate and felt it was wrong that they were requesting funds that would subsidize these companies. He said it was important to eliminate no-bid contracts for the benefit of citizens.

Peter Tannen asked how Grace Tabernacle Community Church was identified for an electric charging station and what the criteria was for other faith-based organizations to get involved.

Gerald Bernstein, from California Interfaith, Power and Light, said Grace Tabernacle Community Church had installed excess photovoltaics capacity, were two miles from the nearest public charger and were part of an on-going grant with San Francisco Environment. He said California, Interfaith and Light was currently working with 9 other faith-based organizations that had expressed some interest in chargers, but was also open to working with additional interested congregations.

Peter Sachs said Ford GoBike was a program that had not cared about equity issues, in terms of where they had placed bike stations in the first phases of rollout and was a topic the CAC had previously discussed. He said offering bike share memberships to students who received financial assistance was an improvement, but not enough of an improvement.

Chair Larson asked what the process was for non-Pell grant students interested in receiving year-long passes.

Nick Kordesch, Sustainability Specialist at San Francisco State University (SFSU), said non-Pell grant students would be assisted on a first come first serve basis. Through the Chair, he asked if David Sorrel could speak as SFSU was modelling its program after the one Mr. Sorrel was managing.

David Sorrel, Transportation Demand Manager at University of California Berkeley (UC Berkeley), said SFSU's program was identical to UC Berkeley's 3-year grant project that catered to Economic Opportunity students. He listed the successes UC Berkeley had signing Pell-grant students up for the various Ford GoBike memberships and mentioned non-Pell grant students received memberships on a first come first serve basis. He said UC Berkeley had managed to create a good bond with JUMP and Motivate and stated that 90% of the students he worked with used public transportation to get to campus.

Mr. Kordesch said SFSU had a higher percentage of Pell-grant and commuter students when compared to universities who had already implemented a partnership with Ford GoBike and felt it was a good last mile option for students.

During public comment, Mike McDougal said he was interested in the commuter shuttle program and said that it was a citable offense to load a bike onto a private bus. He recommended that staff look at the disparity of bikes on buses.

Peter Sachs moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen, and Zack (9)

Absent: CAC Members Hogue and Waddling (2)

6. Adopt a Motion of Support to Permanently Honor and Recognize Michael Robert Painter's Visionary Design, Leadership Skills and Outstanding Contributions to the Presidio Parkway Design and to Urge the Transportation Authority Board to Work with Caltrans and the State Legislature to Explore Naming the Parkway After Him – ACTION

Peter Tannen, CAC Member, presented the item.

Chair Larson said it would be nice to see the Presidio Parkway named after Michael Robert, creator of the Presidio Parkway design.

Peter Tannen noted that the Transportation Authority Board had approved a resolution at the September 25, 2018 Board meeting (included in the CAC packet) and said he spoke to Senator Scott Wiener about the idea and was told an approved resolution from the state senate and

assembly were required to officially name the parkway in honor of Michael Painter and that it would be important to demonstrate local support.

Rachel Zack thanked Peter Tannen for bringing the item to her attention but said naming the parkway solely after one-person was concerning. She noted the lack of monuments and public spaces named after women and people of color.

During public comment, Jackie Sachs said she was a member of the Doyle Drive Replacement Project advisory committee and worked with Michael Painter. She asked for the meeting to be adjourned in his honor.

Peter Tannen moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Gower, Hijazi, Klein, Larson, Sachs and Tannen (7)

Nays: CAC Member Zack (1)

Abstained: CAC Member Alavi (1)

Absent: CAC Members Hogue and Waddling (2)

7. Adopt a Motion of Support for the Allocation of \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests – ACTION

Oscar Quintanilla, Transportation Planner, and Linda Meckel, Senior Transportation Planner, presented the item per the staff memorandum.

Myla Ablog asked what a continental crosswalk was.

Mr. Quintanilla said continental crosswalks were vertically striped crosswalks that are more visible to vehicles.

Myla Ablog said she was happy to see the various bike and pedestrian improvement projects listed.

Peter Tannen asked for clarification between allocated and appropriated projects.

Mr. Quintanilla said appropriated projects were requests from the Transportation Authority and allocated projects were requests from outside agencies.

Peter Tannen said the Bay Area Rapid Transit (BART) bicycle parking was a good idea and asked if BART had any concerns being one of the first American public agencies to use the Bikekeep smart rack system.

Steve Beroldo, BART Program Manager, said Bikekeep racks were produced in Estonia and were installed at the 16th Street BART station as part of a pilot program. He reported zero bike thefts and said the pilot program demonstrated that Bikekeep racks were durable and secure.

Peter Tannen asked if there had been any thought in separating the bike and pedestrian part of the Treasure Island bike pathway facility.

Mike Tan, Administrative Engineer with the Transportation Authority, said the Yerba Buena Island bike pathway project was in its early stages and the design of the bike and pedestrian paths were still being determined. He also noted the challenges associated with roads being on a significant slope.

Peter Tannen asked if the Bicycle Advisory Committee for the San Francisco Board of Supervisors was involved in the project.

Mr. Tan said the Bicycle Advisory Committee had not yet been involved, but would be. He said so far the San Francisco Bicycle Coalition had been involved.

Peter Tannen asked what the process was in selecting 45th Avenue and Lincoln Way as part of the Intersection Improvements project.

Jennifer Wong, SFMTA Program Manager, said the intersection of 45th Avenue and Lincoln Way was one of the primary gateways into Golden Gate Park and Supervisor Tang had requested improvements. She said on the roadway side there would be increased pedestrian visibility and slower turning from vehicles.

Robert Gower noted a discrepancy between the presentation handout and the presentation slides presented to the CAC.

Mr. Quintanilla said a typo in the presentation slides had been recently corrected.

David Klein asked if the Bicycle Safety Education and Outreach project provided bicycles.

Miriam Sorell, SFMTA Program Manager, said that the in-school education and adult learn to ride classes would provide bicycles, but that classroom classes would not provide bicycles.

David Klein asked if the adult and youth classes would receive an evaluation, similar to the school focused classes.

Ms. Sorell said all classes would be evaluated and that it would be reflected in the request for proposal.

David Klein asked if the Phase 2 of the ConnectSF program considered impacts on low-income housing and affordability, as a result of projects that might be recommended in the San Francisco Transit Corridor Study.

Ms. Meckel said the 50-year vision of ConnectSF was based on equity and tasked with building a more equitable city. She said all involved agencies met weekly to address equity issues and were currently in the needs assessment phase. She said the housing questions would not be answered during the Phase 2 modal study but noted that the metrics used to study the transportation networks included a housing needs question. Ms. Meckel added that ConnectSF had taken into consideration existing policies and would be recommending policies as part of the report.

Kian Alavi noted that increased transit leads to a higher demand to live in an area. He said he looked forward to seeing the results produced by the metrics in order to allow the CAC to track the potential increase in gentrification due to transportation projects. He urged staff to consider correlative pieces that support housing.

Rachel Zack asked if a displacement metric could be implemented.

Ms. Meckel said there were 55 metrics and would check to see what was being tracked for displacement and gentrification.

Kian Alavi mentioned that SFMTA released an article stating that more than half of JUMP bike trips began or ended in communities of concern. He said it was important to be aware of the needs of communities of concerns and ensure that those needs were implemented into the ConnectSF vision.

David Klein said forecasting impacts on affordable housing, etc. was not the only option and suggested studying past projects around the Bay Area that made an impact on the makeup of neighborhoods.

During public comment Mike McDougal supported the ConnectSF vision and encouraged that a

focus be placed on the privatization of public transportation.

After public comment Anna LaForte noted that the 2017 Adult Bicycle Safety Education and Outreach evaluation could be found in the enclosure.

Peter Sachs moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen and Zack (8)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue and Waddling (2)

8. Adopt a Motion of Support for the Adoption of 13 2019 Prop K 5-Year Prioritization Programs – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item staff memorandum.

Rachel Zack asked how projects with low prioritization scores nevertheless moved forward in the selection process.

Ms. LaForte said Prop K was one of many different funding sources used by agencies to fund their capital improvement projects. She said by the time projects requested Prop K funding they typically had already been part of an agency's capital improvement program or recommended in a transportation plan.

Kian Alavi asked why street trees qualified for Prop K transportation funding, and said he was concerned that the \$7 million cost was higher than some projects that were more obviously transportation-related.

Ms. LaForte said the \$7 million cost was the total for the full 5-year programming period and said the Prop K Expenditure Plan as approved by the voters included a funding category exclusively for tree planting and maintenance.

Maria Lombardo, Chief Deputy Director added that the Proposition K ordinance specified that Expenditure Plan categories would first be eligible for update in the year 2023.

Chair Larson said the tree planting issue come up at past meetings and speculated that the category was included in the Expenditure Plan because the ability of trees to capture carbon offered some mitigation of transportation impacts. He asked what the overall goal of tree planting was.

Chris Buck, Urban Forester at San Francisco Public Works, said the Urban Forest plan called for a 150% increase in tree canopy throughout the City, and said Proposition E prioritized areas that were in the greatest need of increased tree canopy. He said the big picture vision was to have all city streets lined with trees.

Peter Sachs said an increase in tree canopy coverage was overdue and that the need was evident when flying over San Francisco.

Mr. Buck said that Proposition E funds could only be used for maintenance and not for additional tree planting. He said Public Works was looking for private funds to jumpstart tree planting efforts.

Robert Gower asked what the current funding source was and Mr. Buck replied that Prop K was the only significant source of public funding for tree planting and stressed its importance.

During public comment Ed Mason opposed the use capital funding to support tree planting and said Public Works needed to take control of the trees.

Jackie Sachs said she worked on previous 5YPP updates when she was a member of the CAC and requested that funding be provided for light rail on Geary Boulevard.

Mike McDougal supported the BART guideways projects and urged the CAC to adopt a motion of support.

Kian Alavi moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen and Zack (8)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue and Waddling (2)

9. Major Capital Project Update - Better Market Street – INFORMATION

Cristina Calderón Olea, Better Market Street Program Manager at San Francisco Public Works (SFPW), presented the item.

David Klein asked for percentages that demonstrated the anticipated Muni improvements around capacity and efficiency.

Amy Tran, SFMTA Project Manager, said as an example, the Muni F loop would be able to double its efficiency and slash wait times from 8-9 minutes to 4-5 minutes.

Ms. Olea said that she would send a one-page fact sheet to Transportation Authority staff to share with the CAC.

David Klein commented that the project rendering of the Warfield did not depict the current demographics and asked how the project would benefit current residents. He said private businesses seemed to be the only group benefitting from the project.

Ms. Olea said the rendering was based on a new residential and hotel building that was on the same block as the Warfield. She said the renderings were a new vision of Market Street and meant to help the people that lived and worked along Market Street. Ms. Olea said mid-market would not improve without improving the conditions and activities.

Ms. Zack shared similar concerns regarding the possible displacement of existing residents along Market Street. She said she was looking forward to seeing transportation improvements for bicyclists and asked how fast improvements could be implemented.

Ms. Olea said construction would start in 2020 and said there would not be any transformative changes until environmental clearance was obtained. She said the goal was to ensure Phase 1 was as complete and transformative as possible.

Myla Ablog strongly suggested that SFPW be careful when marketing the project and should avoid language like attracting “desirable people.”

During public comment Ed Mason felt transportation sustainability fees did not cover enough of the costs for new projects urged SFPW to inform the public of any street closures in advance.

Chair Larson moved to continue Items 10 and 11 due to time constraints, without objection.

10. SoMa Ramp Intersection Safety Study Phase 2 Update – INFORMATION

11. Update on the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments’ (ABAG) Horizon Planning Initiative – INFORMATION

12. Introduction of New Business – INFORMATION

Myla Ablog requested a presentation from the SFMTA regarding private vehicle use of the red-transit only lanes along Geary Street and its impact on public transit service in San Francisco.

Myla Ablog suggested that staff look at using California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and how they are used for environmental justice and displacement. She said even though they were imperfect tools, they could help during the planning process of the Transit Corridor Study.

13. Public Comment

During general public comment Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Jackie Sachs requested that new Transportation Authority Board and CAC members be provided copies of the 2002 Muni booklet that was discontinued in 2009. She asked for an update on the other 9 to 5 Study.

14. Adjournment

Meeting was adjourned in memorial of Michael Painter and Jerry Robbins.

The meeting was adjourned at 8:27 p.m.



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 25, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:07 a.m.

Present at Roll Call: Commissioners Brown, Cohen, Mandelman, Peskin, Stefani and Tang (6)

Absent at Roll Call: Commissioners Kim (Entered during Item 3), Ronen (entered during Item 3), Safai (entered during Item 9), Fewer and Yee (5)

2. Chair's Report – INFORMATION

Chair Peskin reported on the transit week kick-off in the city and the benefit of having public officials see firsthand how public infrastructure affects the city's districts and transit riders directly. He said transit week would help officials improve resources like light rail vehicles, regional ferries, BART, and cable cars and allow visitors from all over the world to come and enjoy the city. Chair Peskin commented that with equitable, affordable, and reliable public transportation, we could have a world class city and urban center. He said it was important to continue to robustly invest in the city's transit system and its growth.

Chair Peskin also reported that last year both Mayor Lee and he convened the 50-person Transportation Task Force 2045 – charged with identifying transportation needs and solutions to ensure the next generation of transit and street improvements were available and funded. He said through the input of neighborhood leaders, businesses, and transportation advocates, they identified \$22 billion in unfunded infrastructure and transit needs over the next 27 years. He commented that one of the Task Force recommendations was to pursue a local tax on ride-hail trips to help in funding needs.

Chair Peskin reported that Governor Brown signed Assembly Bill 1184, a per-trip tax on Transportation Network Company (TNC) trips originating in San Francisco that was authored by Assemblymember Phil Ting, and supported by the city's Board of Supervisors as well as TNCs like Uber and Lyft. Chair Peskin thanked Assemblymember Ting and all the supporters of the tax initiative and said the city was preparing to put it before the voters in November of 2019. He further emphasized that pursuing a TNC tax did not mean that pursuit of congestion pricing would stop and that the Board would continue to pursue congestion pricing at a local and state level with more discussion to come.

Chair Peskin commented that he looked forward to collaborating with the Board to develop the TNC tax ordinance for voter consideration next fall. He said combined with other needed revenues such as the state gas tax, Regional Measure 3 bridge tolls, the city's Prop A transportation bond, and BART's Prop RR bond, the city could deliver things like Muni and BART station

improvements and expansion vehicles, bicycle and pedestrian safety improvements, road repair, and the Downtown Extension of Caltrain and High-Speed Rail.

Chair Peskin also reported on the Climate Action Summit events hosted by Governor Brown and Mayor Breed earlier in the month and the urgent need to boost the city's investment in clean transportation and green infrastructure. To help achieve climate goals, Chair Peskin noted the importance of protecting the Senate Bill 1 (SB1) gas tax initiative passed in Sacramento last year and defeating Prop 6 which would repeal SB1 funding. Chair Peskin stated that San Francisco receives \$60 million/year in formula funding from SB1 to increase transit service and to fix roads and bridges, and so far San Francisco has received \$550 million in competitive funding that could be used to expand Muni, BART, and Caltrain and add ferries across the Bay. Chair Peskin thanked his colleagues for opposing Prop 6 and urged neighborhood and community groups to learn about the measure.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the November 17, 2018 Meeting – ACTION**
5. **[Final Approval] Appoint Robert Gower and David Klein to the Citizens Advisory Committee – ACTION**
6. **[Final Approval] Allocate \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – ACTION**
7. **[Final Approval] Adopt the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center – ACTION**

There was no public comment.

Commissioner Ronen moved to approve the Consent Agenda, seconded by Commissioner Brown.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Kim, Peskin, Ronen, Mandelman, Stefani and Tang (8)

Absent: Commissioners Fewer, Safai and Yee (3)

End of Consent Agenda

8. **[Final Approval on First Appearance] Resolution of Appreciation to Michael Painter for his Outstanding Contributions to the Presidio Parkway Design – ACTION**

Commissioner Stefani presented the item.

Director Chang commended Michael Painter, whose vision for the replacement of Doyle Drive resulted in what is now known as the Presidio Parkway design. She spoke of the good fortune of celebrating its opening with Mr. Painter several years ago. She noted that the Painter family

extended their appreciation to the agency, though they could not attend the meeting, and that the Transportation Authority would be providing them with a certification of appreciation for Mr. Painter's contributions.

There was no public comment.

Commissioner Ronen moved to approve the item, seconded by Commissioner Brown.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Kim, Mandelman, Peskin, Ronen, Stefani and Tang (8)

Absent: Commissioners Fewer, Safai and Yee (3)

9. **Major Capital Project Update - Better Market Street – INFORMATION**

Cristina Calderón Olea, Program Manager at San Francisco Public Works, presented the item.

