



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, October 23, 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:** Alberto Quintanilla

**Page**

1. Roll Call
2. Chair’s Report – **INFORMATION**
3. Executive Director’s Report – **INFORMATION**

**Consent Agenda**

4. Approve the Minutes of the October 16, 2018 Meeting – **ACTION\*** 5
5. **[Final Approval]** Allocate \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriate \$490,000 in Prop K Sales Tax Funds for Three Requests – **ACTION\*** 13  
  
**Projects:** (SFMTA) 45<sup>th</sup> 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)
6. **[Final Approval]** Adopt Ten 2019 Prop K 5-Year Prioritization Programs (5YPPs) and Amend Six 2014 5YPPs – **ACTION\*** 27
7. **[Final Approval]** Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions – **ACTION\*** 35
8. **[Final Approval]** 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\***

49

### **End of Consent Agenda**

9. Update on Cordon Pricing and Incentive-Based Congestion Management Strategies – **INFORMATION**

Transportation Authority staff will provide information about the potential to utilize demand management strategies to reduce congestion and improve transportation options in downtown San Francisco. The presentation will recap our 2010 report on cordon pricing – the Mobility, Access, and Pricing Study (MAPS) – and describe current incentive-based activities in San Francisco and other cities.

10. Update on Fissures Found on Steel Girders at the Transbay Transit Center – **INFORMATION\***

85

On September 25, the Transbay Joint Powers Authority discovered a fissure on a 60 foot by 8-foot steel girder that spans Fremont Street. Upon further examination, a second smaller fissure was discovered on a similar parallel girder at the Fremont Street site. Out of an abundance of caution, the Transbay Joint Powers Authority (TJPA) closed the Transit Center and Fremont Street, and proceeded to shore both girders. The shoring has since been installed at both Fremont and First Streets (the latter out of caution) and Fremont Street was re-opened for use on October 15. The Temporary Terminal is being used for bus operations during this time. At the request of Mayors Breed and Schaff, the Metropolitan Transportation Commission is leading a peer panel, composed of metallurgists, welding experts and structural engineers to advise on testing to be performed and recommend a fix. The peer panel will also review building designs and help evaluate the full building condition, once more is known about the cause of the cracked beams. At the October 23 Board meeting, TJPA staff will provide an update on these efforts and expected next steps.

11. **[Final Approval on First Appearance]** Authorize the Executive Director to Suspend All Further Financial Assistance to the Transbay Joint Powers Authority (TJPA) Provided through the Proposition K (Prop K) Standard Grant Agreement with the TJPA for Downtown Extension - 30% Design Part 1 (Project NO. 105-914033) Under Section 2, Article VII A. – **ACTION\***

109

### **Other Items**

12. 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.

13. Public Comment

14. Adjournment

\*Additional Materials

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

## Board Meeting Agenda

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, October 16, 2018

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Brown, Fewer, Mandelman, Peskin, Ronen, Stefani and Tang (7)

**Absent at Roll Call:** Commissioners Cohen (entered during Item 4), Kim (entered during Item 4), Safai (entered during Item 5), and Yee (entered during Item 5) (4)

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported the CAC recommended approval of the Prop K allocation requests, but noted the CAC's concern about the Transit Corridor Study and the Streets and Freeway Study. In particular, he commented on the CAC's concerns about the impacts projects recommended in those two studies would have on housing availability, affordability, and gentrification. He said the CAC encouraged the usage of a displacement metric to be included in the studies as part of project evaluation. He reported the CAC requested a wide enough lane separation for bike pathways designed for Yerba Buena Hillcrest Road and the Treasure Island Road bike path, due to the anticipated increase of traffic. Mr. Larson commented on the CAC's concern on the non-competitive bid processes for bike share company contracts, such as the Ford GoBike program. He said the CAC recommended approval of the TFCA program and projects. Mr. Larson said the CAC supported the efforts of the Transportation Authority to recognize late designer Michael Robert Painter's contributions to the Presidio Parkway designs and also rallying State legislation approval of renaming the Doyle Drive tunnels in honor of Mr. Painter.

There was no public comment.

### 3. Approve the Minutes of the September 25, 2018 Meeting – ACTION

Chair Peskin asked the Clerk of the Board to clarify the revision to the minutes of the previous board meeting, noting that the minutes had already been corrected and reposted on the agency's website. The Clerk stated that the title for Item 4 needed to be revised from November 17 to September 11, 2018.

There was no public comment.

Commissioner Brown moved to amend the minutes as stated, seconded by Commissioner Mandelman.

Commissioner Stefani moved to approve the amended minutes, seconded by Commissioner Brown.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Peskin, Ronen, Stefani and Tang (7)

Absent: Commissioners Cohen, Kim, Safai and Yee (4)

**4. State and Federal Legislation Update – INFORMATION**

Mark Watts, State Legislative Advocate, presented the item.

Commissioner Yee asked what coordination with city agencies and lobbying firms had occurred around AB 2989 (Flora), which dealt with the regulation of electric scooters, and how the effort was prioritized.

Mr. Watts stated that he used the Transportation Authority's letter regarding the bill to develop talking points for his conversations with state legislators and that he coordinated with the city's lobbying firm to circulate the letter in the Legislature. He noted that when he spoke with the Committee Chair's office, staff confirmed they would make changes but did not provide specifics. He said he was not able to stop the measure from moving forward.

Commissioner Yee asked whether additional effort could have helped address the time constraints.

Mr. Watts responded that time constraints were less of an issue than the need for timely coordination with committee staff on the bill's specifics.

There was no public comment.

**5. Allocate \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriate \$490,000 in Prop K Sales Tax Funds for Three Requests – ACTION**

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee asked staff to elaborate on the youth bicycle education request, in particular how schools were chosen and how the program was sustainable.

Miriam Sorrell, Project Manager at San Francisco Municipal Transportation Agency (SFMTA), clarified that there was limited funding and the SFMTA was still learning about how to approach the implementation of this program. She gave the example of the elementary school component, in which SFMTA had implemented classes at three elementary schools from a variety of locations and demographics trying to understand how best to implement this program. She said the SFMTA chose schools in close coordination with the school district, considering factors like availability within the school's physical education department to provide these classes, as well as other factors to make sure they were reaching a diversity of schools.

Commissioner Yee expressed concern for the sustainability of funding for each school and asked if the expectation was that schools would raise funding to sustain these classes, considering that not all schools were able to raise money for these types of programs.

Ms. Sorrell stated that this funding request was just for the spring semester of the 2018/19 school year, and that fall funding would come from sources like One Bay Area Grant and the Active Transportation Program for the following two years. She acknowledged that SFMTA was still working on a long-term strategy, and recognized Commissioner Yee's concerns that these programs were offered equitably among schools.

Commissioner Yee requested that the SFMTA present to the Board on the long-term strategy once it was developed.

Commissioner Cohen asked if the list of schools was already compiled and how schools were selected. She hoped that at least two District 10 schools would be on the list.

Ms. Sorrell stated that schools had not yet been selected for the spring program. She said the program could only fund a total of nine schools and was not sure if two District 10 schools would be funded for the spring. Ms. Sorrell added that the program was ongoing and the SFMTA would keep working on building the list of school locations.