Commissioner Kim asked for clarification on the importance of the Better Market Street project in the city's transportation priorities given its large price tag.

Ms. Olea presented the Department of Public Health's (DPH) slide of collision statistics between 2005 and 2009, noting that Market Street still lights up as a very key corridor in the city's high injury network and that improving Market Street will help reach Vision Zero goals.

Commissioner Kim asked for further clarification on the types of collisions and how many collisions involved Muni.

Ms. Olea stated that multiple types of vehicles were involved in the collisions and that she could obtain the statistics, including how many collisions involved Muni vehicles.

Commissioner Kim noted if many collisions involved Muni vehicles, we should be looking at the type of training being provided to Muni operators. She then voiced her support for limiting private vehicles on Market Street given its importance as a transit corridor. She also requested a clearer breakdown of the project cost.

Ms. Olea stated that she would provide a clearer cost breakdown by the next update, including separating out state of good repair work from other scope elements.

Commissioner Kim asked for specifics on the expected timeline for the project, particularly for Phase 1, and if it was necessary for all the work to be completed at one time. She highlighted streetscape and paving for cyclists as critical needs.

Ms. Olea stated that all the work would be done at the same time but in different segments, and that underground infrastructure needed to be built before surface work could be done. She estimated that two years would be needed to construct improvements between 6th and 8th streets, starting in July of 2020.

Commissioner Kim asked about what resources were available to close the \$5 million-dollar funding gap for Phase 1.

Ms. Olea cited the San Francisco Municipal Transportation Agency's (SFMTA) general obligation bond and a federal BUILD grant that SFPW had applied for as potential sources to fill the funding gap for Phase 1 construction.

Commissioner Kim asked about federal transit dollars failing to be awarded to California and a possible regional bias.

Director Chang confirmed that it was true not only in California, but nationwide that federal transit dollars were being more slowly disbursed. However, she noted that the formula funds for state of good repair work were generally not impacted, but discretionary transit funding was coming in a bit slower. Director Chang added that the Central Subway project received all of its Federal New Starts Program funding and that the Transportation Authority would seek Federal New Start funding for the Better Market Street and Geary Corridor Bus Rapid Transit programs.

Commissioner Kim expressed concern about securing other state funding if Prop 6 passes in November and repeals the gas tax and other transportation funding [put into place by Senate Bill 1]. She asked what the back-up plan was.

Director Chang commented that San Francisco annually receives \$60 million in state funds from the gas tax and other Senate Bill 1 revenues and that if those revenues go away, there would be significant funding impacts to cities statewide. She noted that the city was intending to pursue the Transportation Network Companies (TNC) tax [on trips originating in San Francisco], but was hoping to use those to address other needs rather than backfilling the loss of state funds.

There was no public comment.

Other Items

10. Introduction of New Items – INFORMATION

There were no new items introduced.

11. Public Comment

Roland Lebrun congratulated and thanked the Board for their unanimous approval of the Pennsylvania Avenue alignment. Mr. Lebrun commented on the unbuilt land on Second Street affecting the existing capacity of the train box for the downtown extension (DTX) project and referenced the potential condemnation of \$2 billion of San Francisco prime real estate, between Main Street and The Embarcadero. Mr. Lebrun recommended that the Board accelerate the hiring of the principal engineer for DTX and to consider issuing a Request for Proposals for the approach to the terminal from the East Bay, specifically starting at the Embarcadero seawall and heading towards the terminal.

12. Adjournment

The meeting was adjourned at 10:49. a.m.

State Legislation – October 2018

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

The state legislative session ended on August 31, with the last day for the Governor to sign or veto bills on September 30. To summarize the legislative actions taken this year, **Table 1** provides a status update for all the bills on which the Board took a position. **Table 2** provides a status update on bills that we were watching, but did not take a position on.

Table 1. Final Proposition or Bill Status for Positions Taken in the 2017-2018 Session¹

Greyed out rows indicate that the bills died or were vetoed.

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Final Bill Status ¹
	AB 1 Frazier D	Transportation funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Chaptered 9/22/18
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	AB 1184 Ting D	City and County of San Francisco: local tax: transportation network companies: autonomous vehicles	Chaptered 9/21/18
	AB 2304 Holden D	Reduced fare transit pass programs: report.	Senate Dead
	AB 2363 Friedman D	Vision Zero Task Force.	Chaptered 9/21/18
Support	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Chaptered 9/18/18
	AB 3059 Bloom D	Go Zone demonstration projects.	Assembly Dead
	AB 3124 Bloom D	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered 6/1/18
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Assembly Dead
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1119 Beall D	Low Carbon Transit Operations Program.	Chaptered 9/20/18
	SB 1328 Beall D	Mileage-based road usage fee.	Chaptered 9/22/18

	SB 1376 Hill D	Transportation network companies: accessibility plans	Chaptered 9/22/18
	Prop 69	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	Passed by California voters on June 5, 2018
Support if Amended	SB 936 Allen, Ben D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead
	SB 1014 Skinner D	Zero-emission vehicles.	Chaptered 9/13/18
Oppose	SB 1014 Skinner D	Zero-emission vehicles.	Chaptered 9/13/18
	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Dead
	AB 2530 Melendez R	Bonds: Transportation	Assembly Dead
	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead
	AB 2989 Flora R	Standup electric scooters.	Chaptered 9/19/18
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered 10/13/17
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Dead
	SB 1132 Hill D	Vehicles: right turn violations.	Assembly Dead

¹Under this column, "Chaptered" means the bill is now law, and "Dead" means the bill is no longer viable this session.

Table 2. Final Status for Bills Being Watched (No Position) in the 2017-2018 Session

Bills Being Watched	Proposition or Bill # Author	Proposition or Bill Title	Final Bill Status
Watch	AB 344 Melendez R	Toll evasion violations	Dead
	AB 1121 Chiu D	San Francisco Bay Area Water Emergency Transportation Authority	Dead
	AB 1905 Grayson D	Environmental quality: judicial review: transportation projects	Dead
	AB 2418 Mullin D	Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program	Dead
	AB 2578 Chiu D	Infrastructure financing districts: City and County of San Francisco	Dead
	AB 2923 Chiu D	San Francisco Bay Area Rapid Transit District: transit-oriented development	Chaptered 9/30/18
	ACA 19 Mayes R	Local government taxation: voter approval	Dead
	ACA 21 Mayes R	State infrastructure funding: funding: California Infrastructure Investment Fund	Dead
	SCA 6 Wiener D	Local transportation measures: special taxes: voter approval	Dead



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RESOLUTION ALLOCATING \$1,470,529 IN PROP K SALES TAX FUNDS FOR EIGHT REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$490,000 IN PROP K FUNDS FOR THREE REQUESTS

WHEREAS, The Transportation Authority received eleven requests totaling \$1,960,529 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Ferry, Upgrades to Major Arterials, Bicycle Circulation/Safety, Transportation Demand Management/Parking Management and Transportation/Land Use Coordination; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Eight of the eleven requests are consistent with the 5YPPs for their respective categories; and

WHEREAS, The requests for Golden Gate Bridge Highway and Transportation District's Gangway and Piers—State of Good Repair, the Bay Area Rapid Transit District's (BART's) BART Station Bicycle Parking and Access Improvements, and the Transportation Authority's Streets and Freeways Study require concurrent 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,470,529 in Prop K sales tax funds for eight requests, with conditions, and appropriating \$490,000 in Prop K Funds for three requests, as described in Attachment 3 and



detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its September 26, 2018 meeting, the Citizens Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K 5YPPs for the Ferry, Bicycle Circulation/Safety and Transportation Demand Management categories, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$1,470,529 in Prop K sales tax funds for eight requests, with conditions, and appropriates \$490,000 in Prop K funds for three requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation and appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan and Strategic Plan, as well as 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 enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year 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 K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19

Enclosure:

Prop K/Prop AA Allocation Request Forms (9 – two contain both an allocation and an appropriation)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging			District(s)	
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested		
Prop K	9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	\$ 1,440,000	95%	90%	Construction	3	
Prop K	30	SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	\$ 100,000	\$ 213,938	83%	53%	Construction	4	
Prop K	39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$ 250,000	\$ 250,000	28%	0%	Planning	6	
Prop K	39	BART	BART Station Bicycle Parking and Access Improvements	\$ 550,000	\$ 1,080,820	28%	49%	Construction	3, 6, 8, 9	
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 90,529	\$ 90,529	28%	0%	Construction	Citywide	
Prop K	39	SFMTA	Youth Bicycle Safety Education	\$ 90,000	\$ 90,000	28%	0%	Construction	Citywide	
Prop K	43	SFCTA	Streets and Freeways Study	\$ 150,000	\$ 901,432	54%	83%	Planning	Citywide	
Prop K	44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$ 420,000	\$ 1,290,500	40%	67%	Planning	Citywide	
Prop K	44	SF Planning	22nd Street Station Study	\$ 160,000	\$ 544,975	40%	71%	Planning	10	
TOTAL					\$ 1,960,529	\$ 5,902,194	54%	67%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

Attachment 1: Summary of Applications Received

- ² Acronyms: BART (Bay Area Rapid Transit District); GGBHTD (Golden Gate Bridge Highway and Transportation District); SFCFTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SF Planning (San Francisco Planning Department).
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA 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 K 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 K Funds Requested	Project Description
9	GGBHTD	Gangway and Piers - State of Good Repair	\$150,000	Project will replace the hydraulic ramps and repair the floats at the San Francisco Ferry Terminal. Improvements will replace failing components and extend the service life of the docking/boarding facilities until they are reconstructed in 2024.
30	SFMTA	45th and Lincoln Intersection Improvements [NITIP Capital]	\$100,000	Improve pedestrian safety and accessibility into Golden Gate Park by converting a painted safety zone on the north side of the intersection of 45th Avenue and Lincoln Way into a raised concrete bulbout, which would also involve constructing 3 new curb ramps and relocating 1 catch basin. Once these features are in place (anticipated by March 2019), a new crosswalk will be opened on the east leg of the intersection, increasing access to the Golden Gate Park Boat Playground.
39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$250,000	Requested funds would be used for the planning phase for a new bicycle/pedestrian facility that would extend from the existing Bay Bridge East Span bicycle/pedestrian landing on Yerba Buena Island to the proposed new ferry terminal on the west side of Treasure Island. Transportation Authority staff would work with a consultant prepare a Project Concept Plan, which will enable the project to advance to environmental review and approval. This request includes funding (\$10,000) for SFMTA staff to review and assess the conceptual plans. Project Concept Plan will be done by fall 2019.
39	BART	BART Station Bicycle Parking and Access Improvements	\$550,000	Improve bicycle parking and access at the 16th St Mission, 24th St Mission, Civic Center, and Embarcadero BART stations. Improvements include: 1) additional bicycle parking at the 16th St Mission and 24th St Mission BART stations, 2) stair channels at the 24th St Mission, Civic Center and Embarcadero BART stations, and 3) bike station modernization and reconfiguration at the Embarcadero and Civic Center BART stations. All locations will be open for use by March 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Bicycle Safety Education and Outreach	\$90,529	Requested funds would support a 12-month contract (January 2019 - December 2019) for the SFMTA's bicycle safety education and outreach program with the goal of encouraging more people to bicycle and to do so safely. The scope includes participation at outreach events such as farmer's markets and open streets events to introduce bicycling and bicycle safety to various communities. The contractor will also conduct over 40 bicycle safety education classes for adults and youth. Materials will be translated into Spanish, Chinese, and Filipino.
39	SFMTA	Youth Bicycle Safety Education	\$90,000	Between January 2019 and June 2019, conduct a series of two-week in-school bicycle safety physical education classes at 6 middle schools and high schools and at 3 elementary schools in the San Francisco Unified School District (SFUSD). SFMTA estimates that classes will reach approximately 430 students in sixth and ninth grade, and 210 students in second grade. SFMTA will work with SFUSD to identify school sites based on factors including but not limited to high rates of free/reduced lunch and availability of on-site teaching staff that would continue the program in future years.
43	SFCTA	Streets and Freeways Study	\$150,000	The Streets and Freeways Study (SFS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. It will identify projects and policies to help meet the current and future travel needs on San Francisco's streets and freeways. The SFS will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. The SFS will also develop street typologies to help inform modal priorities (e.g. bike street). The recommendations will feed into the next countywide transportation plan. Work will be completed by March 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$420,000	The Transit Corridors Study (TCS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. The study will identify and prioritize the next generation of transit investments for San Francisco that will feed into the next countywide transportation plan. The TCS will develop local project concepts to a conceptual level of detail, including operational concepts, service plans and cross-sections. It will also identify and develop alignments most appropriate for regional corridors to a level that allows City staff to inform and actively shape regional studies and transportation modeling. Prop K funds will match a Priority Development Area grant, with \$320,000 for the TCS technical consultant, managed by the SFMTA, and \$100,000 for the ConnectSF Phase 2 public engagement consultant, managed by SFCTA . The TCS is scheduled to be completed by March 2020.
44	SF Planning	22nd Street Station Study	\$160,000	Analyze and make recommendations regarding the relocation or substantial reconstruction of the Caltrain 22nd Street Station. The station will serve the proposed Pennsylvania Avenue alignment connecting the Caltrain/future high speed rail alignment with the new Transbay Transit Center. Project benefits include improving multi-modal access, pedestrian safety, and station design and access. Prop K funds will leverage a Priority Development Area grant from the MTC. Work will begin in early 2019 and be complete by December 2020.
TOTAL			\$1,960,529	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingency on a concurrent 5YPP amendment to the Ferry category to reprogram \$150,000 in FY2014/15 funds from the GGBHTD Gangways and Piers Project (full reconstruction) to the subject project. Full reconstruction will advance in the 2019 5YPP.
30	SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	\$ 100,000	
39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$ 250,000	
39	BART	BART Station Bicycle Parking and Access Improvements	\$ 550,000	5YPP Amendment: Recommendation is contingent upon an amendment to the Bicycle Circulation and Safety 5YPP to reprogram FY 2014/15 funds to the subject project: \$151,000 from the 16th/Mission Bike Station, \$151,000 from the 24th/Mission Bike Station, and \$248,000 from the Glen Park Bike Station. BART determined during the conceptual planning phase that the bike station projects were unfeasible in the space-constrained 16th/Mission and 24th/Mission stations, and that the anticipated demand for a bike station at Glen Park station has not materialized.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 90,529	
39	SFMTA	Youth Bicycle Safety Education	\$ 90,000	Deliverables include providing updates to the CAC and Board at key milestones prior to finalizing associated deliverables.
43	SFCTA	Streets and Freeways Study	\$ 150,000	5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Transportation Demand Management/ Parking Management 5YPP to reprogram \$150,000 from the WalkFirst Data Refresh project to the subject project. See attached 5YPP amendment for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$ 420,000	Deliverables include providing updates to the CAC and Board at key milestones prior to finalizing associated deliverables.
44	SF Planning	22nd Street Station Study	\$ 160,000	<p>Special Conditions: 1) Reimbursement is conditioned upon execution of a project charter with the project partners that specifies roles and responsibilities that shall include but is not limited to Transportation Authority participation on a project technical advisory committee or equivalent that reviews and comments on deliverables prior to their being finalized.</p> <p>2) The project team will cooperate with the Transportation Authority's project oversight team and provide open-door access, including participation in consultant progress meetings and technical advisory committee meetings.</p> <p>3) SF Planning shall provide presentations to the Transportation Authority's Citizens Advisory Committee and Board concurrent with the three planned public meetings.</p>
TOTAL			\$1,960,529	

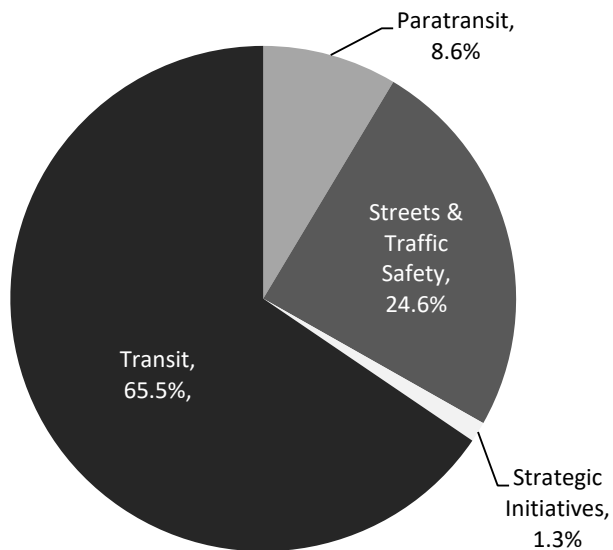
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

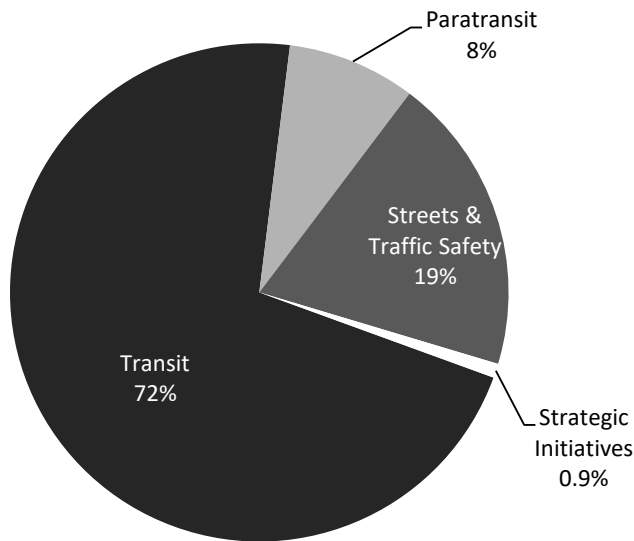
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 41,659,163	\$ 34,782,060	\$ 5,734,344	\$ 967,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 1,960,529	\$ 770,529	\$ 1,110,000	\$ 80,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 43,619,692	\$ 35,552,589	\$ 6,844,344	\$ 1,047,025	\$ 175,734	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date





Memorandum

Date: September 19, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 10/16/2018 Board Meeting: Allocation of \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests

RECOMMENDATION Information Action

- Allocate \$610,529 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for five requests:
 1. 45th and Lincoln Intersection Improvements [NTIP Capital] (\$100,000)
 2. Yerba Buena Island (YBI) Hillcrest Road/Treasure Island Road Bike Path (\$10,000)
 3. Bicycle Safety Education and Outreach (\$90,529)
 4. Youth Bicycle Safety Education (\$90,000)
 5. San Francisco Transit Corridors Study (\$320,000)
- Allocate \$550,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request:
 6. BART Station Bicycle Parking and Access Improvements
- Allocate \$160,000 in Prop K funds to the San Francisco Planning Department for one request:
 7. 22nd Street Station Study
- Allocate \$150,000 in Prop K funds to the Golden Gate Bridge Highway and Transportation District for one request:
 8. Gangway and Piers - State of Good Repair
- Appropriate \$490,000 in Prop K funds for three requests:
 9. YBI Hillcrest Road/Treasure Island Road Bike Path (\$240,000)
 10. Streets and Freeways Study (\$150,000)
 11. San Francisco Transit Corridors Study (\$100,000)

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contracts
- Other:

SUMMARY

We are presenting eleven requests totaling \$1,960,529 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations. As part of this item, the ConnectSF project team will provide an overview of the Phase 2

efforts, including the San Francisco Transit Corridors Study and the Streets and Freeways Study which are seeking allocation of funds.	
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would allocate \$1,470,529 and appropriate \$490,000 in Prop K funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC adopted a motion of support for this item at its September 26, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

Enclosure – Prop K/AA Allocation Request Forms (9)



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RESOLUTION ADOPTING TEN 2019 PROP K 5-YEAR PRIORITIZATION PROGRAMS (5YPPs) AND AMENDING SIX 2014 PROP K 5YPPS

WHEREAS, The voter-approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial planning tool for the 30-year Expenditure Plan, and for each of the Prop K programmatic categories it requires Transportation Authority Board approval of a 5-Year Prioritization Program or 5YPP as a prerequisite for allocation of funds; and

WHEREAS, The purpose of the 5YPPs is to establish a clear set of criteria for prioritizing projects within each Prop K category, improve inter-agency coordination at the earlier stages of the planning process, and allow public input early and throughout the project development process; and

WHEREAS, Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list with information on scope, schedule, cost and funding (including non-Prop K funding to demonstrate how projects are achieving Expenditure Plan leveraging assumptions); a project delivery snapshot showing completed and underway projects from the prior 5YPP periods; and performance measures; and

WHEREAS, 5YPPs are updated every five years in coordination with Strategic Plan updates; and

WHEREAS, The 2019 5YPPs, covering Fiscal Years 2019/20 through 2023/24 will be the third update of the 5YPPs since they were first adopted in 2005; and



WHEREAS, Through approval of Resolution 18-52, the Transportation Authority identified a lead agency to guide the development of each 5YPP in coordination with Transportation Authority staff and all other eligible Prop K sponsors; and

WHEREAS, The 5YPPs were developed through an iterative process working with all the eligible Prop K project sponsors and drawing upon planning efforts such as the San Francisco Transportation Plan and the San Francisco Municipal Transportation Agency's Capital Improvement Program, city and regional initiatives (e.g. Vision Zero) and input from the Transportation Authority Board and Citizens Advisory Committee, and public outreach; and

WHEREAS, With the support of eligible project sponsors, Transportation Authority staff is recommending approval of ten 2019 Prop K 5YPPs listed in Attachment 1 and provided as enclosures to this resolution; and

WHEREAS, As part of the 2019 5YPP development process, Transportation Authority staff worked closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period, which has resulted in the need for amendments to many of the 2014 5YPPs to push out funding for projects that have been delayed, advance funds for projects that plan to proceed sooner than anticipated, and/or to reprogram unallocated funds to new projects in Fiscal Year 2018/19; and

WHEREAS, Staff is recommending amendment of six 2014 5YPPs concurrent with the approval of the corresponding 2019 5YPP as shown in Attachment 1, with details on the proposed amendments included in the enclosed 2019 5YPPs; and

WHEREAS, At its September 26, 2018, meeting, the Citizens Advisory Committee reviewed and adopted a motion of support for the staff recommendation to adopt the ten 2019 Prop K 5YPPs and amend six 2014 5YPPs as shown in Attachment 1; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2019 Prop K 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the six 2014 Prop K 5YPPs listed in Attachment 1 and detailed in the relevant 2019 5YPPs.

Attachments:

1. List of 2019 5YPPs Recommended for Adoption and 2014 5YPPs Recommended for Amendment

Enclosure:

1. Draft 2019 Prop K BART Station Access, Safety and Capacity 5YPP
2. Draft 2019 Prop K Ferry 5YPP
3. Draft 2019 Prop K BART Facilities 5YPP
4. Draft 2019 Prop K BART Guideways 5YPP
5. Draft 2019 Prop K New Signals and Signs 5YPP
6. Draft 2019 Prop K Advanced Technology and Information Systems (SFgo) 5YPP
7. Draft 2019 Prop K Signals and Signs Maintenance and Renovation 5YPP
8. Draft 2019 Prop K Street Resurfacing, Rehabilitation and Maintenance 5YPP
9. Draft 2019 Prop K Pedestrian and Bicycle Maintenance 5YPP
10. Draft 2019 Prop K Tree Planting and Maintenance 5YPP

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 5YPPs Recommended for Adoption and 2014 5YPP's
Recommended for Amendment



Group 1 - To Be Considered at the October 2018 Board meetings

EP No. ¹	Category	5YPP Lead Agency ²	2014 5YPP Amendment
8	BART Station Access, Safety and Capacity	BART	
9*	Ferry	PORT	Yes
20B*	Rehabilitate/Upgrade Existing Facilities - BART	BART	Yes
22B	Guideways - BART	BART	
31*	New Signals and Signs	SFMTA	Yes
32	Advanced Technology and Information Systems (SFgo)	SFMTA	
33*	Signals and Signs	SFMTA	Yes
34* - 35	Street Resurfacing, Rehabilitation, and Maintenance	SFPW	Yes
37*	Pedestrian and Bicycle Facility Maintenance	SFPW	Yes
42	Tree Planting and Maintenance	SFPW	

*Indicates requires concurrent amendment of the corresponding 2014 5YPP.

Group 2 - To Be Considered at the November 2018 Board meetings

EP No. ¹	Category	5YPP Lead Agency ²
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA
7	Caltrain Capital Improvement Program	PCJPB
10-16	Transit Enhancements	SFMTA
17M	New and Renovated Vehicles - Muni	SFMTA
17P	New and Renovated Vehicles - PCJPB	PCJPB
17U	New and Renovated Vehicles - Discretionary	SFCTA
20M	Rehabilitate/Upgrade Existing Facilities - Muni	SFMTA
20P	Rehabilitate/Upgrade Existing Facilities - PCJPB	PCJPB
20U	Rehabilitate/Upgrade Existing Facilities - Discretionary	SFCTA
22M	Guideways - Muni	SFMTA
22P	Guideways - PCJPB	PCJPB
22U	Guideways - Discretionary	SFCTA
26-30	New and Upgraded Streets	SFCTA
38	Traffic Calming	SFMTA
39	Bicycle Circulation/Safety	SFMTA
40	Pedestrian Circulation/Safety	SFMTA
41	Curb Ramps	SFPW
43	Transportation Demand Management/Parking Management	SFCTA
44	Transportation/Land Use Coordination	SFCTA

¹ EP No. stands for Expenditure Plan category number.

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholders. It does not confer veto power. Agency acronyms include: BART (Bay Area Rapid Transit District), SFPW (Department of Public Works), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), SFCTA (San Francisco County Transportation Authority), and SFMTA (San Francisco Municipal Transportation Agency).

Memorandum

Date: September 21, 2018
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 10/16/2018 Board Meeting: Adoption of Ten 2019 Prop K 5-Year Prioritization Programs (5YPPs) and Amendment of Six 2014 5YPPs

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt Ten 2019 Prop K 5YPPs (shown below) Amend Six 2014 5YPPs (shown with an * below)</p> <ul style="list-style-type: none"> • BART Station Access, Safety and Capacity • Ferry* • BART Facilities* • BART Guideways • New Signals and Signs* • Advanced Technology and Information Systems (SFgo) • Signals and Signs Maintenance and Renovation* • Street Resurfacing, Rehabilitation and Maintenance* • Pedestrian and Bicycle Facility Maintenance* • Tree Planting and Maintenance <p>SUMMARY</p> <p>Transportation Authority staff and project sponsors have worked closely to refine project proposals and programming recommendations for the 2019 5YPP Update. We are presenting the first ten 5YPPs for adoption, and anticipate presenting the remaining 5YPPs for adoption next month. Six of the 5YPPs require concurrent 2014 5YPP amendments to better reflect the planned allocations for the remainder of this fiscal year. As a reminder, Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the 21 Prop K programmatic categories. Attachment 1 shows the list of 5YPPs we are recommending for adoption this month and next month. The 5YPP documents are included as an enclosure. At the meeting we will present highlights of each 5YPP and sponsors will be available to answer questions.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" 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: <hr/>
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DISCUSSION**Background.**

The voter approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability. The Board approved the overall approach for updating the Strategic Plan and 5YPPs in April 2018, including the proposed schedule and outreach approach.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public.

The Board adopted the 2019 Strategic Plan Baseline in May 2018, which established how much unallocated Prop K funds are available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034. Adoption of the Strategic Plan Baseline allowed us to initiate the 5YPP updates. The 5YPPs identify the specific projects that will be funded with Prop K over the next five-year period starting July 1, 2019 through June 30, 2024.

The 5YPPs are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. As established in the Expenditure Plan, each 5YPP is developed by the lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories.

Adoption of the 2019 5YPPs – Group 1.

We are recommending approval of 10 5YPPs listed in Attachment 1 and included in the enclosure. We consider several factors as we evaluate the proposed programming and prepare draft recommendations. For example, we consider the past delivery track record for the category by reviewing the percent of funds allocated versus programmed in past 5YPPs, and the percent complete of previously funded projects. We consider project readiness (e.g. is the prior phase complete, are matching funds likely to be available), leveraging of non-Prop K funds, and whether the requested expenditure rates seem reasonable. In addition, we look at the percent of funds that would be spent on financing for the category and whether the category will run out of Prop K funds. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity and ensuring consistency with Strategic Plan policies.

What's in Each 5YPP.

In compliance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects within a category; a 5-year program or list of projects; Project Information Forms; and performance measures. The 5YPPs also include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds that can be compared to Expenditure Plan assumptions.

The sections that we anticipate being of most interest to the CAC include:

- **Table 2 - Project Delivery Snapshot.** This table shows completed projects and the percent complete for active projects.
- **Table 3 - Prioritization Criteria and Scoring Table.** This table includes scores for proposed projects using both program-wide and category specific criteria. These are largely the same as the criteria used in the 2014 5YPPs.
- **Table 4 - 5-Year Project List.** This table shows the amount of Prop K funds requested for each project by fiscal year. It also shows the amount of funds available by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from future years.
- **Project Information Forms.** Each project is briefly described in a Project Information Form, containing scope, schedule, budget and funding plan information to help justify programming of Prop K funds to the projects.

Amendments to 2014 5YPPs.

Concurrent with the 2019 5YPP update process, we have been working closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period. This effort has resulted in the need for comprehensive amendments to 2014 5YPPs for several categories. We have identified any programmed, but unallocated funds and worked with sponsors to confirm which projects should remain programmed in Fiscal Year 2018/19 and what funds should be reprogrammed in the 2019 5YPP period. Through this process, we identified four potential scenarios requiring an amendment to the 2014 5YPP for a given category:

1. Projects are not advancing and the sponsor is requesting to reprogram funds to new projects in the 2019 5YPP period.
2. Projects are delayed and the sponsor is requesting to delay programming for the same projects into the 2019 5YPP period.
3. Projects are not advancing and sponsor is requesting to reprogram funds to new projects for allocation during Fiscal Year 2018/19.
4. Sponsor is requesting to advance funds into Fiscal Year 2018/19.

Each 2019 5YPP document contains the proposed 2014 5YPP amendment, if needed.

Next Steps.

Over the next month, we will continue to seek feedback from the Board, CAC, and public as we continue to evaluate and refine the proposed projects and remaining 5YPPs. Development of the Strategic Plan and 5YPPs is an iterative process. As we get closer to making recommendations for Prop K programming for each category, we are making corresponding changes to the Strategic Plan Baseline expenditures and financing assumptions to confirm that the Expenditure Plan category and Prop K program as a whole can accommodate the requests within the funding available.

We are planning to present the second and final group of 5YPPs along with the Draft 2019 Strategic Plan for approval at the October 24 CAC meeting. We are targeting completion of the update process by the end of the calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

FINANCIAL IMPACT

There is no impact on the Transportation Authority's annual budget associated with the recommendation action. However, the 5YPPs are an important financial planning document for the Transportation Authority as the 5YPPs - along with the Strategic Plan that will be presented for approval next month – establish the expected annual sales tax allocations and set maximum annual reimbursements. The 2019 5YPPs and the 2019 Strategic Plan will provide an updated baseline for forecasting when and how much debt the Transportation Authority may need to issue to support delivery of the projects. Actual allocation of funds is subject to separate approval action by the Transportation Authority.