Commissioner Cohen stated that she hoped SFMTA could be persuaded to favor District 10, due to lack of transportation resources in the district. She further expressed her wish that program resources would be focused on where they would be needed and not where it was most convenient. She SFMTA to include Thurgood Marshall High and Carver Elementary schools in the program.

Commissioners Fewer requested that Presidio Middle School be included in the program, as well as other schools in District 1.

Commissioner Safai requested incorporating James Denman Middle School, the only middle school in District 11, into the program as well.

During public comment Christopher White, Program Coordinator at San Francisco Bicycle Coalition, provided support for the bicycle safety education request. He said that in the past 20 months this program provided bicycle safety education to 1,655 children and adults and reached well over 15,000 through community outreach. He shared the positive experience of one of the participants of the adult education component.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (11)

Absent: none (0)

**6. Adopt Ten 2019 Prop K 5-Year Prioritization Programs (5YPPs) and Amendment of Eight 2014 5YPPs – ACTION**

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

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (11)

Absent: none (0)

**7. Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA) Program of Projects, with Conditions – ACTION**

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

Commissioner Yee said there was a lot of public interest in publicly and privately owned electric vehicle charging stations. He asked for a future agenda item on the city's policies around chargers.

He said he supported electric vehicles but observed that private companies sometimes took space away from the public when installing chargers. Commissioner Yee said he wanted to better understand the cost to the city and what private companies were paying to use the public infrastructure.

Zac Thompson, Zero Emission Vehicle Analyst at SF Environment, explained that the grant would fund charging stations for Maven, but the public could access the electric vehicles with a free carsharing membership.

Commissioner Yee compared the proposal to having the city provide a building for a fitness club that offered free memberships. He asked what the city was getting out of the investment since the private company would benefit financially from the project.

Mr. Thompson said the owner of the site where the charging stations were installed would benefit as well as the carsharing company and its users who not need to own private vehicles as a result of the service. He also said the vehicles would be emission-free.

Commissioner Yee asked if the city had a policy around investments in charging stations, noting that electric autonomous vehicles were currently applying to operate in San Francisco and would want access to charging stations.

Mr. Thompson said he did not know what the city's policy was on charging infrastructure for private autonomous vehicles.

Commissioner Yee noted that many charging stations were being installed for private companies and asked why the city was allowing these companies to take over public streets. He said the city should have a policy for these issues, to allow city officials to evaluate and decide whether to support these types of projects.

Mr. Thompson responded that SF Environment agreed and would be interested in participating in future discussions and policy development.

Commissioner Yee asked if the Transportation Authority could lead the policy discussion.

Director Chang proposed she could work with Deborah Raphael, SF Environment's Director, who was leading a citywide electric vehicle strategy initiative, and then return to the Board with an update.

Chair Peskin thanked Commissioner Yee for his initiation of the policy discussion and said he supported a future update on the topic.

Commissioner Cohen asked for confirmation that TFCA funding was recommended for the San Francisco State bike share program for low income students, including 400 that were eligible for Pell Grants and were the most vulnerable members of the student population.

Mr. Pickford replied in the affirmative.

Commissioner Fewer concurred with Commissioner Yee's comments and his request for a discussion about the consequences for private corporations' use of charging stations, making them unavailable to residents with electric vehicles.

During public comment, Bishop Jackson expressed his support for the installation of the electric vehicle charging stations at his house of faith, and noted that while many chargers were available downtown, these would be in District 10 in the southeast sector of the city. He said the chargers would be available to the community for public use.

Leore Milgram-Gardner of California Interfaith Power & Light said she also supported the recommendation which would result in the installation of electric charging stations at ten congregations and provide more equitable access to chargers across the city.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Kim (1)

- 8. Approve 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 Services for the Yerba Buena Island Westside Bridges Seismic Retrofit Project and Increase the Amount of the Professional Services Contract with WMH Corporation by \$5,500,000, to a Total Amount Not to Exceed \$18,800,000, to Complete Preliminary Engineering, Environmental Analysis, and Design Services for the Yerba Buena Island Bridge Structures Project – ACTION**

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Cohen.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Kim (1)

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

Joe Castiglione, Deputy Director for Technology, Data, and Analysis, presented the item.

Chair Peskin asked Mr. Castiglione to address the assertions of TNCs like Uber and Lyft that claimed the study did not consider critical factors, such as the growth in tourism and freight deliveries.

Mr. Castiglione stated that studies needed to be data-driven and that the Transportation Authority had used the most comprehensive information and data available. He noted that there was little data for changes in deliveries, but that the analysis assumed an increase in commercial vehicle travel associated with growth in population and employment, which was included in background growth used in the report.

Mr. Castiglione further noted that while visitor travel increased by 50% between 2010 and 2016, visitor travel was included in the background growth, and that TNC travel by visitors only accounted for a small percentage of TNC travel. He reported that public transit and walking were still the primary modes of travel by visitors.

Chair Peskin commented on the irony on TNCs challenging the results of the study, but at the same time, refusing to provide data to agencies to make the assessments. He asked if the study

encouraged participation by TNCs in sharing their data.

Mr. Castiglione said the Transportation Authority would welcome additional data from TNCs to help refine agency's findings. He said the Transportation Authority sought to be transparent in its reporting to the public and would be open to any collaboration with TNCs on the data reporting. He also noted that the data used for the analysis was posted on-line and available for anyone to download.

Chair Peskin asked if there was a way to measure the induced demand associated with TNCs.

Mr. Castiglione said the analysis by the Transportation Authority did not account for induced demand, but that other research had revealed an induced demand effect of about 6%-8%. He said the Transportation Authority and the Metropolitan Transportation Commission (MTC) were partnering on a data collection project to study overall travel behaviors in the region and would soon have some data on induced travel.

Chair Peskin commented that the project would be very interesting to learn about.

Commissioner Ronen thanked staff for presenting this informative study to the Board and inquired about the ability of the agency or the Board of Supervisors to lobby the state legislature to regulate the amount of TNCs allowed in the city. She further commented on the current state of affairs in San Francisco and noted she and other members of the Board had recently travelled to Los Angeles to learn about their approach to congestion management. She also echoed Chair Peskin's comments about the irony of TNCs criticizing the study after refusing to share data with the Transportation Authority. Commissioner Ronen suggested that Transportation Authority staff consider drafting a formal resolution to send to state legislature requesting local authority to regulate TNCs.

Mr. Castiglione clarified that the report indicated that the report estimates that TNCs were responsible for 50% of the increase in congestion, not that they were responsible for 50% of total congestion. He also noted that the report was meant for informational purposes for the Board to offer guidance and did not make any specific policy recommendations.

Chair Peskin supported Commissioner Ronen's comments on the desire for lobbying the state legislature. He echoed Mr. Castiglione's comments about the city not having much jurisdictional power at this time over TNCs, and said he had requested this series of studies to share information with the public. He observed that there was not much support currently at the state level for local municipality regulation of TNCs and that passing a local per ride TNC tax, with the help of Assemblymember Ting, was a huge breakthrough for the city, but one that was passed with the slimmest of margins. He said it was an evolving field with information continually pouring in and thanked Mr. Castiglione and staff for their transparent reporting.

Commissioner Brown asked if the report provided information on TNC pooling services and asked if it was possible for the Transportation Authority to analyze that data and report back on its findings. She also asked if staff felt that shared ride data was relevant in understanding how the TNC services were used and if it would be a factor in considering future legislation on TNCs.