CAC POSITION

The CAC adopted a motion of support for this item at its September 26, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – List of 2019 5YPPs Recommended for Adoption and 2014 5YPP's Recommended for Amendment

Enclosures (10):

- A. Draft 2019 Prop K BART Station Access, Safety and Capacity 5YPP
- B. Draft 2019 Prop K Ferry 5YPP
- C. Draft 2019 Prop K BART Facilities 5YPP
- D. Draft 2019 Prop K BART Guideways 5YPP
- E. Draft 2019 Prop K New Signals and Signs 5YPP
- F. Draft 2019 Prop K Advanced Technology and Information Systems (SFgo) 5YPP
- G. Draft 2019 Prop K Signals and Signs Maintenance and Renovation 5YPP
- H. Draft 2019 Prop K Street Resurfacing, Rehabilitation and Maintenance 5YPP
- I. Draft 2019 Prop K Pedestrian and Bicycle Maintenance 5YPP
- J. Draft 2019 Prop K Tree Planting and Maintenance 5YPP

RESOLUTION APPROVING PART 2 OF THE FISCAL YEAR 2018/19 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS, PROGRAMMING \$503,540 TO FIVE PROJECTS, WITH CONDITIONS, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As County Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which was approved by the Air District on July 27, 2018; and

WHEREAS, After netting out 6.25% (\$47,494) for administrative expenses, as allowed by Air District guidelines, and including deobligated and previously unallocated funds, the Transportation Authority has \$764,243 in Fiscal Year (FY) 2018/19 TFCA funds to program to eligible projects; and

WHEREAS, At its July 24, 2018, the Transportation Authority approved Part 1 of the FY 2018/19 TFCA Program of Projects, programming \$388,003 for four projects (Resolution 19-04) and delaying consideration of \$56,500 recommended for San Francisco State University's (SFSU's) Ford GoBike Memberships for SFSU Students after a discussion about whether Lyft, which was in the process of acquiring Motivate (the operator of Ford GoBike), should be asked to contribute to the project at some level; and

WHEREAS, To date, the Lyft acquisition of Motivate is still in process and not yet finalized; and



WHEREAS, Subsequently, EVgo/SFE cancelled one of the approved projects, Off Street Car Share Electrification, in order to revise the scope and re-submit it as a new project; and

WHEREAS, After subtracting out the Off Street Car Share Electrification project from Part 1, the total amount of funds programmed was \$260,803, leaving a balance of \$503,440; and

WHEREAS, On July 11, 2018 the Transportation Authority issued the FY 2018/19 TFCA San Francisco County Program Manager supplemental call for projects and by the August 24, 2018 deadline, received four project applications, which when combined with the Ford GoBike Memberships for SFSU Students project, requested a total of \$589,300 in TFCA funds compared to \$503,440 available; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Resolution 18-36); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria, shown in Attachment 1, include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for each project, and other factors; and

WHEREAS, Transportation Authority staff recommended programming a total of \$503,440 to the five projects, with conditions, as shown in Attachment 2, Table A, as well including one partially-funded project on a contingency list as shown in Attachment 2, Table B; and

WHEREAS, The Off-Street Car Share Electrification project, recommended for \$4,800, requires a policy waiver from the Air District, which the Air District is expected to consider for approval in October 2018 to allow the chargers to be dedicated for carshare vehicles; and

WHEREAS, The Ford GoBike Memberships for SF State Students is recommended for funding under the condition that, assuming Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide, by June, 1 2019, a financial contribution

commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period; and

WHEREAS, At its September 26, 2018 meeting, the Citizens Advisory Committee was briefed and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby approves programming a total of \$503,440 in FY 2018/19 TFCA funds to five projects, with conditions, as shown in Attachments 2 and 3; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.

Attachments (3):

Attachment 1 - FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 - FY 2018/19 TFCA Program of Projects – Detailed Staff Recommendation

Attachment 3 - FY 2018/19 TFCA Program of Projects – Summary of Staff Recommendation



Attachment 1

Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA)

LOCAL EXPENDITURE CRITERIA (Adopted 2/27/2018)

The following are the Fiscal Year 2018/19 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2018/19. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2018/19 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2018/19 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in June 2018, funds can be redirected (potentially to non-San Francisco projects) at the Air

District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

Emissions Reduced and Cost Effectiveness – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2019 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2016/17 or 2017/18:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2018/19 TFCA Program of Projects – Detailed Staff Recommendations

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS – PART 2 [sorted by cost-effectiveness (CE) ratio]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	GGBHTD	Bike Racks on Buses: This project will purchase and install 3-bike capacity bike racks and related equipment on 45 Golden Gate Transit (GGT) commuter buses. This project will support linked bike and bus travel, increasing the attractiveness of non-car transportation in GGT's 60-mile service corridor between Santa Rosa/Novato/San Rafael and San Francisco. TFCA funded bike racks would be installed on buses that travel to and from San Francisco.	1,3,5,6	1	Yes	\$37,415	4404.0 as submitted 2994.7 as recommended	\$482,400	\$268,000	\$182,140
2	SFSU	Ford GoBike Memberships for SF State Students - SFSU is requesting funds for a 2-year pilot program that will provide free "Bike Share for All" memberships to Ford GoBike for up to 400 Pell Grant-eligible students at SFSU. It will also provide up to 150 free yearly passes for students and 300 single month passes for students who are not Pell-Grant eligible. Conditional Approval: Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.	7	1	No	\$73,416	311.5	\$56,500	\$56,500	\$56,500
3	EVgo/SFE	Off-Street Car Share Electrification - EVgo is collaborating with SFE to provide two Level 2 chargers at a to be determined location in central San Francisco. Both chargers will be dedicated for Maven carshare vehicles, providing the first electric vehicle option to residents and visitors that utilize carshare vehicles. EVgo will work with the SFE and the Planning Department to identify two designated car share spaces. Requires TFCA Policy Waiver - Funding this project requires a waiver from the Bay Area Air Quality Management District to allow the chargers to be installed in a parking spot dedicated for a carshare vehicle instead of publicly available. Electric carshare vehicles require that the charger be available once the user returns the car to the designated carshare parking spot. A decision on the waiver is expected in October 2018.	TBD	3	No	\$129,237	38.1	\$9,300	\$4,800	\$4,800
4	EVgo/SFE	Mixed Use Building Fast Charging in San Francisco: EVgo will install one Direct Current Fast Charging (DCFC) station at two separate garages in to be determined mixed use buildings, for a total of two DCFCs. Locations will be identified based on data from SF Planning and would be sited in publicly accessible garages.	TBD	3	No	\$245,832	625.7	\$206,910	\$150,000	\$150,000
5	California Interfaith Power and Light	EV Chargers at Faith Institutions: This project would install 20 Level 2 charging stations for public use (2 chargers at each of 10 locations) at congregations enrolled in the low carbon congregation program (or other California Interfaith Power and Light member congregations). Includes Grace Tabernacle Community Church, other locations are TBD.	10, additional locations TBD	3	No	\$248,102	454.7	\$110,000	\$110,000	\$110,000
TOTAL								\$865,110	\$589,300	\$503,440
								Total Previously Approved:		\$260,803
								Total TFCA Funding Available for Projects:		\$764,243

Attachment 3

San Francisco County Transportation Authority
 Fiscal Year 2018/19 Transportation Fund for Clean Air County Program Manager Fund
 Summary of Staff Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)				
Sponsor ¹	Project	Total Project Cost	TFCA Requested	TFCA Recommended
GGBHTD	Bike Racks on Buses	\$482,400	\$268,000	\$182,140
SFSU	Ford GoBike memberships for SF State Students (with conditions) ²	\$56,500	\$56,500	\$56,500
EVgo/SFE	Off-Street Car Share Electrification	\$9,300	\$4,800	\$4,800
EVgo/SFE	Mixed Use Building Fast Charging in San Francisco	\$206,910	\$150,000	\$150,000
California Interfaith Power and Light	EV Chargers at Faith Institutions	\$110,000	\$110,000	\$110,000
	Totals:	\$865,110	\$589,300	\$503,440

PREVIOUSLY APPROVED (sorted by CE ratio)			
Sponsor ¹	Project	Total Project Cost	TFCA Approved
SFE	Emergency Ride Home	\$50,734	\$50,734
SFSU	Bike Cage at SF State Thornton Hall	\$40,069	\$40,069
EVgo/SFE	Grace Cathedral DC Fast Chargers	\$170,000	\$170,000
EVgo/SFE	Off-Street Car Share Electrification (Originally approved for \$127,200 in Part 1, sponsor subsequently canceled and re-submitted as a new project with Level 2 chargers instead of DC Fast Chargers. See Table A on Attachment 2 for details)	\$0	\$0
	Totals:	\$260,803	\$260,803

Total TFCA Funding Available for Projects:	\$764,243
Total TFCA Funding Approved and Recommended:	\$764,243
Remaining Funds:	\$0

¹See Attachment 2 for acronyms and other notes.

²Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.



Memorandum

Date: October 5, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 10/16/18 Board Meeting: Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve Part 2 of the Fiscal Year (FY) 2018/19 Transportation Fund for Clean Air (TFCA) Program of Projects, Programming \$503,440 to Five Projects, with Conditions: <ul style="list-style-type: none"> ○ Bike Racks on Buses (\$182,140 to Golden Gate Bridge Highway and Transit District) ○ Ford GoBike Memberships for San Francisco State University (SFSU) Students (\$56,500 to SFSU, with conditions) ○ Off-Street Car Share Electrification (\$4,800 to EVgo/SF Environment (SFE)) ○ Mixed Use Building Fast Charging in San Francisco (\$150,000 to EVgo/SFE) ○ EV Chargers at Faith Institutions (\$110,000 to Interfaith Power and Light) <p>SUMMARY</p> <p>As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the program of projects for San Francisco’s share of TFCA funds. Funds come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. In June 2018, the Board approved Part 1 of the FY 2018/19 Program of Projects, providing \$388,003 to four projects and delaying consideration of \$56,500 recommended for SFSU’s Ford GoBike Memberships for SFSU Students after a discussion about whether Lyft, which was in the process of acquiring Motivate (the operator of Ford GoBike) should be asked to contribute to the project at some level. Because we did not receive enough eligible requests to fully program the \$764,243 in available funds, we conducted a supplemental call for projects over the summer. We are now recommending approval of Part 2, with full funding of four requests (including Ford GoBike Memberships for SFSU Students) and partial funding for one request (Bike Racks on Buses) as shown in Attachments 2 and 3. The Board must approve these funds by the Air District’s November 2, 2018 deadline to avoid loss of funds to the city.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" 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"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: <hr/>
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DISCUSSION**Background.**

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles on motor vehicles registered in the nine Bay Area counties. Forty percent of the revenues are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The remaining sixty percent of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

Available Funds.

As shown in Table 1 below, the amount of available funds is comprised of estimated Fiscal Year (FY) 2018/19 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

Table 1. Estimated TFCA Funds Available for Projects FY 2018/19	
Estimated TFCA Revenues (FY 2018/19)	\$759,899
Interest Income	\$1,549
De-obligated Funds from Prior Cycles	\$50,289
Total Funds	\$811,737
6.25% Administrative Expense	(\$47,494)
Total Available for Projects	\$764,243

After netting out 6.25% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$764,243.

Fiscal Year 2018/19 TFCA Call for Projects - Part 1

In June 2018, the Board approved Part 1 of the FY 2018/19 TFCA Program of Projects, with \$388,003 for four projects (Resolution 2019-04). Subsequently, EVgo/SFE cancelled one of the approved projects – the EVgo's Off Street Car Share Electrification, and re-submitted it as a new project with a revised scope in response to our supplemental call for project. EVgo is proposing to use level 2 car charging technology instead of DC Fast Charger technology as originally proposed. Level 2 technology is not as fast as DC Fast Chargers, but it's fast enough for the intended use by Maven carshare electric vehicles. The different technology significantly lowers the cost of the project and the need for TFCA funds from \$127,200 to \$4,800. This, in turn, significantly improves its cost effectiveness (CE) under Air District guidelines.

After subtracting out the Off Street Car Share Electrification project from Part 1, the total amount of funds programmed is \$260,803, leaving a balance of \$503,440 as shown in Table 2 below.

Table 2. Estimated Remaining FY 2018/19 TFCA Funds Available for Projects	
Total Available for Projects in FY2018/19	\$764,243
Total Approved in Part 1 TFCA Program of Projects	\$260,803
Total Available for Projects in Part 2	\$503,440

Attachment 3 shows the projects that have already been approved for funding in Part 1, with the Off-Street Car Share Electrification project now zeroed out.

Fiscal Year 2018/19 TFCA Call for Projects - Part 2

On July 11, 2018 we issued the FY 2018/19 TFCA San Francisco County Program Manager supplemental call for projects. We received four project applications by the August 24, 2018 deadline. When combined with the Ford GoBike Memberships for SFSU Students project carried forward from the original call for projects, the total request for TFCA funds is \$589,300 compared to \$503,440 available.

Prioritization Process.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's CE ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits vary by project type: for 2018/19 the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, is \$150,000 per ton of emissions reduced, the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), CE ratio, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets, but are not a factor in the CE calculations.

Staff Recommendation.

We are recommending programming a total of \$503,440 to the five candidate projects. Attachment 2 contains three tables detailing our funding recommendations and the revised Part 1 recommendations already approved by the Board:

- **Table A. Projects Recommended for TFCA Funds - Part 2.** The table includes a brief project description, total project cost, the amount of TFCA funds requested and recommended, special conditions, the CE ratio, and other information.
- **Table B. Recommended Contingency List.** If a project in Table A is canceled or the Air District approves less funding for the project than recommended by the Transportation Authority, staff would reprogram the funds to the contingency list project.
- **Table C Projects Approved for TFCA Funds – Part 1.** This shows the list of projects approved by the Board for TFCA funding through Part 1, revised to reflect the cancellation of the Off Street Car Share Electrification project. The latter was revised and resubmitted and is recommended for funding in Part 2 (see Table A).

The Off-Street Car Share Electrification project, recommended for \$4,800, requires a policy waiver from the Air District to allow the chargers to be dedicated for carshare vehicles rather than publicly available to any electric vehicle. As previously reported to the Board, we are optimistic that we will receive the waiver from the Air District in October 2018. If the waiver is not approved by the Air District, we will add the funds to the partially funded Bike Racks on Buses project, which is the only project on the recommended contingency list (See Attachment 2, Table B).

Of the five projects recommended for funding, two are zero emissions non-vehicle projects, which is the top priority project type in the Board-adopted prioritization criteria, and three are electric vehicle infrastructure projects.

The Ford GoBike Memberships for SF State Students is recommended for funding with the following condition:

Conditional Approval: Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.

SFSU is fine with the proposed condition. We have been in periodic contact with Lyft representatives since the July Board meeting. Lyft is aware of the discussion had by the Board in July, but is awaiting the finalization of its acquisition of Motivate before weighing in on this proposal.

Schedule for Funds Availability.

We entered into a master funding agreement with the Air District in August 2018 and have issued grant agreements for the previously approved FY 2018/19 TFCA funds. We will issue grant agreements for the additional funds that are the subject of this item following Board approval. Funds will be available immediately upon review and execution of the grant agreements by project sponsors.

FINANCIAL IMPACT

The estimated total budget for the FY 2018/19 TFCA program is \$811,737. This includes \$764,243 for projects and \$47,494 for administrative expenses. Revenues and expenditures for the TFCA program are included in the Transportation Authority's FY 2018/19 budget, as adopted.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its September 26, 2018 meeting.

Agenda Item 7

SUPPLEMENTAL MATERIALS

Attachment 1 – FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 – FY 2018/19 TFCA Program of Projects, Detailed Staff Recommendations

Attachment 3 – FY 2018/19 TFCA Program of Projects, Summary of Staff Recommendations



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RESOLUTION AWARDING AN 18-MONTH PROFESSIONAL SERVICES CONTRACT TO GOLDEN STATE BRIDGE/OBAYASHI JOINT VENTURE IN AN AMOUNT NOT TO EXCEED \$675,000 FOR CONSTRUCTION MANAGER/GENERAL CONTRACTOR PRECONSTRUCTION SERVICES FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT, AND INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH WMH CORPORATION BY \$4,000,000, TO A TOTAL AMOUNT NOT TO EXCEED \$15,300,000, TO COMPLETE FINAL PLANS, SPECIFICATIONS AND ESTIMATES FOR THE YERBA BUENA ISLAND BRIDGE STRUCTURES PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY NON-MATERIAL CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project; and

WHEREAS, The scope of the YBI Interchange Improvements Project includes two major components: 1) the YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps Phase 1 (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge and the YBI Ramps Southgate Road Realignment Improvements Phase 2; and 2) the YBI Westside Bridges Seismic Retrofit Project (Project) on the west side of the island; and

WHEREAS, The Project will reconstruct or seismic retrofit eight existing bridge structures and will be challenging to implement given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay; and

WHEREAS, Construction of the YBI Westside Bridges Project is scheduled to begin in late



spring or early summer 2020 and be completed by summer/fall 2021; and

WHEREAS, In addition to the challenging location, the Project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay); and

WHEREAS, Given the Project's challenges, the Transportation Authority received state legislative authorization to use the Construction Manager/General Contractor (CM/GC) project delivery method through Assembly Bill 2734 and Transportation Authority Board approval through Resolution 18-42 in March 2018; and

WHEREAS, On July 10, 2018, the Transportation Authority issued a Request for Qualifications (RFQ) for CM/GC services for the Project; and

WHEREAS, The Transportation Authority received six statements of qualifications (SOQs) in response to the RFQ by the due date of August 10, 2018; and

WHEREAS, An evaluation committee comprised of staff from the Transportation Authority, TIDA, United States Coast Guard, Contra Costa Transportation Authority and Caltrain staff evaluation the SOQs and interviewed all six firms between August 28-30; and

WHEREAS, Based on the results of this competitive selection process, the evaluation committee recommended award of the professional services contract to the highest-ranked firm of Golden State Bridge/Obayashi Joint Venture; and

WHEREAS, Under the Memorandum of Agreement (MOA) between the Transportation Authority and TIDA for the I-80/YBI Interchange Improvement Project, the Transportation Authority has undertaken the procurement and management of professional consultant services to provide the necessary engineering and environmental services to produce all necessary documents required to prepare the Seismic Strategy Reports, environmental documentation, and design for the

eight YBI Bridge Structures on the west side of the island; and

WHEREAS, The Project was envisioned as a three phase effort, with the option to amend the contract for Phase 2 (environmental) and Phase 3 (final design efforts) based on adequate funding and satisfactory performance; and

WHEREAS, On December 14, 2010, through Resolution 11-28, the Transportation Authority awarded a two-year professional services contract to WMH Corporation, in an amount not to exceed \$1,600,000, for engineering and environmental services to produce the necessary documentation to prepare the Seismic Strategy Reports, environmental documentation, and preliminary design for the Project; and

WHEREAS, On February 28, 2012, through Resolution 12-34, the Transportation Authority increased the amount of the contract by \$4,300,000 for a total amount not to exceed \$5,900,000 to extend the existing contract through the approval of the Environmental Document and the Plans, Specifications and Estimate (PS&E) phase; and

WHEREAS, On December 16, 2014, through Resolution 15-18, the Transportation Authority increased the contract with WMH Corporation by \$5,400,000, to a total amount of \$11,300,000 to complete preliminary engineering, environmental analysis, and design for the Project; and

WHEREAS, Concurrent with the recommendation to award a contract for the CM/GC preconstruction services, the Transportation Authority is seeking approval to amend the contract with WMH Corporation to complete final PS&E for the Project; and

WHEREAS, The proposed amendment to the contract would increase the existing contract amount by \$4,000,000, to a total amount not to exceed \$15,300,000, and extend the contract through the approval of the additional preliminary engineering and final PS&E phase through April 30, 2020; and

WHEREAS, Under the MOA between TIDA and the Transportation Authority, TIDA will



reimburse the Transportation Authority for all Project costs that are not reimbursed by federal and state funds; and

WHEREAS, Award of both the Golden State Bridge/Obayashi Joint Venture contract and the WMH Corporation contract amendment are subject to Caltrans' approval of an additional \$7 million of federal Highway Bridge Program funds for reimbursement of preliminary engineering, design services and CM/GC costs; and

WHEREAS, This year's activities for both the contract and contract amendment will be included in the Transportation Authority's mid-year budget amendment, and sufficient funds will be included in future fiscal year budgets for the remaining activities; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards an 18-month professional services contract to Golden State Bridge/Obayashi Joint Venture in an amount not to exceed \$675,000 for CM/GC preconstruction services for the YBI Westside Bridges Seismic Retrofit Project, and increases the amount of the professional services contract with WMH Corporation by \$4,000,000, to a total amount not to exceed \$15,300,000, to complete final PS&E for the Project; and be it further

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

Attachments (2):

1. Scope of Services for Golden State Bridge/Obayashi Joint Venture Contract
2. Scope of Services for WMH Corporation Contract Amendment

Attachment 1**Scope of Services for GSB/Obayashi JV Contract****I. Description of Services****1.0 Introduction**

The Yerba Buena Island (YBI) Westside Bridges Project (Project) encompasses eight (8) existing bridge structures on the west side of YBI. These structures generally comprise a viaduct along Treasure Island Road, just north of the San Francisco-Oakland Bay Bridge (SFOBB). The Project limits along Treasure Island Road are from the SFOBB to approximately 2000-feet northward. This stretch of Treasure Island Road includes the bridge structures and portions of “at-grade” roadway.

The Project is funded through the Federal Highway Bridge Program and the Project purpose is to bring the bridge structures up to current seismic safety standards. To accomplish this, five (5) structures will be seismically retrofitted, and three structures will be demolished and replaced with realigned roadway, an overcrossing structure, and new retaining walls.

As a project team member, the Construction Manager will provide input on schedule, phasing, constructability, materials availability, cost, etc. throughout the development of the project. Construction Manager tasks will include the following.

2.0 Preconstruction Tasks

The Construction Manager’s tasks during the design phase include the following:

2.1 Task 1: Project Team Kickoff Workshop

The Construction Manager shall collaboratively work with the Transportation Authority design team to plan, attend, and actively participate as a member of the Project Team in the Project Team kickoff workshop to be led by the Transportation Authority. The Project Team kickoff workshop may include discussion of the following:

1. Introduction to the Project, the Construction Manager/General Contractor (CMGC) delivery method, the partnering process, and the Project stakeholders
2. Presentation of Project elements and the Project scope
 - a. Project status, goals, objectives, etc.
 - b. Project information, including relevant plans, specifications, studies, and reports
3. Project schedule and major milestones
 - a. Project Team meetings
 - b. Major Project activities
4. Identification of roles and responsibilities for the Project Team
 - a. CMGC Program Team
 - b. Transportation Authority design team
 - c. Transportation Authority estimator
 - d. Independent Cost Estimator (ICE)
5. Process for design input
 - a. Innovation

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- b. Project Engineer's needs
6. Communications protocol and plan
7. Identification of change management process
8. Initial discussions on:
 - a. Cost/pricing development
 - b. Project risks identification

Assumptions: The Project Manager, Project Construction Manager, and Transportation Authority design team and two additional key personnel as appropriate with consultation with the Project Manager shall participate in one (1) Project Team kickoff workshop which will be held at the Transportation Authority's offices and last up to eight hours during the course of one business day.

Deliverable: Participation in meeting.

2.2 Task 2: Initial Approach to Cost Meeting

The Construction Manager shall participate in a meeting with the Transportation Authority design team, Transportation Authority estimator and ICE to establish baseline production rate assumptions and various other input standards for formulation of future cost and schedule estimates. The purpose of this meeting will be to establish like assumptions for construction means and methods as well as to establish the plan to communicate changes in scope, quantity, and phasing between the Construction Manager, the Transportation Authority estimator and the ICE in order to affirm a consistent foundation for estimation. Refer to Task 4 for a more detailed description, definition, and delineation of the information to include as a part of the open-book cost estimates prepared for this Project.

The Construction Manager shall attend and actively participate in this meeting by:

- Directing an open discussion with the Transportation Authority design team, Transportation Authority estimator and the ICE regarding specific assumptions, and
- Discussing cost/pricing development and process for design input, analysis, evaluation, and resolution of the Construction Manager's input into the design and specification development process.

Assumptions: The Transportation Authority design team, Transportation Authority estimator, ICE, and additional key personnel as appropriate with consultation with the Transportation Authority Project Manager shall participate in the one meeting which will be held at the Transportation Authority's offices and last up to 8 hours during the course of one business day.

Deliverable: Document the description and assumptions for the work elements that communicate the open-book estimating practices for the Project, including production rate assumptions.

2.3 Task 3: Partnering

The Construction Manager shall participate in a partnering process among all members of the Transportation Authority design team. The partnering process shall take place during the entire length of this Agreement. A facilitator shall be chosen by the Transportation Authority.

Assumptions: The Construction Manager, Transportation Authority design team, and additional key personnel as appropriate with consultation with the Project Manager shall participate in the two

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(2) partnering meetings. The meetings will be held at Transportation Authority's offices and each will last up to eight hours during the course of one business day.

Deliverable: Participation in meetings. Provide partnering workshop facilitator.

2.4 Task 4: Project Meetings and Document Review

The Construction Manager shall advise, assist, and provide written documentation relative to the following:

DESIGN RELATED

- Validate Transportation Authority/Consultant design
- Assist/input to Transportation Authority/Consultant design
- Design reviews
- Constructability reviews
- Operability reviews
- Staging needs
- Market surveys for design decisions
- Verify/take-off quantities
- Assistance shaping scope of work
- Feasibility studies
- Value engineering and innovation
- Risk identification and mitigation
- Maintenance of traffic
- Environmental commitments/permits

SCHEDULE RELATED

- Schedule risk analysis/control
- Validate agency/consultant schedules
- Prepare and manage project schedules
- Develop sequence of design work
- Construction phasing

ADMINISTRATION RELATED

- 3rd party stakeholder coordination, impact avoidance, and reduction
- Attend public meetings
- Biddability reviews
- Subcontractor bid packaging
- Assist in Right of way (R/W) acquisition/ validation
- Teamwork/partnering meetings/sessions
- Develop Quality and Safety Plan

COST RELATED

- Validate Transportation Authority/Consultant estimates
- Prepare project estimates
- Cost/Benefit engineering reviews
- Early award of critical bid packages
- Value Analysis/Engineering
- Materials selection and cost forecasting
- Cost risk analysis
- Cash flow projections/Cost control

The Construction Manager shall attend, participate in, and provide input in the form of written comments at the following milestone meetings, which may include:

- Initial Design Review Meetings (Design Milestone Meeting #1). Two initial design review meetings will be held at the Transportation Authority's offices.
- Intermediate Design Review Meeting (Design Milestone Meeting #2) and Final Design Review Meeting (Design Milestone Meeting #3).

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- **Risk Identification and Resolution Meetings:** These meetings focus on identifying and documenting Project-specific risk, which includes risk definition, probability of occurrence, potential mitigation strategies (including consideration of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) issues and mitigation strategies with the goal of an improved CEQA and FHWA NEPA documents), magnitude of cost and quantity impacts, and schedule impacts. These meetings shall assign risk ownership and document resolution. Project Manager, Project Construction Manager, the Transportation Authority design team, Transportation Authority estimator, and additional key personnel as appropriate with consultation with the Project Manager shall plan to attend two formal risk analysis meetings.
- **Project Cost Model and Schedule Development Meetings:** These meetings focus on establishing, modifying, and maintaining the production-based cost model so that assumptions, contingency, risk, and approach to the estimate are fully understood by the Transportation Authority design team. The meeting will also focus on developing the construction phase schedule. The Construction Manager shall plan to develop three Opinion of Probable Construction Cost (OPCC) estimates and attend three of corresponding resolution meetings.
- **Specifications Development Workshop:** This meeting focuses on clearly defining the Project- specific work items and their methods of measurement and payment so that the work items are fully understood by the Transportation Authority design team. The Project Manager, Construction Manager, and additional key personnel as appropriate with consultation with the Project Manager shall attend this meeting.
- **Project Development Team Meetings:** This meeting focuses on current project issues and project development tasks. The Project Manager and additional key personnel as appropriate with consultation with the Project Manager shall participate in the meetings. The meetings will be held monthly at the Transportation Authority's offices and each meeting will last up to two hours.

The Construction Manager shall be given assignments and tasks for follow-up during the meetings, as well as a schedule for performing and completing such assignments and tasks. The Construction Manager shall be responsible to timely meet the commitments for response in a format acceptable to the Transportation Authority (e.g., comment and resolution form, redlined drawings, written report, and electronic track changes) and within the time period directed by the Transportation Authority, which, in determining such schedule, shall consider a deliverable's size and complexity. The Transportation Authority design team shall establish these expectations, assignments, and commitments at the Project Team kickoff workshop and shall update and discuss the same regularly and issue additional assignments during Project meetings. Table 1 lists the review response period for the specified document types, measured from receipt by the Construction Manager of the applicable documents.

Table 1: Review Response Periods

Document	Review Response Period
Plans Sets 50 sheets or less	Not to exceed five (5) business days

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Plan Sets 51 sheets or more	Not to exceed fifteen (15) business days
Documents 10 pages or less	Not to exceed forty-eight (48) hours
Documents 10 pages or more	Not to exceed five (5) business days
Verify meeting minutes	Not to exceed twenty-four (24) hours

Deliverable: Providing input and participating in each meeting and following up on assigned tasks from each meeting.

2.5 Task 5: Risk Management

The Construction Manager shall identify, quantify, document, and implement Project and construction risks and risk avoidance, reduction, and mitigation strategies, as well as monitor and provide written input into a Project risk register. The risk register will be maintained by the Transportation Authority. The Construction Manager shall participate in the preparation, modifications, and maintenance of a risk register, and the Construction Manager shall continuously communicate its assumptions regarding impacts to risk as the design progresses.

Assumptions: Project Manager, Project Construction Manager, the Transportation Authority design team, Transportation Authority estimator and additional key personnel as appropriate with consultation with the Project Manager shall plan to attend two formal risk analysis meetings.

The meetings will be held at the Transportation Authority's offices and each will last up to eight hours during the course of one business day.

Deliverable: The Construction Manager shall submit written documentation for the risk register specifying the associated value, savings, and cost of risk avoidance, reduction, and mitigation strategies during each design milestone meeting, at a minimum.

The Construction Manager shall also submit, at the time of the Construction agreed price bid or fixed unit price bid, a report that summarizes the decisions for risk elimination or reduction and associated value of each decision in terms of cost and savings in direct relationship with its bid. Refer to Task 12 herein for further information regarding the Construction agreed price bid and/or the fixed unit price bid.

2.6 Task 6: Innovation Management

The Construction Manager shall develop, propose, and track challenges and quantify benefits of innovations throughout the preconstruction phase, including proposing criteria to evaluate suggestions and select improvements that will offer the most value in terms of cost, schedule, and quality. The Construction Manager shall prepare, modify, and maintain an innovation register, which identifies the person and entity that proposed the idea, the value of the idea (in terms of cost, savings, risk reduction/mitigation, and schedule impact), and which ideas were incorporated by the Transportation Authority design team into the final design and construction documents.

Assumptions: This is assumed to be a continuous process and no separate defined meeting is identified.

Deliverable: The Construction Manager shall submit written documentation for the innovation register of all suggested innovations during each design milestone meeting, at a minimum.

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The Construction Manager shall also submit, at the time of the Construction agreed price bid or fixed unit price bid, a report that summarizes both the innovations considered and the innovations implemented. Refer to Task 12 herein for further information regarding the Construction agreed price bid and/or the fixed unit price bid.

2.7 Task 7: Project Construction Schedule Development

The Construction Manager shall create and update Project preconstruction and construction schedules. The Project Team will work together to create a baseline construction schedule, which will be updated, at a minimum, at design milestones of 90% and final plans or as designated by the Transportation Authority and for scope changes that necessitate changes in schedule.

The Construction Manager shall provide a finalized construction schedule with its Construction agreed price bid or fixed unit price bid, which will be part of the Construction Contract and adhered to by the Construction Manager for the duration of the construction phase.

The schedule shall include each Project phase and identify key milestones and work breakdown structure (WBS) tasks numbers specified by the Transportation Authority, deliverables, and dependencies, along with durations for design, preconstruction, procurement, construction management, and construction work. The Construction Manager shall also identify roles and responsibilities for each item of work represented in the schedule.

Assumptions: Construction Manager, the Transportation Authority design team and additional key personnel as appropriate with consultation with the Transportation Authority shall plan to attend three Construction Schedule Development meetings.

Deliverable: The Construction Manager shall provide a detailed schedule(s) in (1) Microsoft Project or equal for pre-construction and (2) Primavera P6 for Windows or equal for construction, which will be updated, at a minimum, at major design milestones designated by the Transportation Authority as necessary. The schedule shall include a narrative report documenting key critical path elements of the schedule and the critical assumptions and/or decisions that may impact schedule adherence, including construction phasing or sequencing and long-lead items. The Construction Manager shall also include in the report any acceleration opportunities and the cost (or savings) and prerequisites thereof and the extent of the potential acceleration.

2.8 Task 8: Project Construction Cost Estimate Development

The Construction Manager shall develop and provide open-book, production-based construction cost estimates for the Transportation Authority's design team's examination so that assumptions, contingency, risk, and approach to the estimate are fully identified, delineated, and understood by the Transportation Authority design team. Refer to Section 4 for a more detailed description, definition, and delineation of the information to include as a part of the open-book cost estimates prepared for this Project. The construction cost estimate will be updated at the design milestones of 90% and final plans and for scope changes that necessitate changes in cost.

The Construction Manager shall be responsible for verifying the quantities and methods of measurement and payment for all Project work items.

Assumptions: Project Manager and additional key personnel as appropriate with consultation with the Project Manager shall plan to attend three Construction Cost Development meetings.

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Deliverable: The Construction Manager shall provide a construction cost estimate for the Project during each design milestone meeting, at a minimum. The construction estimate shall be provided in two separate formats, one that is consistent with the production-based cost model and one that is consistent with the engineer's estimate (formatted in an Excel spreadsheet with bid item descriptions, quantities, and units). The estimate shall reflect and be consistent with the agreed upon methods and measurements of payment anticipated for each bid item and in accordance with the requirements listed in Section 4. The Construction Manager shall also provide a narrative report documenting the summary of markups, escalation, overhead, profit, and contingency. The report shall document critical assumptions, clarifications, and/or decisions of costing that may impact the fluctuations in pricing adherence and a description of allowances and exclusions. Materials selection and cost forecasting and life cycle cost analysis should also be covered in the report.