Mr. Castiglione answered that the Transportation Authority did not have data on pooling versus single-passenger trips but would be getting some of that information in the aforementioned data collection effort with MTC. He said the Transportation Authority did incorporate assumptions about the passenger occupancy rates of shared TNC rides from other recently published reports.

Commissioner Brown echoed Commissioner Ronen's comments about the Transportation

Authority not being able to obtain the actual data from the TNCs. Commissioner Brown asked about data on truck deliveries and asked staff to comment about why District 10 was reported to have a higher drop-off rate.

Commissioner Cohen interjected that District 10 lacked an appropriate amount of quality transportation options in the evenings and on the weekends, specifically referencing the lack of service on the Muni T-line light rail route and infrequent availability of buses on Potrero and Bayview hills, as well as Hunter's Point shipyard. She said people could take transit to get where they are going, but not to get back home again. She said the city's transportation infrastructure had not caught up to the need and demand in the district.

Mr. Castiglione commented that Commissioner Cohen's explanation seemed entirely plausible and said Transportation Authority staff could do more research on District 10 but was not prepared to comment on the issue.

Director Chang commented that the information on the shared rides would be essential in implementing the city's TNC per ride tax which has different rates proposed for solo trips (3.25%) and for shared trips (1.5%). She said the Transportation Authority was hoping to have the cooperation of TNCs to help estimate those percentages accurately.

Chair Peskin added that as the city drafts the TNC tax measure in 2019, the TNCs participation would be needed. He noted that some information was shared with his office to quickly peruse before being taken back, which helped determine the 3.25% rate. He opined that number in the subject study were quite conservative in regard to TNC travel data.

Commissioner Fewer thanked staff for the study and commented that it was remarkable to be able to conduct this kind of analysis, despite the lack of information provided. She referred to page 9 of the presentation, noting the statement that the data did not account for effects of TNCs on safety, transit ridership, and other potential long-term effects. She said that this sort of analysis was important in the overall safety of the city and the alignment with the city's Vision Zero goals. Commissioner Fewer further asserted that if the TNCs were pushing back on the findings, their statements did not have credibility, unless they were willing to share their information with the Transportation Authority. She also echoed Commissioner Cohen's comments about District 10. Commissioner Fewer then stated that the locations of the largest transit investments were also the locations with the most congestion and TNCs, particularly bus corridors, so effect on transit ridership was really important to look at.

Commissioner Cohen wanted to clarify that the California Public Utilities Commission (CPUC) was the regulatory authority over TNCs and that the Transportation Authority needed to convince the future governor of California of the need for more local regulation. She expressed to gubernatorial candidate Lieutenant Governor Newsom (former mayor of San Francisco) her concerns about being thoughtful in the selection of the future CPUC commissioners and commented that perhaps the Board could weigh in on the issue or draft a resolution to develop criteria that could be used to evaluate the ideal candidates for CPUC commissioners. Commissioner Cohen also credited Director Reiskin and the SFMTA staff for trying to coordinate with CPUC members on better regulation of TNCs and the collection of their data. She further emphasized the need for more data-driven analysis to accurately create policy that helps the city manage the influx of vehicles in San Francisco, while also serving the city's constituents that may depend on the TNCs for income and may have more difficulty obtaining other jobs. Commissioner Cohen closed by thanking Transportation Authority staff for presenting the study.

Commissioner Safai asked for more elaboration on the TNC per ride tax and if additional data

would be provided by the TNCs themselves, or how the tax would be assessed otherwise.

Chair Peskin said the issue was complicated in that tax information was confidential and could only be used for tax audit purposes, not policy legislation, so only the Tax Collector's office would have access to the information.

Director Chang concurred with the Chair's answer and stated that the agency would be complying with tax privacy laws.

Commissioner Safai requested more elaboration, stating there was no need for private information, only need for raw numbers, and asked how that violates privacy.

Ms. Chang concurred and clarified that the data aggregation should not violate compliance with the tax privacy laws and that the agency would seek a way to do that, together with the TNCs in future meetings, as information logistics are discussed and later presented for informing legislation.

Commissioner Safai commented that the answer expressed was slightly different than way the Chair expressed it and asked the Chair if he wished to elaborate further on the matter.

Chair Peskin suggested that the Board would need to discuss with City Attorney and amongst themselves, noting that the City Attorney had been actively litigating against TNCs Uber and Lyft in regard to data sharing, and that the Transportation Authority Board and Board of Supervisors has for the past couple years been consistently voicing the need for the data to be made publicly available. He said concerns about privacy would not be an issue that prevents data sharing and perhaps with the new Assembly Bill that the TNCs would be encouraged to cooperate more with the Transportation Authority. The Chair also noted that the data from the study showed that most of the congestion occurs within Districts 6 and 3, due to various factors. He called for a renewal of discussion on congestion pricing and asked staff to put the item on the next Board meeting agenda. Chair Peskin closed by thanking Mr. Castiglione and his staff for their work.

There was no public comment.

### **Other Items**

#### **10. Introduction of New Items – INFORMATION**

Chair Peskin said he wanted to start a conversation about how to get Phase 2 (the Caltrain Downtown Extension) of the transbay transit center project done on time and on budget. He commented on the lack of oversight on the Phase 1 project development leading to, among other things, a final cost that far exceeded the original budget and that funds meant for Phase 2 were taken to cover Phase 1 cost overruns. He observed that we now have an expensive bus terminal, but no train service and expressed his desire to get Caltrain to the transit center in the near-term and eventually High-Speed Rail. Chair Peskin said he recently met with the agency counsel to discuss potential governance structures to help oversee infrastructure development from 4<sup>th</sup> and King streets to downtown terminal. He said he was glad to see Fremont Street opening soon.

#### **11. Public Comment**

There was no public comment.

#### **12. Adjournment**

The meeting was adjourned at 11:56 a.m.



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 <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging			District(s)	
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	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	
<b>TOTAL</b>					<b>\$ 1,960,529</b>	<b>\$ 5,902,194</b>	<b>54%</b>	<b>67%</b>		

Footnotes

<sup>1</sup> "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

- <sup>2</sup> 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).
- <sup>3</sup> "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%.
- <sup>4</sup> "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<sup>1</sup>

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 [N TIP 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**<sup>1</sup>

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 <sup>1</sup>

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.
<b>TOTAL</b>			<b>\$1,960,529</b>	

<sup>1</sup> See Attachment 1 for footnotes.



Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	<b>5-Year Prioritization Program (5YPP) Amendment:</b> 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	<b>5YPP Amendment:</b> 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	<b>5YPP Amendment:</b> 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 <sup>1</sup>

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><b>Special Conditions:</b> 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>
<b>TOTAL</b>			<b>\$1,960,529</b>	

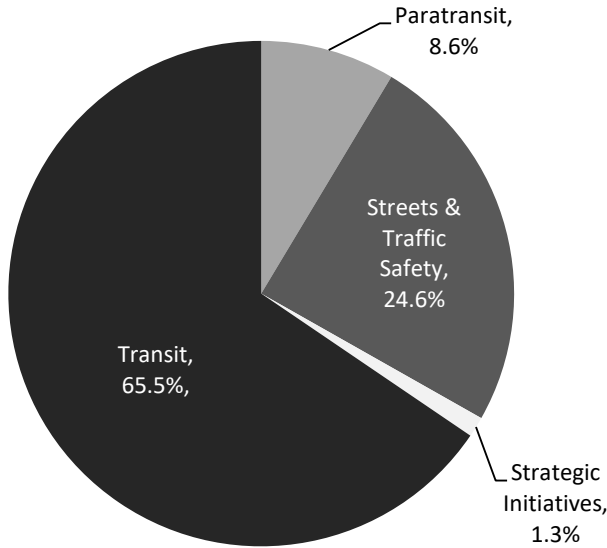
<sup>1</sup> See Attachment 1 for footnotes.