The Transportation Authority will review the submitted estimates and identify items not in agreement among the Transportation Authority design team, Transportation Authority estimator, ICE, and the Transportation Authority. The Construction Manager will be required to attend construction estimate review meetings as necessary to discuss assumptions and allocations associated with unit prices not in agreement. The construction schedule submitted under Task 7 shall coincide with the production and phasing assumptions used in the development of these cost estimates.

2.9 Task 9: Development of Subcontracting Plan

The Construction Manager shall develop its subcontracting plan in accordance with all requirements listed below as well as all applicable.

Prior to both (a) soliciting any qualifications, proposals or bids for subcontracts, and (b) submitting a bid for a Construction Contract for the Project or a portion thereof, the Construction Manager shall submit to the Transportation Authority for its review and approval a reasonable procedure for the conduct of the procurement and approval processes applicable to subcontracts. Such procedures shall include times for each step of the qualification and proposal processes, with qualification determinations and selections to be made. The subcontracting plan shall be subject to the approval of the Transportation Authority, in its sole discretion, and adhere to the following:

- The Construction Manager shall recommend a division of the work to facilitate the bidding and award of trade contracts.
- The Construction Manager shall provide for involvement by the Transportation Authority in subcontractor solicitation, bidding, and selection.
- The Construction Manager shall identify work that the Construction Manager proposes to self-perform (which must be no less than 30 % of the work, measured on a dollar value basis) and identify how the Construction Manager will ensure that the pricing of self-performed work will be most advantageous to the Transportation Authority.

The subcontracting plan shall include provisions implementing the following requirements:

1. At the time subcontractor proposals are opened, the Construction Manager shall compile and provide to the Transportation Authority or its authorized representative a list that includes, without limitation, the name and contact information of each subcontractor who submits a timely proposal and the price of the proposal submitted by the subcontractor. The list must be made available to the public upon request.
2. Prior to entering into a subcontract, the Construction Manager shall inform the

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Transportation Authority or its authorized representative which subcontractor has been selected and provide the Transportation Authority with access to the proposals, bids, and the evaluation materials.

3. The Construction Manager shall make available to the public, including, without limitation, each subcontractor who submits a proposal, the final rankings of the subcontractors and shall provide, upon request, an explanation to any subcontractor who is not selected of the reasons why the subcontractor was not selected.
4. If the Construction Manager receives a written protest from a subcontractor proposer no later than three full business days following the Construction Manager's selection of a subcontractor, the Construction Manager shall not execute a contract for that subcontract package without first providing at least two full business days written notice to all proposers of the Construction Manager's intent to execute a contract for the subcontract package. Construction Manager's protest procedures shall be subject to the prior written approval of the Transportation Authority.
5. The Construction Manager shall enter into a subcontract with a subcontractor selected pursuant to the approved subcontracting plan and this Appendix A and shall not have the right to make any substitution of any such subcontractor without written approval of the Transportation Authority.
6. If, prior to award and execution of a Construction Contract, the Transportation Authority objects to the use of a subcontractor for subcontracted work on such Construction Contract and such subcontractor has been properly selected by the Construction Manager in accordance with the requirements of the approved subcontracting plan and this Appendix A, the Transportation Authority shall issue a written request to the Construction Manager to change the subcontractor and shall pay any actual and direct increase in the Construction Manager's costs, including an adjustment to the Construction agreed upon price or fixed unit price resulting from the change. The increase shall be based solely on, and be limited to, the direct cost differential between the initial subcontract cost of the original subcontractor and the initial subcontract cost of the changed subcontractor and shall exclude any additional mark- up, profit, and overhead by the Construction Manager. Other than providing such compensation, if any, the Transportation Authority shall have no further responsibilities, liabilities, or obligations arising out of such objection and change of subcontractors. Replacement of subcontractors after award and execution of the Construction Contract, including, without limitation, in connection with unsatisfactory performance, shall be governed by the terms of the Construction Contract.

Deliverable: The Construction Manager shall provide a subcontracting plan no later than 30 calendar days after 90% design review.

The Construction Manager shall update this plan as of the final design milestone and submit an approved final subcontracting plan prior to its submittal of its Construction agreed price bid or fixed unit price bid. All documentation necessary to support adherence to the requirements of shall be included in the subcontracting plan update. If the Transportation Authority elects to consider a Construction Contract for only a portion of the Project, the subcontracting plan must be submitted and approved prior to submittal of any Construction agreed price bid or fixed unit price bid related thereto.

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2.10 Task 10: Development of Disadvantaged Business Enterprise (DBE) Goal Plan

As part of negotiations of the Construction Contract and prior to the award and execution thereof, the Construction Manager shall work with the Transportation Authority to finalize a DBE performance plan to apply during the Construction Contract and for accomplishment of all construction. The DBE performance plan shall address the manner in which the Construction Manager shall seek to meet the DBE goals and requirements, as well as address monitoring and reporting requirements. The DBE performance plan shall be subject to the approval of the Transportation Authority in its sole discretion.

Deliverable: The Construction Manager shall provide a DBE performance plan no later than 30 calendar days after 90% design review. The Construction Manager shall update this plan as of the final design milestone and submit the final DBE performance plan prior to submittal of its Construction agreed price bid or fixed unit price bid. If the Transportation Authority elects to consider a Construction Contract for a portion of the Project, the DBE performance plan must be submitted and approved prior to submittal of any Construction agreed price bid or fixed unit price bid related thereto.

2.11 Task 11: Preconstruction Field Work (as applicable)

The preconstruction field work, if any, shall be at the direction of the Transportation Authority, in its sole discretion, and may include, without limitation, design and/or Project-related activities, such as:

- Utility Relocation Potholing
- Preliminary soil and geotechnical studies Right of Way Demolition Preliminary Survey
- Installation of best management practices (BMP) Public outreach
- Other design-related activities Preconstruction Environmental Surveys Hazardous Waste Remediation
- Monument Preservation, Location and Record of Survey

All such activities shall be consistent with the NEPA and CEQA processes.

2.12 Task 12: Construction Agreed Price Bid(s) or Fixed Unit Price Bid

At the time that the Transportation Authority determines that the design for the Project or any portion thereof has been sufficiently finalized to a level sufficient to determine the provable cost of that portion and provided that (i) the other conditions set forth in this Agreement, including, without limitation, those set forth in Section 39 of this Agreement, and (ii) Tasks 1 through 10 above have been satisfied, as determined by the Transportation Authority, the Construction Manager shall prepare and submit a bid as a cost of the work with an agreed price bid (Construction bid) or as a fixed unit price.

The Construction bid or fixed unit price bid for a Construction Contract for the Project may be for the Project as a whole or the Construction Manager may be asked to prepare a Construction agreed price bid or fixed unit price bid for construction of a portion of the Project, if the Transportation Authority, in its sole discretion, determines significant construction time, money, risk, or potential delay can be reduced by allowing the Construction Manager to start initial work prior to the completion of the overall Project final design package. A Construction Contract for a portion of the

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Project may also include early procurement of long-lead items that may be in short supply or require longer than desired lead times from purchase to delivery.

In both instances, the Construction agreed price bid or fixed unit price bid for a Construction Contract shall be developed and evaluated in accordance with the following process:

- The Transportation Authority shall produce a set of plans and specifications for performance of the construction work.
- The Transportation Authority will evaluate the Construction Contract bid documents for DBE participation opportunities to ensure compliance with the established DBE goal prior to submittal of the Construction agreed price bid or fixed unit price bid. This goal shall be incorporated into the Construction Contract bid documents, the Construction agreed price bid or fixed unit price bid, and the Construction Manager's subcontracting plan. No Construction Contract may be entered into and no Construction agreed price bid or fixed unit price bid may be submitted by Construction Manager until (i) the Transportation Authority has approved the Construction Manager's subcontracting plan; and (ii) the Transportation Authority has approved the Construction Manager's DBE performance plan.
- The Construction Manager will be required to submit commitments from DBE participants sufficient to meet the goal or demonstrate good faith efforts to meet the DBE goal, each as required by this Agreement and in substance satisfactory to the Transportation Authority in its sole discretion.
- The Construction Manager shall submit, with its Construction agreed price bid or fixed unit price bid, a subcontracting plan that has been approved by the Transportation Authority.
- Solicitations for subcontractors and award of subcontracts shall be made pursuant to Public Contract Code 6705, and the Construction Manager's approved subcontracting plan. Concurrently with its Construction agreed price bid or fixed unit price bid, the Construction Manager shall provide a list of all subcontractors that it has procured and intends to use.
- The Construction Manager will prepare and submit a Construction agreed price bid or fixed unit price bid in accordance with the Transportation Authority's bidding requirements under this Agreement. In addition to the scope of work, risk, and quantities, the Construction agreed price bid or fixed unit price bid shall reflect the pricing as defined in the subcontracts and include all information required by the Transportation Authority including applicable DBE commitments as provided herein. The Construction Manager shall include with its Construction agreed price bid or fixed unit price bid a bid bond in such form and amount as directed by the Transportation Authority, along with such other documents and certifications as directed by the Transportation Authority. The form of Construction agreed price bid or fixed unit price bid shall be in such format as the Transportation Authority, in its sole discretion, determines and may include quantity-based items, unit-priced based items, lump sum items, contingency, and allowances.
- The Transportation Authority may have an independent cost estimate prepared. Upon opening the Construction agreed price bid or fixed unit price bid, the Transportation Authority will determine the acceptability of the Construction agreed price bid or fixed unit price bid, in its sole discretion. In assessing the Construction agreed price bid or fixed unit price bid, the Transportation Authority may compare the Construction agreed price bid or fixed unit price bid to some or all of the following: State averages, similar projects, an independent cost estimate, and the engineer's estimate and use such other information that the Transportation

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Authority determines relevant and useful. The Transportation Authority is under no obligation to accept the Construction agreed price or fixed unit price bid, even if it compares favorably to the foregoing data, averages, and estimates.

- The Transportation Authority personnel reviewing the Construction agreed price or fixed unit price bid and other data, averages, and estimates may include the Transportation Authority's Project Manager, Caltrans representatives, FHWA representatives, and other internal Transportation Authority staff and outside advisors deemed necessary or desirable by the Transportation Authority.
- If the Construction agreed price bid or fixed unit price bid is acceptable, the Transportation Authority will prepare a Construction Contract or the work may be added to an existing Construction Contract with Construction Manager by amendment at the sole discretion of the Transportation Authority, if applicable.
- If the Construction agreed price bid or fixed unit price bid is not acceptable, the Transportation Authority may enter into a process of risk identification that identifies price, quantity, assumption and other differences. Following the successful resolution of the risk issues associated with such differences, the Transportation Authority, in its sole discretion, may ask the Construction Manager to re-bid the Construction agreed price or fixed unit price bid for the Project. If this re-bid of the Construction agreed price or fixed unit price bid does not result in a Construction agreed price or a fixed unit price that is acceptable to the Transportation Authority, the Transportation Authority reserves the right, in its sole discretion, to terminate the Construction agreed price or fixed unit price bidding process and undertake such other actions relating to the Project as the Transportation Authority determines, including, without limitation, the right to procure the Construction Contract scope of work by some other delivery method. The Construction Manager is not excused from completion of the Services required under this Agreement, if such Services have not been fully performed.

Deliverable: The Construction Manager shall submit the Construction agreed price bid or fixed unit price bid in accordance with the requirements delineated herein, and utilizing the same production-based cost model as was used in development of the previous OPCCs along with a narrative report documenting critical assumptions and/or decisions of costing that may impact the fluctuations in pricing adherence (on an open-book basis).

3.0 Co-Location Requirements

The Construction Manager shall co-locate key staff with the Transportation Authority design team as needed and requested by the Transportation Authority to facilitate a cooperative project development process, and the regular interaction necessary for the exchange of information during the Preconstruction Phase. It is expected that Key Personnel be co-located with the Transportation Authority at a co-located office determined by the Transportation Authority. Such times, durations, and specific personnel will be mutually agreed upon and are anticipated to include the following:

- One to two-month period during 30% design;
- Ad hoc meetings as necessary at key design deliverables 60%, 90%, Final Submissions; and
- Two to seven days per month to attend Risk Workshops, over-the-shoulder and bimonthly management meetings.

4.0 Open-Book Estimating Requirements

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4.1 Cost Model and Agreed Price Record Documentation Confidentiality

The Construction Manager shall designate information it considers to be confidential. The Construction Manager shall clearly mark each page of documentation that the Construction Manager wants to remain confidential prior to submitting it to the Transportation Authority.

If the Transportation Authority receives a request for the confidential documents under the California Public Records Act, the Transportation Authority will inform the entity requesting the documents of their confidentiality and notify the Construction Manager of the request.

4.2 Cost Model and Cost Estimates

- 1) Within 30 calendar days of the date of the Notice to Proceed, the Construction Manager shall review all available information regarding the design and scope of the project, and based upon that review shall develop a Cost Model for the entire project for review by the Transportation Authority. The cost model shall be prepared in a format agreed upon in advance by the Transportation Authority and the Construction Manager. It will be based on the Transportation Authority's list of standard pay items. The Construction Manager will work with the Transportation Authority to develop the proposed form for the Cost Model and the agreed price and obtain the Transportation Authority's approval of the form or make changes in the proposed form as requested by the Transportation Authority.
- 2) During the review period, the Cost Model will be compared with the estimate prepared by Transportation Authority design team and the Transportation Authority estimator and/or ICE. These estimates will be used to evaluate the Cost Model. The Construction Manager shall make adjustments to the Cost Model if required. Once approved by the Transportation Authority, the Cost Model will be continually updated and kept current as the design progresses throughout the Preconstruction Phase until an agreed price is agreed upon by both the Construction Manager and the Transportation Authority. The Cost Model shall be the best representation of what the complete functional project's construction costs will be. The Cost Model shall not include the Construction Manager's Preconstruction Services fee, sums due to design, the cost of land, right of way, or other costs which are the responsibility of the Transportation Authority. The Construction Manager shall communicate to the Project Team any assumptions made in preparing the Cost Model. The Cost Model may include allowances as agreed to by the Project Team, including:
 - a. allowances for potential additional quantities and/or additional work that the Transportation Authority may require, and
 - b. any costs related to investigations.
- 3) After receipt of the Transportation Authority most current documents from each design milestone, the Construction Manager shall provide a detailed written report to the Project Team regarding the impact of and changes to the Cost Model based on the Construction Manager's review of design documents made available at the design milestone. The Project Manager and the Construction Manager shall reconcile any disagreements on the estimate to arrive at an agreed upon estimate for the construction costs based on the scope of the project through that design milestone. The design milestones applicable to this paragraph are 90% design and final design. If the Project Team requires additional updates of the Cost Model beyond that specified in this paragraph, the Construction Manager shall provide the requested information in a timely manner.

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- 4) If, at any point, the Cost Model submitted to the Transportation Authority exceeds estimates previously agreed upon by the Project Team, or the Transportation Authority's Project Budget, the Construction Manager shall make appropriate recommendations to the Project Manager on means/methods, materials, scope and/or other design elements that it believes will reduce the estimated construction costs, (without altering the Transportation Authority's overall concept) such that it is equal to or less than the established Project Team's target and/or the Project Budget.
- 5) Each Cost Model submitted shall be accompanied by backup documentation which shall include the following:
 - a. Unit prices and quantity take-offs using the Transportation Authority's standard pay items;
 - b. Details of all allowances and unit price work shown and specified in the detailed design documents;
 - c. Material costs, equipment costs, labor costs, General Conditions costs, hourly labor rates, and total cost. Labor costs in the Cost Model shall include employee benefits, payroll taxes and other payroll burdens. The total cost for any portion of the work to be performed by subcontractors shall include subcontractor overhead and profit;
 - d. Production rates, transportation, and other facilities and services necessary for the proper execution of the work, whether temporary or permanent, and whether or not incorporated or to be incorporated into the work;
 - e. All fixed equipment, site improvements, utility and equipment installations;
 - f. Copies of quotations from subcontractors and suppliers;
 - g. Project overhead;
 - h. Allocated general and administrative expenses;
 - i. Bonds, taxes, insurance;
 - j. The Construction Manager's profit; and
 - k. Memoranda, narratives, consultant's reports, and all other information included by the Construction Manager to arrive at the price shown in the Cost Model or agreed price. Include a list of all assumptions and description and breakdown of all allowances.

4.3 Other Requirements

The followings are minimum requirements for the Construction Manager when communicating cost via the open-book estimating process.

- The Construction Manager shall clearly delineate any services to be self-performed and any services to be subcontracted.
 - For self-performed work, overhead and profit percentages are to be identified, agreed upon, and applied to the total self-performed cost "below the line." This is opposed to allocating overhead and profit into individual direct cost items.
 - For work to be subcontracted, the subcontractor's overhead, profit, and indirect costs are to be included within the pricing of that individual direct cost item.