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

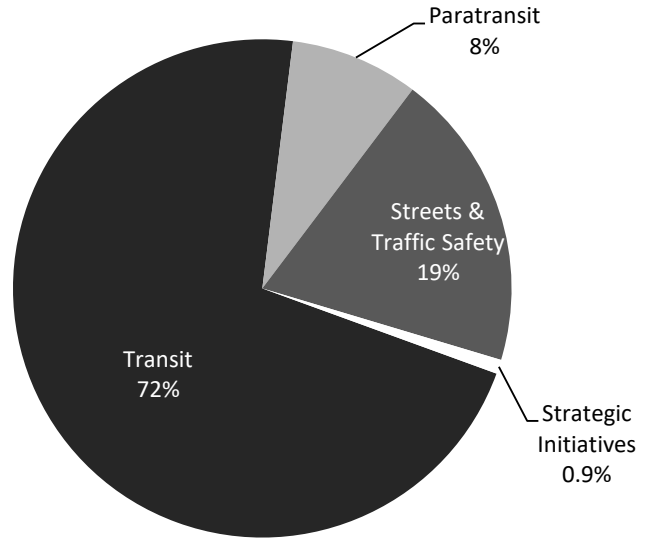
<b>PROP K SALES TAX</b>							
	<b>Total</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>
Prior Allocations	\$ 41,659,163	\$ 34,782,060	\$ 5,734,344	\$ 967,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 1,960,529	\$ 770,529	\$ 1,110,000	\$ 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 2019 5YPPs Recommended for Adoption and 2014 5YPPs Recommended for Amendment



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

EP No. <sup>1</sup>	Category	5YPP Lead Agency <sup>2</sup>	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. <sup>1</sup>	Category	5YPP Lead Agency <sup>2</sup>
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

<sup>1</sup> EP No. stands for Expenditure Plan category number.

<sup>2</sup> 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><b>RECOMMENDATION</b>    <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"> <li>• BART Station Access, Safety and Capacity</li> <li>• Ferry*</li> <li>• BART Facilities*</li> <li>• BART Guideways</li> <li>• New Signals and Signs*</li> <li>• Advanced Technology and Information Systems (SFgo)</li> <li>• Signals and Signs Maintenance and Renovation*</li> <li>• Street Resurfacing, Rehabilitation and Maintenance*</li> <li>• Pedestrian and Bicycle Facility Maintenance*</li> <li>• Tree Planting and Maintenance</li> </ul> <p><b>SUMMARY</b></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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <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 5YPPs 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<sub>x</sub>), 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 (CO<sub>2</sub>) 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<sub>x</sub>, 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<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District's calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO<sub>2</sub> 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 <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	GGBHTD	<b>Bike Racks on Buses:</b> 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	<b>Ford GoBike Memberships for SF State Students</b> - 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. <b>Conditional Approval:</b> 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	<b>Off-Street Car Share Electrification</b> - 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. <b>Requires TFCA Policy Waiver</b> - 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	<b>Mixed Use Building Fast Charging in San Francisco:</b> 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	<b>EV Chargers at Faith Institutions:</b> 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
<b>TOTAL</b>								<b>\$865,110</b>	<b>\$589,300</b>	<b>\$503,440</b>
								Total Previously Approved:		<b>\$260,803</b>
								Total TFCA Funding Available for Projects:		<b>\$764,243</b>



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 <sup>1</sup>	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) <sup>2</sup>	\$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
	<b>Totals:</b>	<b>\$865,110</b>	<b>\$589,300</b>	<b>\$503,440</b>

PREVIOUSLY APPROVED (sorted by CE ratio)			
Sponsor <sup>1</sup>	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
	<b>Totals:</b>	<b>\$260,803</b>	<b>\$260,803</b>

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

<sup>1</sup>See Attachment 2 for acronyms and other notes.

<sup>2</sup>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.



# 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><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• 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"> <li>○ Bike Racks on Buses (\$182,140 to Golden Gate Bridge Highway and Transit District)</li> <li>○ Ford GoBike Memberships for San Francisco State University (SFSU) Students (\$56,500 to SFSU, with conditions)</li> <li>○ Off-Street Car Share Electrification (\$4,800 to EVgo/SF Environment (SFE))</li> <li>○ Mixed Use Building Fast Charging in San Francisco (\$150,000 to EVgo/SFE)</li> <li>○ EV Chargers at Faith Institutions (\$110,000 to Interfaith Power and Light)</li> </ul> </li> </ul> <p><b>SUMMARY</b></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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other:</li> </ul>
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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.

<b>Table 1. Estimated TFCA Funds Available for Projects FY 2018/19</b>	
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)
<b>Total Available for Projects</b>	<b>\$764,243</b>

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.



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

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 (CO<sub>2</sub>) emissions reduced by each project. CO<sub>2</sub> 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, 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, The scope of work for the WMH Corporation contract 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 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

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

- 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

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

(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

##### 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

##### SCHEDULE RELATED

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

##### ADMINISTRATION RELATED

- 3<sup>rd</sup> 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

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).

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

- **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

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

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.

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

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.

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

**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



## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

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.

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

**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

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

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

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

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

**Attachment 1****Scope of Services for GSB/Obayashi JV Contract****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.

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

- 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.

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

- 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

## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

- 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



## Attachment 1

### Scope of Services for GSB/Obayashi JV Contract

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

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

- 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.

## Attachment 1

## Scope of Services for GSB/Obayashi JV Contract

## 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.

**Attachment 2**  
**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.

## Attachment 2

### Scope of Services for WMH Corporation Contract Amendment

#### 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:

## Attachment 2

### 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.

## Attachment 2

### Scope of Services for WMH Corporation Contract Amendment

#### 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

## Attachment 2

### Scope of Services for WMH Corporation Contract Amendment

#### 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><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <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.

## Agenda Item8

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

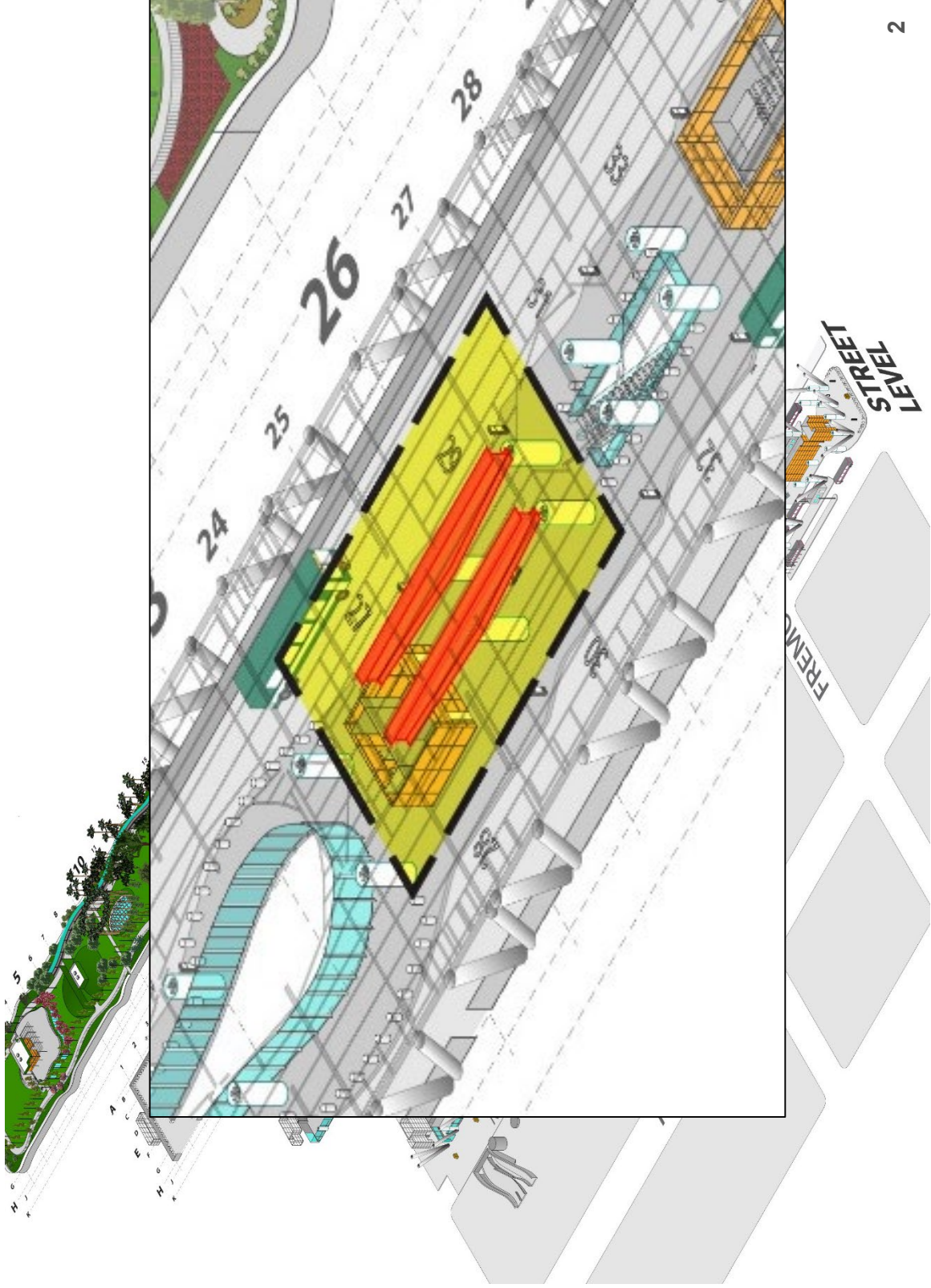


# Update on the temporary closure of the Salesforce Transit Center

October 23, 2018



# Isometric View – Fremont Street





# Hanger Beam

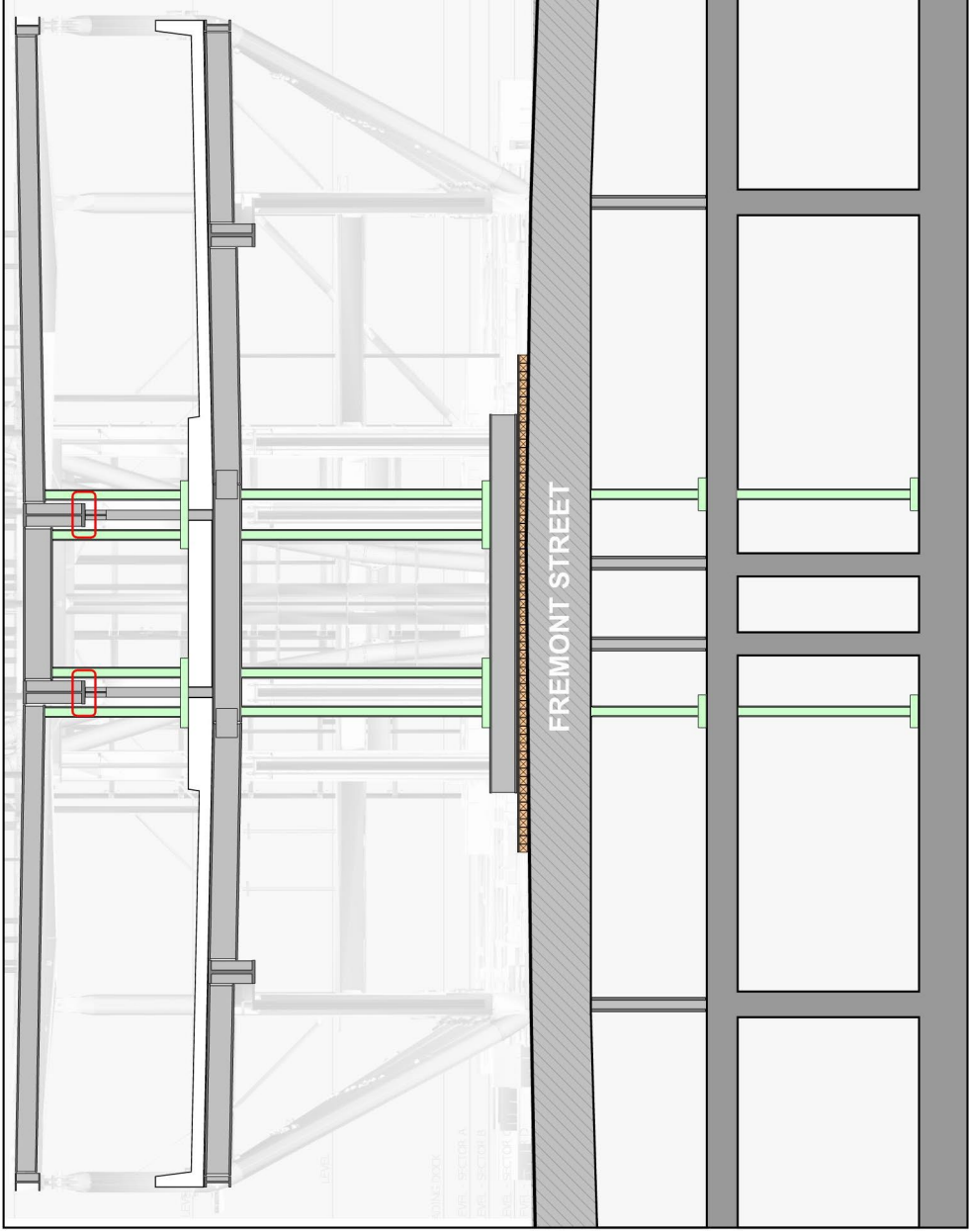




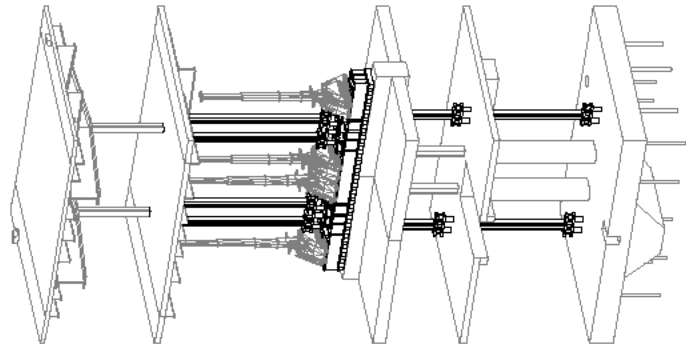
# Fremont Street Temporary Support Initial Stabilization Removed - Phase 1