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- Indirect costs are to be scoped, quantified, and priced as a separate division of cost and are not to be allocated under direct costs, except as stated above for work performed by subcontractors.
- Mobilization/demobilization of temporary jobsite offices is to be a detailed item, and the Construction Manager shall include this under indirect costs.
- Mobilization/demobilization of construction equipment is to be an individually detailed item for each piece of equipment, all of which is to be included under direct costs.
- Overhead and profit is to be applied as follows.
 - Overhead is to be priced as a percentage of the total of indirect costs and direct costs.
 - Profit is to be divided and identified into two categories:
 - A percentage applied to self-performed work; and
 - A percentage applied to subcontracts.

The percentage applied to subcontracted costs is to be relatively low compared to the self-performed work.

- After all indirect, contingencies, escalation, overhead, and profit costs have been estimated and individually identified, each cost is to be allocated into pay items to establish the “all in” unit costs. Indirect costs, overhead, and profit are then to be distributed evenly into each pay item. Contingencies shall be specifically identified and allocated depending on risks associated with each pay item.

4.4 Definitions

The following definitions are provided to establish expectations regarding categorization and accounting to be represented in the open-book estimating process for the Project.

- Direct costs (construction) include:
 - Self-performed work based on construction labor (e.g., craft wage rates burdened with fringe benefits only), equipment rental, equipment fuel/maintenance, and purchased materials;
 - Mobilization/demobilization of self-performed construction equipment; and
 - Subcontracted work, including each subcontractor’s direct and indirect costs, overhead, profit, and bonds.
- Indirect costs (construction) include:
 - Field supervision based on bare wages plus salary-related expenses for the project manager, superintendents, project engineer/project controls, and document control/administrator;
 - Jobsite office facilities, temporary utilities, and jobsite vehicles, including mobilization/demobilization of temporary facilities as separately-estimated items;
 - General field labor, clean-up requirements, dumpsters, dump fees, temporary toilets, etc.;
 - Temporary construction facilities or work;
 - Yard support for construction equipment; and

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- Surveys, layout, permits, testing, inspection, and insurance.
- Contingency that is applied to an estimate during the preconstruction phase is based on an assessment of risk at each design phase, and it may be divided into several categories.
 - Design development to cover relatively minor changes in details, specifications, quantities, etc. from early design to 100 percent construction documents.
 - Estimate contingency to cover potential variances from what was estimated for materials and subcontracts compared to what was the actual cost of said materials and subcontracts.
 - Allowances for known items that cannot specifically be quantified and/or priced until further progress in design.
 - Construction phase contingency for variations related to crew productivity, schedule impacts, etc. from what was originally estimated.
- Mobilization/demobilization costs are allocated as follows:
 - Mobilization/demobilization of self-performed construction equipment is considered a direct cost.
 - Mobilization/demobilization of jobsite office trailers, furniture, equipment, and personnel is considered an indirect cost. This also includes temporary utilities and elements required to begin construction, such as permits.
- Overhead is defined as home-office company overhead, including office facilities, management, subsidized insurance programs, paid vacation, etc.

Profit is defined as the operating margin or the dollars remaining after all direct and overhead costs are paid.

- Escalation shall be dealt with as follows:
 - Estimates will be based on wage rates and material costs that are current year at the time of pricing. Cost is added to cover normal expected increases for expenditures beyond the pricing baseline.
 - There are various methods for calculating escalation. The most accurate for labor increases is to manpower-load the construction schedule for all labor types and add agreed upon dollar increases for each calendar period in which each apply.
- Exclusions are defined as items that are associated with the Project but provided by others. This may include items provided by:
 - The Transportation Authority
 - Utility companies
 - Work done by adjacent contractors

5.0 Glossary of Preconstruction Services Terms

5.1 Design-Related Preconstruction Services

- a) **Validate Transportation Authority/consultant design** – Construction Manager evaluates the design as it is originally intended and compares it to the scope of work with both the

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required budget and schedule to determine if the scope can be executed within those constraints. A validated design is one that can be constructed within the budget and schedule constraints of the project.

- b) **Assist/input to Transportation Authority/consultant design** – Construction Manager will offer ideas/cost information to the designer to be evaluated during the design phase. Ultimately, the designer is still responsible for the design.
- c) **Design reviews** – Construction Manager will review plans and documents to identify errors, omissions, ambiguities, and with an eye to improving the constructability and economy of the design submittal.
- d) **Constructability reviews** – Construction Manager will review the capability of the industry to determine if the required level of tools, methods, techniques, and technology are available to permit a competent and qualified Construction Manager to build the project feature in question to the level of quality required by the contract.
- e) **Operability reviews** – Construction Manager will review plans and specifications and provide suggestions that would improve the operations and maintenance of the completed projects as appropriate.
- f) **Staging needs** – Construction Manager will review, validate and/or proposes alternative stage construction concepts for project.
- g) **Market surveys for design decisions** – Construction Manager will furnish designers with alternative materials or equipment along with current pricing data and availability to assist them in making informed design decisions early in the process to reduce the need to change the design late in the process resulting from budget or schedule considerations.
- h) **Verify/take-off quantities** – Construction Manager will verify the quantities generated by the designer for the engineer's estimate.
- i) **Assistance shaping scope of work** – Construction Manager will provide assistance by recommending modifications to scope to ensure that the work conforms to the budget and schedule constraints.
- j) **Feasibility studies** – Construction Manager will investigate the feasibility of possible solutions to resolve design issue on the project.
- k) **Value engineering and innovation** – Construction Manager will recommend innovative solutions to address challenges in design, reduce project costs or better define the project scope.
- l) **Risk Identification and mitigation** – Construction Manager will assist by identifying risks associated with the project and propose response strategies.
- m) **Maintenance of Traffic** – Construction Manager will review, validate and/or propose alternative traffic handling concepts for project
- n) **Environmental Commitments/Permits** – Construction Manager will analyze environmental commitments/Permits attached to Project and determine and/or identify feasibility of commitments/permits. Advise of impacts and alternative solutions to comply.

5.2 Cost-Related Preconstruction Services

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- a) **Validate Transportation Authority/consultant estimates** – Construction Manager will evaluate the estimate as it is originally intended and determine if the scope can be executed within the constraints of the budget.
- b) **Prepare project estimates** – Construction Manager will provide real-time cost information on the project at different points in the design process to ensure that the project stays within budget.
- c) **Cost/Benefit engineering reviews** – Construction Manager shall review cost to include not only the aspects of pricing but also will focus on the aspect that “time equals money” in construction projects.
- d) **Early award of critical bid packages** – Construction Manager will recommend which design packages should be completed first to ensure that pricing can be locked in on the packages.
- e) **Value Analysis/Engineering** – Construction Manager will identify aspects of the design that either do not add value or whose value may be enhanced by changing them in some form or fashion. The change does not necessarily reduce the cost; it may actually decrease the life-cycle costs.
- f) **Material Selection and cost forecasting** – Construction Manager will utilize its contacts within the industry to develop estimates of construction material escalation to assist the owner and designer make decisions regarding material selection and early construction packages.
- g) **Cost risk analysis** – Construction Manager will furnish the agency with information regarding those cost items that have the greatest probability of being exceeded.
- h) **Cash flow projects/cost control** – Construction Manager will conduct earned value analysis to provide the Transportation Authority with information on how project financing must be made available to avoid delaying Project progress. This may also include an estimate of construction carrying costs to aid the Transportation Authority in determining projected cash flow decisions.

5.3 Schedule-Related Preconstruction Services

- a) **Schedule risk analysis/control** – Construction Manager will evaluate the risks inherent to design decisions with regard to the schedule and offers alternative materials, means and/or methods to mitigate those risks.
- b) **Validate agency/consultant schedules** – Construction Manager will evaluate if the current scope of work can be executed within the constraints of the schedule.
- c) **Prepare and manage project schedules** – Construction Manager will prepare schedules throughout the design phase to ensure that dates will be met, and notify the owner when issues arise.
- d) **Develop sequence of design work** – the Construction Manager will recommend the sequences of the design work to mirror the construction work, so that early work packages can be developed.
- e) **Construction phasing** – The Construction Manager will develop a construction phasing plan to facilitate construction progress and ensure maintenance of traffic. This includes identification of critical parcel acquisition and utility relocations.

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5.4 Administrative-Related Preconstruction Services

- a) **Analyze third party agreements/permits/work around** – Construction manager will review agreements, permits and commitments made to third parties and determine and/or identify feasibility of commitment. Advise of impacts and alternative solutions to comply.
- b) **Attend public meetings** – Construction manager may organize and attend public meetings to answer questions from the public about the construction of the project.
- c) **Biddability reviews** – Construction Manager will review the design documents to ensure that subcontractor work packages can be bid out and receive competitive pricing. This action reduces the risk to the subcontractors because they are given the specific design product they need for their bids; not just told to find their work inside the full set of construction documents.
- d) **Subcontractor bid packaging** – Construction Manager will coordinate the design work packaging to directly correlate with subcontractor work packages so that early packages can be easily bid out and awarded.
- e) **Assist in right-of-way acquisition/validation** – Construction Manager will assist the designer in identifying options for right-of-away acquisitions by providing means and methods input. The primary purpose is to minimize the amount of right-of-way actions that must be undertaken and to assist in prioritizing individual parcel acquisition.
- f) **Teamwork/partnering meetings/sessions** – Construction manager will participate in partnering and teamwork meeting as required.
- g) **Develop Quality and Safety Plan** – Construction manager will assist in the development of quality and safety plans and provide recommendations relative to quality control of completed work and any site specific safety issues that required specific attention.

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Scope of Services for WMH Corporation Contract Amendment

YBI WEST-SIDE BRIDGES PROJECT

ALTERNATIVE REFINEMENT & FINAL DESIGN
CMGC PROJECT DELIVERY METHOD

INTRODUCTION

This Scope of Services is to provide final design (PS&E) services for the Yerba Buena Island West-Side Bridges Project (Project), located along Treasure Island Road and Hillcrest Road on Yerba Buena Island (YBI), in the City and County of San Francisco. The Project delivery method will be Construction Manager / General Contractor (CMGC). This Scope of Services reflects the changes resulting from CMGC delivery method, as well as previous planning efforts that have altered roadway circulation patterns on Yerba Buena Island (YBI) and incorporated bicycle and pedestrian facilities.

The Project encompasses eight (8) existing bridge structures on the west side of YBI. These structures generally comprise a viaduct along Treasure Island Road, just north of the San Francisco-Oakland Bay Bridge (SFOBB). The Project limits along Treasure Island Road are from the SFOBB to approximately 2000-feet northward. This stretch of Treasure Island Road includes the bridge structures and portions of “at-grade” roadway.

The Project is funded through the Federal Highway Bridge Program and the Project purpose is to bring the bridge structures up to current seismic safety standards. To accomplish this, four structures will be seismically retrofitted, and four structures will be demolished and replaced with realigned roadway, new retaining walls, new undercrossing structure, and one new replacement bridge.

SCOPE OF THE AGREEMENT

PROJECT ELEMENTS TO BE DESIGNED:

Treasure Island Road

- Reconstruct Treasure Island Road in a realigned location towards the uphill side of the slope (to the east).
- Construct new exit gore from realigned Treasure Island Road to the WB I-80 on-ramp, including reconstruction of a portion of the WB I-80 on-ramp between the exit gore and the conform location on the ramp.
- Construct new retaining wall (Retaining Wall #2) at outside edge of realigned Treasure Island Road and the WB I-80 on-ramp, on the downhill side of the slope (west side).
- Construct new retaining Wall (Retaining Wall #4) between realigned Treasure Island Road and the WB I-80 on-ramp.

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Eastbound I-80 Off-Ramp

- Replace the existing EB I-80 off-ramp with a new off-ramp that conforms at the existing SFOBB exit curve, and connects to realigned Treasure Island Road. The off-ramp will cross underneath Treasure Island Road, and tie into Treasure Island Road downstream on the east side (uphill side of the slope)
- Construct new Undercrossing Structure for the EB I-80 off-ramp as it passed underneath Treasure Island Road.
- Construct new “cut” retaining wall (Retaining Wall #1) that will retain the uphill slope next to realigned Treasure Island Road and the EB I-80 off-ramp
- Construct new retaining wall (Retaining Wall #3) between realigned Treasure Island Road and the EB I-80 off-ramp where profile grades are different
- Construct new retaining wall (Retaining Wall #4) at south end of undercrossing crossing structure

Westbound I-80 On-Ramp - Bridge No. 01CA0001 (Structure #1)

- Seismic retrofit of Structure #1.
- Reconstruct bent(s). One or two bents will be reconstructed to provide additional horizontal clearance for trucks traveling on the EB I-80 off-ramp below.

Bridge No. 01CA0002 (Structure #2)

- Demolish Structure #2. The structure has nine spans with an overall length of 580-feet.

Bridge No. 01CA0003 (Structure #3)

- Demolish Structure #3. The structure has twelve spans and is 252-feet long.

Bridge No. 01CA0004 (Structure #4)

- Demolish Structure #4.
- Construct new replacement bridge.

Bridge No. 01CA0006 (Structure #6)

- Demolish Structure #6. The structure has five spans and is 122-feet long.

Bridge No. 01CA0007A (Structure #7A)

- Seismic retrofit of Structure #7A

Bridge No. 01CA0007B (Structure #7B)

- Seismic retrofit of Structure #7B

Bridge No. 01CA0008 (Structure #8)

- Seismic retrofit of Structure #8

Services to be performed include:

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Scope of Services for WMH Corporation Contract Amendment

- TASK 1 Project Management
- TASK 2 30% PS&E and Reports
- TASK 3 60% PS&E
- TASK 4 90% PS&E
- TASK 5 100% PS&E
- TASK 6 Right of Way Certification

SCHEDULE

The project schedule milestone dates are as follows:

- Notice to Proceed October 24, 2018
- PS&E Completion April 2020
- Begin Construction May 2020

1.0 TASK 1. PROJECT MANAGEMENT

CONSULTANT, under this Agreement, shall provide project management services.

Management activities shall consist of administration, budget and schedule control, coordination, attending meetings and quality control as follows:

1.1 Project Management / Administration

1.2 Budget and Schedule Control

1.3 Agency / Subconsultant Coordination

CONSULTANT will perform coordination with agencies and subconsultants as required for project development. Coordinate planning and design effort with team members.

1.4 Meetings

1.5 Invoices / Progress Reports

1.6 Quality Assurance / Quality Control

CONSULTANT shall prepare and maintain a project specific Quality Assurance/Quality Control (QA/QC) Plan for design activities, perform in-house quality control reviews for each task, and submit PS&E Design deliverables for review in accordance with the approved schedule.

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2.0 **TASK 2 30% PS&E and Reports**

This Task involves the effort necessary for preparation of 30% design level plans and quantities, as well as required reports and activities.

This task consists of performing additional field survey, preparing the DTM, geotechnical analysis, project geometry including plan sheets and quantities, preliminary structures design, drainage report, hazardous materials report, stormwater control plan, initial TCE requirements, structures aesthetic concept, preliminary landscape concept and biological surveys. CONSULTANT activities are comprised of the following:

- 2.1 Data Collection and Review
- 2.2 Encroachment and Access Permits
- 2.3 Topographic Surveys
- 2.4 Base Mapping and DTM
- 2.5 Develop Roadway Geometrics
- 2.6 Layout Sheets
- 2.7 Profile and Superlevation Sheets
- 2.8 Typical Cross-Sections
- 2.9 Preliminary Pavement Delineation
- 2.10 Preliminary Drainage
- 2.11 Preliminary Foundation Report
- 2.12 Design Cross-Sections
- 2.13 Utility Coordination
- 2.14 Pavement Materials Memorandum
- 2.15 Replacement Planting Conceptual Plan
- 2.16 Structures Aesthetic Treatment Concept Plan
- 2.17 Preliminary Structural Analysis - 35% Design
- 2.18 Traffic Analysis
- 2.19 Exceptions to Design Standards
- 2.20 Right of Way Requirements (TCE)
- 2.21 Preliminary Engineers Estimate
- 2.22 Foundation Report
- 2.23 Hydraulic and Hydrology (Drainage) Report
- 2.24 Hazardous Materials
- 2.25 Stormwater Control Plan
- 2.26 Transportation Management Plan (TMP)
- 2.27 Survey for Roosting Bats
- 2.28 Nesting Bird Habitat
- 2.29 Tree Survey
- 2.30 Dune Gilia Survey

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3.0 TASK 3 60% PS&E

Task 3 consists of preparation of 60% Plans, Specifications, and Estimate for the YBI Westside Bridges Project. This task involves the effort associated with preparing: 60% structural plans; draft 60% roadway plan sheets; unedited technical provisions; and an engineer's estimate.