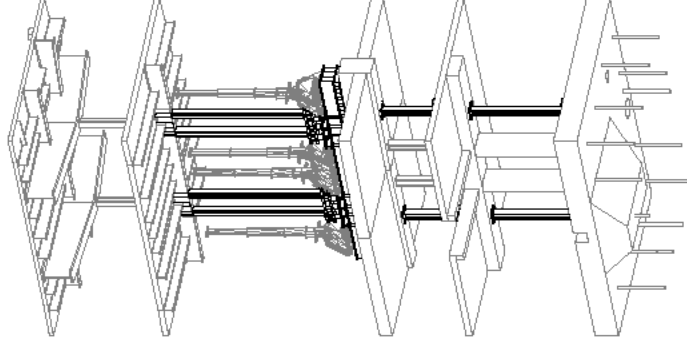
# Fremont Street Temporary Support Schematic – Phase 2



# Fremont Street Temporary Support Schematic – Phase 2



1 OVERALL 3D  
S1-8105 SCALE: \_\_\_\_\_



2 OVERALL 3D FROM BELOW  
S1-8105 SCALE: \_\_\_\_\_

<b>Transbay, Transbay</b>		OVERALL 3D VIEW	
307 Wilbur Blvd. Box 4450 San Francisco, CA 94117-2018 T 415.580.2500 F 415.680.7201		TRANSBAY TRANSIT CENTER	
PROJECT NUMBER: S38510.00		DATE: _____ SCALE: _____	
DRAWING NUMBER <b>S1-8105</b>		COPYRIGHT © 2018 TPA	



# Fremont Street Temporary Support Phase 2 (Ground Level)





# Fremont Street Temporary Support Phase 2 (Ground Level)



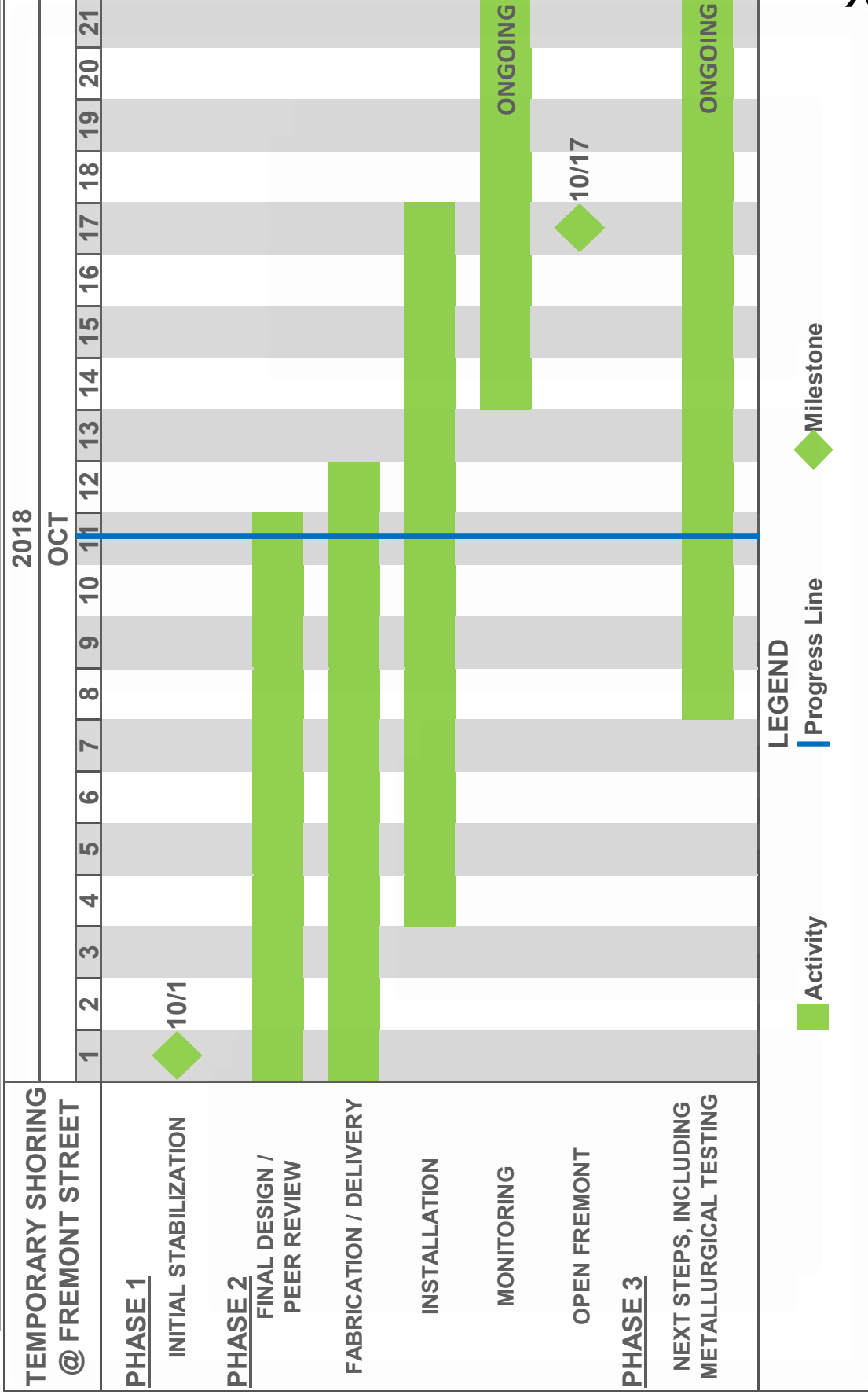


# Fremont Street Temporary Support Phase 2 (Bus Deck Level)

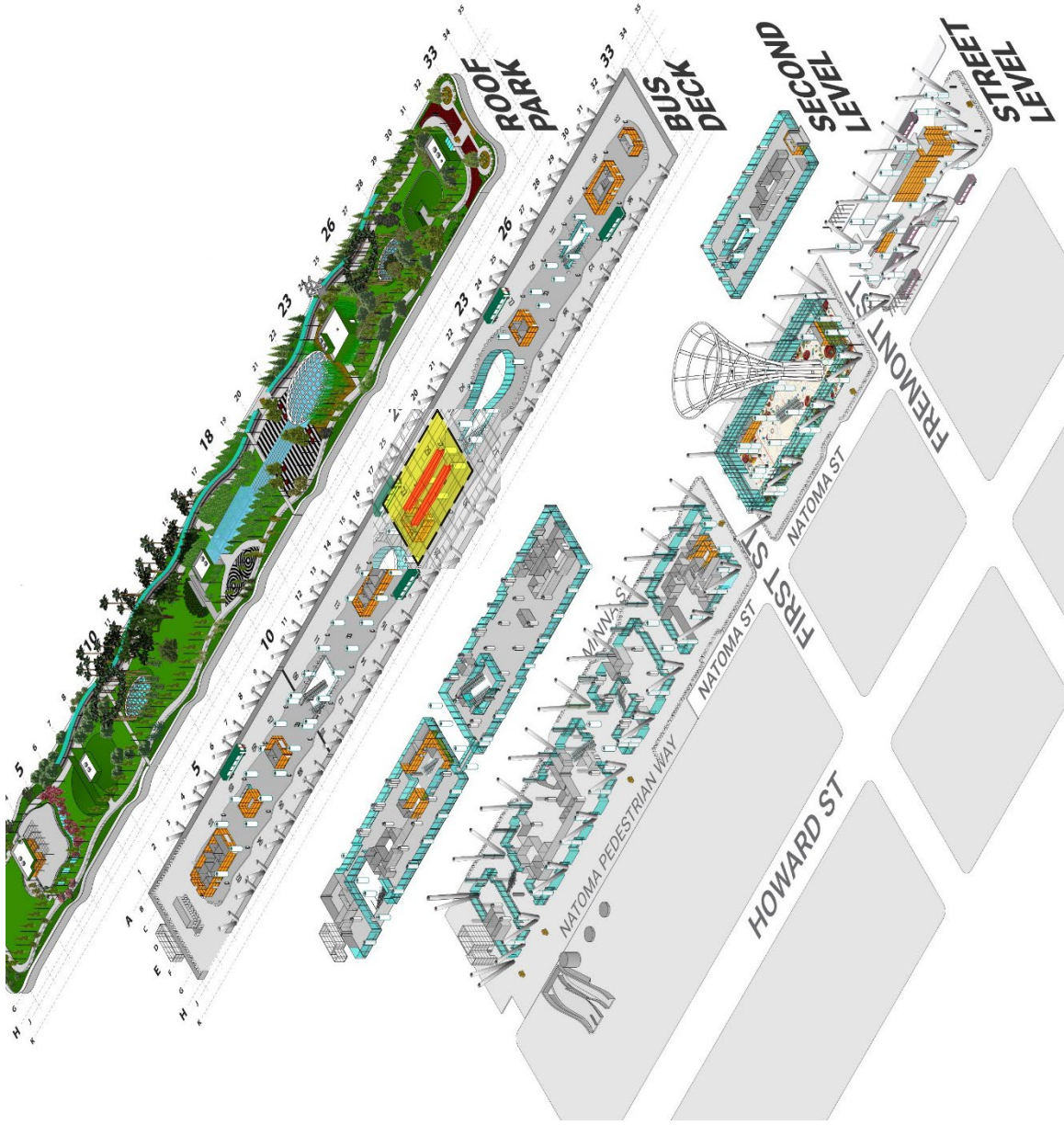




# Fremont Street Schedule



# Isometric View – First Street





# First Street Temporary Support Preparation





# First Street Temporary Support Gantry Jacks installed

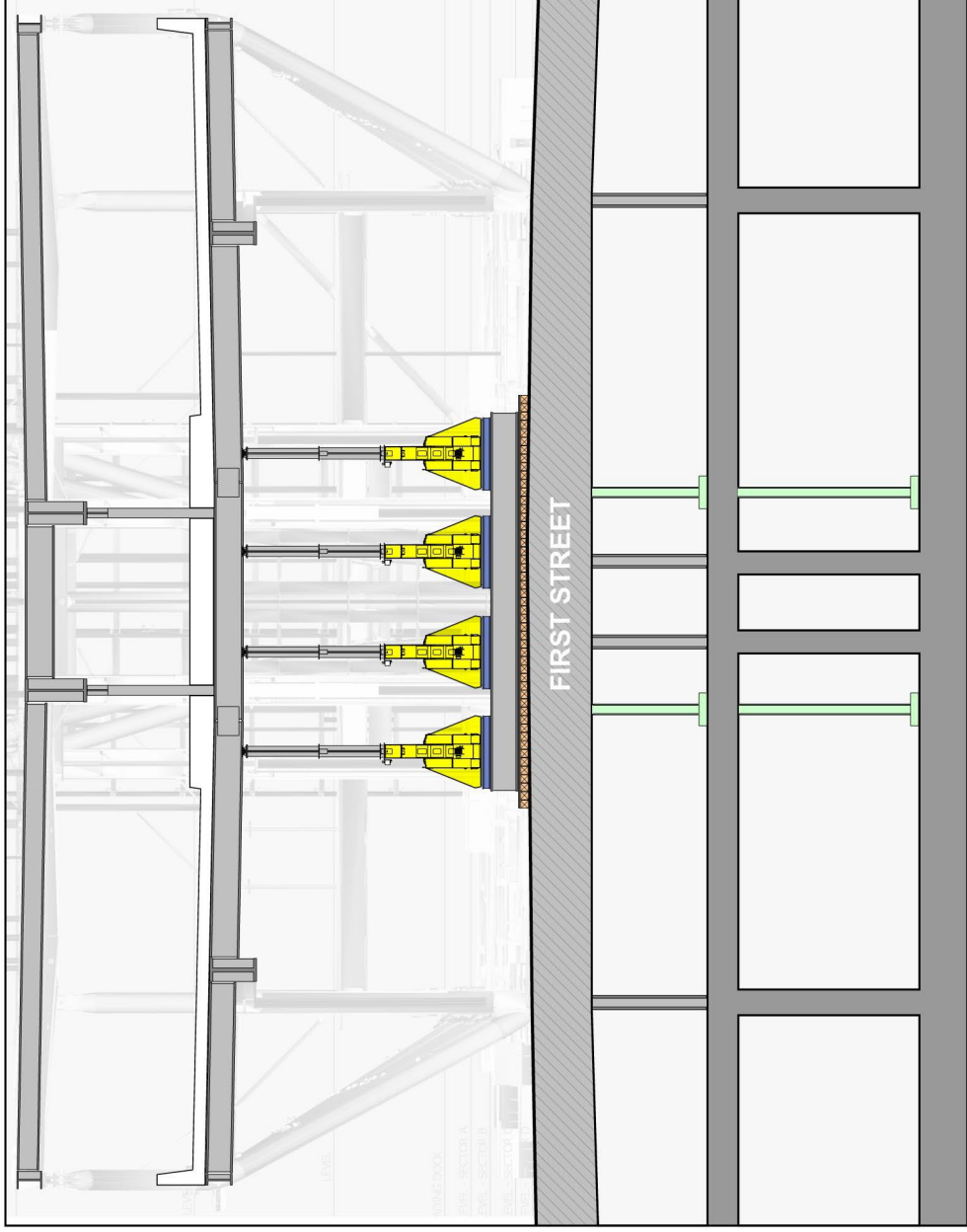




# First Street Temporary Supports and Traffic Control installed



# First Street Temporary Support Schematic







# Next Steps after Shoring Installation

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- Sampling and Testing underway this week (2 weeks)
- Determine Cause/Design Potential Fixes
- MTC Peer Review of recommended fix
- Implement permanent fix
- Open the Facility
- Complete a 2<sup>nd</sup> Peer Review of the Facility