- 3.1 Respond to Agency Comments from 30% PS&E Submittal
CONSULTANT shall incorporate agreed-upon comments from Caltrans, City (SFDPW and SFMTA), TIDA, and SFCTA into PS&E. A comment-response matrix will be prepared that tracks all written comments and responses for each agency that submits comments.
- 3.2 Utility Coordination
CONSULTANT (AR/WS and WMH) shall coordinate with the City and SFPUC.
- 3.3 60% Roadway and Structural Plan Sheets
CONSULTANT shall prepare 60% level plan sheets.
- 3.4 Special (Technical) Provisions
CONSULTANT shall prepare draft technical provisions (in MS Word format) for bid items. SSP's shall be prepared generally consistent with Caltrans 2015 format standards.
- 3.5 Construction Quantities and Engineer's Estimate
CONSULTANT shall prepare quantities for the CMGC contractor evaluation. CONSULTANT will also prepare an engineer's estimate. Unit prices will be based upon Caltrans Contract Cost Data information and recent relevant projects.
- 3.6 Finalize Exceptions to Design Standards (Fact Sheets)
The CONSULTANT shall obtain final approval from CCSF for non-standard project geometric features.
- 3.7 Permit Applications
CONSULTANT shall prepare permit applications on behalf of SFCTA as necessary for RWQCB, BCDC and other relevant agencies. CONSULTANT shall coordinate with permitting agencies to ensure complete permit application packages are submitted and that they are consistent with stated agency requirements.
- 3.8 Prepare and Submit 65% PS&E Package
CONSULTANT shall prepare 65% PS&E packages. PS&E packages will be provided to SFCTA, CCSF, and Caltrans for review. CONSULTANT anticipates hard copy submittals.

Attachment 2

Scope of Services for WMH Corporation Contract Amendment

4.0 TASK 4 90% PS&E

Task 4 consists of preparation of 90% Plans, Specifications, and Estimates for the YBI Westside Bridges Project. This task involves the effort associated with preparing: final technical reports; independent check of structural plans; 90% checked structural plans; 90% roadway plan sheets; edited technical provisions; and an updated individual engineer's estimate.

- 4.1 Respond to Agency Comments from 60% PS&E Submittal
CONSULTANT shall incorporate agreed-upon comments from Caltrans, City SFDPW and SFMTA), TIDA, and SFCTA into PS&E. A comment-response matrix will be prepared that tracks all written comments and responses for each agency that submits comments.
- 4.2 Utility Coordination
CONSULTANT shall continue coordination with SFPUC and TIDA for their proposed utility facilities that may impact the YBI West-Side Bridges project. CONSULTANT will coordinate electrical connection points for new roadway lighting and sign illumination.
- 4.3 Prepare 90% Roadway and Structural Plan Sheets
CONSULTANT shall prepare 90% level plan sheets that incorporate agency review comments from 60% submittal. Roadway plan sheets will be a complete set that includes all plan sheets listed in the 60% Plan Sheet Table.
- 4.4 Special (Technical) Provisions
CONSULTANT shall incorporate agency review comments and prepare 100% edited technical special provisions (in MS Word format) for bid items. SSP's shall be prepared generally consistent with Caltrans 2010 format standards.
- 4.5 Construction Quantities and Engineer's Estimate
CONSULTANT shall prepare an engineer's estimate for each of the eight individual bridge projects. Unit prices will be based upon Caltrans Contract Cost Data information and recent relevant projects. Six individual bid schedules will be prepared.
- 4.6 Finalize Exceptions to Design Standards (Fact Sheets)
The CONSULTANT shall incorporate agency review comments, update the documents, and obtain final approval from CCSF for non-standard project geometric features.
- 4.7 Prepare and Submit 100% PS&E Package

Attachment 2

Scope of Services for WMH Corporation Contract Amendment

CONSULTANT shall prepare 100% PS&E packages. PS&E packages will be provided to SFCTA, CCSF, and Caltrans for review. CONSULTANT anticipates hard copy submittals.

5.0 TASK 5. 100% PS&E

Task 5 consists of preparation of 100% Plans, Specifications, and Estimates for the YBI Westside Bridges Project. Agency and CMGC contractor comments from review of the 90% PS&E submittal will be incorporated. This package will be the final plan set. This task assumes the CMGC contractor will be awarded the contract to construct the Project. Therefore no bid support is included. This task involves the effort associated with preparing: 100% structural plans; 100% roadway plan sheets; 100% edited technical provisions; 100% engineer's quantities, and RE File.

- 5.1 Respond to Agency Comments from 90% PS&E Submittal
CONSULTANT shall incorporate agreed-upon comments from Caltrans, City (SFDPW and SFMTA) and SFCTA into PS&E. A comment-response matrix will be prepared that tracks all written comments and responses for each agency that submits comments.
- 5.2 Prepare Final Plan Sheets
CONSULTANT shall prepare 100% plan sheets. Plans will incorporate agreed-upon comments from agency review of the 90% plan submittal including constructability and bid-ability review comments from SFCTA's construction management team.
- 5.3 Prepare Final Technical Special Provisions
CONSULTANT shall prepare 100% Technical Special provisions. SSPs shall include agreed-upon comments from agency review of the 90% plan submittal.
- 5.4 Prepare Final Engineer's Quantities
CONSULTANT shall prepare Final Engineer's Quantities. Quantities will incorporate agreed-upon comments from agency review of the 100% plan submittal.
- 5.5 Prepare and Submit Final 100% Package
CONSULTANT shall prepare 100% PS&E packages. PS&E packages will be provided to SFCTA, City, and Caltrans for review. CONSULTANT anticipates hard copy submittals.
- 5.6 RE File
CONSULTANT shall prepare RE file that includes Survey file, earthwork cross-sections, slope staking notes, and other pertinent information.

Attachment 2
Scope of Services for WMH Corporation Contract Amendment

6.0 TASK 6. RIGHT OF WAY CERTIFICATION

Task 6 consists of effort necessary to obtain the agency permits, utility agreements, right of way certification, and construction funding to enable the project to be “Ready to List”.

6.1 Obtain Agency Permits

CONSULTANT shall coordinate, prepare exhibits, adapt the project design, attend meetings and make presentations as necessary.

6.2 Right of Way Certification

CONSULTANT (AR/WS) shall coordinate the effort necessary to obtain right of way certification. This Task includes project documentation of the Temporary Construction Easement from TIDA and utility agreements.

6.3 Construction Funding

CONSULTANT shall coordinate with Caltrans and SFCTA to obtain E-76 Approval and project funding for the project.



Memorandum

Date: October 5, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 10/16/18 Board Meeting: Award an 18-month Professional Services Contract with Golden State Bridge/Obayashi Joint Venture in an Amount Not to Exceed \$675,000 for Construction Manager/General Contractor Preconstruction Services for the Yerba Buena Island Westside Bridges Seismic Retrofit Project and Increase the Amount of the Professional Services Contract with WMH Corporation by \$4,000,000, to a Total Amount Not to Exceed \$15,300,000, to Complete Final Plans, Specifications and Estimates for the Yerba Buena Island Bridge Structures Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award an 18-month professional services contract with Golden State Bridge/Obayashi Joint Venture (GSB/Obayashi JV) in an amount not to exceed \$675,000 for Construction Manager/General Contractor (CM/GC) preconstruction services for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project • Increase the amount of the professional services contract with WMH Corporation (WMH) by \$4,000,000, to a total amount not to exceed \$15,300,000, to complete final Plans, Specifications and Estimates for the YBI Bridge Structures Project • Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>As the project sponsor for the YBI Westside Bridges Seismic Retrofit Project (Project), we will be administering construction work for the Project. The Project has significant complex technical and physical topographic construction challenges, and as a result in March 2018, and as authorized by Assembly Bill 2374 (AB 2374), the Board approved the use of the CM/GC project delivery method. A Request for Qualifications (RFQ) was issued in July, and by the Statement of Qualifications (SOQ) due date six SOQs were received. After review of the SOQs and interviews with all six proposers, a multi-agency technical evaluation committee recommended Golden State Bridge/Obayashi Joint Venture to provide the CM/GC preconstruction services for the Project. This contract is only for preconstruction services through April 30, 2020. As authorized by AB 2374 under the CM/GC delivery method, should the Transportation Authority and GSB/Obayashi JV reach an agreement on</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 checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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<p>a Guaranteed Maximum Price near the completion of the Final Design of the Project, we will seek Board approval to award a construction contract to GSB/Obayashi JV in the agreed upon amount. Additionally, the Transportation Authority has an existing contract with WMH for preliminary engineering, environmental analysis, and design services for the Project. The original RFQ for engineering and environmental services stated that the Project was envisioned as a three phase effort, and included the option to amend the contract for Phase 2 (environmental) and Phase 3 (final design efforts) based on adequate funding and satisfactory performance. Now that a contract is to be awarded for the CM/GC services, it is an appropriate time to assess the remaining design effort required to complete the project. Completion of final design is now anticipated in April 2020. The contract for GSB/Obayashi JV and the contract amendment for WMH Corporation are contingent upon the approval of additional federal and state funding.</p>	
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DISCUSSION

Background.

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Interchange Improvement Project. Under the Memorandum of Agreement between TIDA and the Transportation Authority, TIDA has asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to deliver the I-80/YBI Interchange Improvement Project because of our expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) the YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps Phase 1 (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB) and the YBI Ramps Southgate Road Realignment Improvements Phase 2; and 2) the YBI Westside Bridges Seismic Retrofit Project (Project) on the west side of the island (subject of this memo).

The Project encompasses reconstructing or seismic retrofitting eight existing bridge structures on the west side of YBI, several of which were constructed in the 1930s. These structures essentially comprise a viaduct along Treasure Island Road, just north of the SFOBB. Treasure Island Road, with these bridge structures, is a vital component of the YBI traffic circulation system and serves as an important part of the on and off-ramp system to the SFOBB. Construction of the Project is scheduled to begin in spring/summer 2020 and be completed by summer/fall 2021.

The Project is uniquely located along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay, which will make it challenging to implement. The construction work includes demolishing three existing bridges, reconstructing new bridges, and construction of new retaining walls, associated roadway improvements and the seismic retrofit of five existing bridge structures. Not only is the location challenging, but the Project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay).

Project Delivery.

Given the project's challenges, we worked with Assemblymember David Chiu to receive legislative approval to use the CM/GC project delivery method for the Project through AB 2374. In January 2018 we completed an evaluation of two potential project delivery methods, the Design-Bid-Build method (contractor selected based on low bidder) and the CM/GC method (contractor selected during design phase to provide input on design with option to construct the project if an agreed upon price is established). Through the evaluation staff concluded that the CM/GC project delivery method would provide numerous advantages over traditional Design-Bid-Build and therefore would be the better project delivery method for the Project, which was subsequently approved by the Board in March 2018 through Resolution 18-42.

Under the CM/GC project delivery method, the Transportation Authority will engage a construction contractor during the project design process to act in an advisory role and to provide valuable preconstruction input during design with the goal of lowering overall construction time and construction risks. The CM/GC Contractor will provide constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations.

Procurement Process.

We issued a RFQ for CM/GC services on July 10, 2018. We hosted a pre-submittal conference at the Transportation Authority's offices on July 20, which provided opportunities for small businesses and larger firms to meet and form partnerships. Twenty-seven firms attended the conference. We took steps to encourage participation from small, local and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, the San Francisco Examiner, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview. We also distributed the RFQ and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, small business councils, and various builders' exchanges.

By the due date of August 10, 2018, we received six SOQs in response to the RFQ. An evaluation committee comprised of Transportation Authority, TIDA, United States Coast Guard, Contra Costa Transportation Authority and Caltrain staff evaluated the SOQs based on qualifications and other criteria identified in the RFQ. Additionally, representatives from Caltrans and Federal Highway Administration participated as non-scoring members. The evaluation committee selected all six firms to be interviewed between August 28-30. The evaluation criteria included the following:

- Firm Experience and Past Performance
- Proposer's Organization and Key Personnel
- Project Understanding and Approach

In addition to the evaluation criteria identified in the RFQ, staff also conducted a thorough review of each proposer's legal structure, financial capacity, and safety program. Based on the competitive process defined in the RFQ, the evaluation committee recommends that the Board award the contract to the highest-ranked firm: GSB/Obayashi JV. The GSB/Obayashi JV team distinguished itself by having a Project Manager with seismic retrofit work experience and YBI specific experience, a good track record of minimizing delays/claims, a strong understanding of project challenges and a good safety record.

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This contract is only for preconstruction services through April 30, 2020. As authorized by AB 2374 under the CM/GC delivery method, should the Transportation Authority and GSB/Obayashi JV reach an agreement on a Guaranteed Maximum Price near the completion of the Final Design of the Project, we will seek Board approval to award a construction contract to GSB/Obayashi JV in the agreed upon amount. If we are unable to reach an agreement on a Guaranteed Maximum Price, the Transportation Authority, in its sole discretion, reserves the right to end the contract with GSB/Obayashi at the completion of the design phase and advertise the Project. The preconstruction scope of services is included as Attachment 1.

Consistent with Caltrans' practice for CM/GC preconstruction services, we did not establish a Disadvantaged Business Enterprise (DBE) goal for this phase of work. A DBE goal will be established for the construction contract once the project design plans reach 90%. GSB/Obayashi JV has agreed to adhere to the Project's DBE requirements and will aggressively exercise good faith efforts to meet or exceed the overall Project DBE goal during the construction phase. This contract is contingent upon the approval of additional federal Highway Bridge Program (HBP) and state Prop 1B funding from Caltrans, anticipated to be received in late October/November 2018. Work will not commence until funding is secured.

WMH Contract Amendment.

In December 2010 through Resolution 11-28, we awarded a two-year contract in the amount of \$1,600,000 to WMH for engineering and environmental services to produce the necessary documentation to prepare the Seismic Strategy Reports, environmental documentation, and preliminary design for the YBI Westside Bridges Project. The original RFQ for engineering and environmental Services stated that the Project was envisioned as a three phase effort, and included the option to amend the contract for Phase 2 (environmental) and Phase 3 (final design efforts) based on adequate funding and satisfactory performance.

The initial scope of work included the preparation of Seismic Strategy Reports for all eight bridge structures on the west side of the island. These reports were approved by Caltrans' Structures Department in December 2011, which indicated that five of the bridge structures should be retrofitted in place while three of the bridge structures were recommended for replacement. Due to the increased scope of work, in February 2012, through Resolution 12-34, the Transportation Authority increased the contract with WMH by \$4,300,000, to a total amount of \$5,900,000, to extend the existing contract through the approval of the Environmental Document and the Plans, Specifications and Estimate (PS&E) phase.

TIDA subsequently requested that the Transportation Authority proceed with engineering, environmental and design activities and amend the WMH contract to direct the preparation of the appropriate documents. As a result, in December 2014, through Resolution 15-18, the Transportation Authority increased the contract with WMH by \$5,400,000, to a total amount of \$11,300,000 to complete preliminary engineering, environmental analysis, and design for the Project.

Concurrent with the recommendation to award a contract for the CM/GC preconstruction services, we are seeking approval to amend the WMH contract to complete final PS&E for the Project. Completion of final design is now anticipated in April 2020. The proposed amendment to the WMH contract would increase the existing contract amount by \$4,000,000, to a total amount not to exceed \$15,300,000, and extend the contract through the approval of the additional preliminary engineering

Agenda Item 8

and final PS&E phase through April 30, 2020. The proposed contract amendment scope of services is included as Attachment 2.

To date, WMH has maintained 12% DBE participation from five sub-consultants: women-owned firms ABA, David J. Powers and Associates Inc. and Haygood & Associates Landscape Architects; and Asian Pacific-owned firms, Earth Mechanics, Inc. and CVS & Associates, Inc. ABA is also based in San Francisco.

FINANCIAL IMPACT

Under the Memorandum of Agreement between TIDA and the Transportation Authority, TIDA will reimburse the Transportation Authority for all Project costs that are not reimbursed by federal and state funds. TIDA funds will leverage the federal grant award and fulfill the local match requirement. Award of both the GSB/Obayashi JV contract and the WMH contract amendment are subject to Caltrans' approval of an additional \$7 million in federal HBP funds for reimbursement of preliminary engineering, design services and CM/GC costs, anticipated to be received by November 2018. Work will not commence until additional funding is secured. This year's activities for the GSB/Obayashi JV contract and the WMH contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets for the remaining activities.

CAC POSITION

Due to the tight project timeline and staff availability, this item was not considered by the CAC at its September 26, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services for GSB/Obayashi JV Contract

Attachment 2 – Scope of Services for WMH Contract Amendment