# Oversight Update

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- Proposed 2018 MTC Peer Review Panel
  - 6 members chosen last week
  - Complete review of permanent fix
  - Initial kickoff meeting, site visits and Non-Destructive Testing review occurred last week
- Structural and Seismic Review Committee (Peer Review) on original design and pertinent shop drawings

# Original Structural and Seismic Review Committee Members

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<b>Loring Wyllie</b>	–	Senior Principal, Degenkolb Structural Engineering
<b>Mason Walters</b>	–	Senior Principal, Forell/Elsesser Structural Engineering
<b>Jack Moehle</b>	–	Professor of Structural Engineering, UC Berkeley
<b>Robin McGuire</b>	–	Senior Principal, Lettis Consultants International, Inc.
<b>Frieder Seible</b>	–	Professor Emeritus Structural Engineering UCSD Jacobs School of Engineering
<b>Jonathan Bray</b>	–	Professor of Geotechnical Engineering, UC Berkeley Faculty Chair in Earthquake Engineering Excellence

## MTC Peer Review Team

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- **Structural Steel Design and Engineering Expertise**
- **Forensic Expertise**
- **Materials/Metallurgy Expertise**

# QUALITY CONTROL/QUALITY ASSURANCE PROGRAM

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Quality Control and Quality Assurance Best Practices include multiple lines of defense built into a robust Quality Control (QC) and Quality Assurance (QA) Program at each step of construction.

- Supplier
- Fabricator
- Installer / CMGC
- Owner

# QUALITY CONTROL/QUALITY ASSURANCE PROGRAM

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## Quality Control

Steel Mill (Nucor & ArcelorMittal)

Fabrication (Herrick)

Installation (Skanska/WOJV)

## Quality Assurance

Testing and inspection (ISI/TCCo)





# Thank You





RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO SUSPEND ALL FURTHER FINANCIAL ASSISTANCE TO THE TRANSBAY JOINT POWERS AUTHORITY (TJPA) PROVIDED THROUGH THE PROPOSITION K STANDARD GRANT AGREEMENT WITH THE TJPA FOR DOWNTOWN EXTENSION – 30% DESIGN PART 1 (PROJECT NO. 105-914033) UNDER SECTION 2, ARTICLE VII. A.

WHEREAS, With work on the Transbay Transit Center (TTC) nearing completion, the San Francisco Transportation Authority (SFCTA) allocated \$9,678,626 in Proposition K (Prop K) local transportation sales tax funds to the Transbay Joint Powers Authority (TJPA) on July 24, 2018 by Resolution 19-02, to advance funding for the design of the Caltrain Downtown Extension (DTX) as detailed in the attached allocation request form for Downtown Extension – 30% Design Part 1; and

WHEREAS, The TTC opened to the public on August 11, 2018 with regional bus service from the TTC bus deck commencing the following day; and

WHEREAS, On September 25, 2018, a fissure in one of the steel beams in the ceiling of the bus deck was discovered and the TTC was closed and remains closed to this day; and

WHEREAS, On October 18, 2018, Webcor/Obayashi, the contractors for the TTC, filed suit against the TJPA alleging that the TJPA is in breach of contract and has a liability of \$150 million; and

WHEREAS, The Metropolitan Transportation Commission has been charged with leading a peer review panel, composed of metallurgists, welding experts and structural engineers to advise on testing to be performed and recommend a fix, and the peer panel will also review building designs and help evaluate the full building condition once more is known about the cause of the cracked beams at the TTC; and

WHEREAS, At the October 16, 2018 Transportation Authority meeting, Chair Aaron Peskin



suggested that the SFCTA take this opportunity to discuss how to ensure that DTX is delivered on time and on budget, noting that insufficient oversight on the TTC project development contributed to a series of lapses, including among other things, a final cost that far exceeded the original budget and caused funds intended for DTX to be used to cover TTC overruns and required a \$260 million loan from the City and County of San Francisco; now, therefore, be it

RESOLVED, That the SFCTA hereby suspends the funding agreement with the TJPA for Downtown Extension – 30% Design Part 1 until the following conditions are met:

- 1) The San Francisco City Controller's Office conducts an evaluation of TJPA's management and delivery of the TTC and
- 2) The SFCTA staff performs a review of alternative oversight and governance models for the management and delivery of the DTX in addition to its previously scoped task to advise on project delivery methods for DTX as approved through Resolution 19-02, and
- 3) The results of both efforts are presented to the SFCTA Board and the SFCTA Board takes an action to release in whole or in part said funding;

and be it further

RESOLVED, That the Executive Director shall give required written notice of the SFCTA's decision to suspend all further financial assistance to the TJPA provided through the Prop K Standard Grant Agreement with the TJPA for DTX – 30% Design Part 1 (Project No. 105-914033) under Section 2, Article VII.A. until the aforementioned conditions are met and a Prop K funding release is approved by the SFCTA Board.

Attachment:

1. Prop K Allocation Request Form – Downtown Extension – 30% Design Part 1

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Downtown Extension - 30% Design Part 1
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transbay Terminal / Downtown Caltrain Extension
<b>Current Prop K Request:</b>	\$9,678,626
<b>Supervisory District(s):</b>	District 06

### REQUEST

#### Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King streets to the new Transbay Transit Center, at First and Mission Streets, with accommodations for future high-speed rail. The requested Prop K funds will progress design towards 30% on the new and modified elements of the project.

#### Detailed Scope, Project Benefits and Community Outreach

The requested allocation will fund draft submittals for the Caltrain Downtown Extension (DTX) design to 30% on the new elements of the project, such as the relocation of the 4th and Townsend underground station to beneath Townsend Street from its original location beneath the Caltrain yard, vent structures, tunnel box at the south end to receive a future grade separation tunnel, and the programmatic space requirements in the Transit Center. It will also update design of the tunnels and underpinning of structures, and develop staging plans and bottom-up cost estimates. The work is scheduled to be complete by April 2019.

See attached for a detailed scope description.

#### Project Location

From Fourth & King streets to new Salesforce Transit Center at First and Mission streets

#### Project Phase(s)

Design Engineering (PS&E)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$0
<b>Justification for Necessary Amendment</b>	

**5YPP/STRATEGIC PLAN INFORMATION**

When the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline in April 2019, the Board left the remaining Prop K funds for the DTX unprogrammed to allow time for the Board, Mayor, San Francisco agencies and TJPA to move toward consensus on how to proceed with the DTX. Given the emerging consensus on the alignment for the DTX, TJPA is requesting amendment of the Baseline to advance \$9,678,626 in Prop K funds to Fiscal Year 2018/19 for the subject request. Transportation Authority staff is concurrently advancing an appropriation of funds from the Transbay Terminal /Downtown Extension category to fund project delivery support and oversight of the proposed TJPA scope of work for 30% design. The appropriation will also require an amendment to the Prop K Strategic Plan Baseline.

**SFCTA PROPOSITION K ALLOCATION REQUEST JULY 2018  
SCOPE OF WORK: JULY 1, 2018 – APRIL 1, 2019**

**PARSONS SCOPE OF WORK:**

See attached cost map.

**PCPA SCOPE OF WORK:**

The scope of work addresses the shortened Phase 2 trainbox extension. The scope will begin to review the impacts of shortening the trainbox on program spaces, MEP, structural, egress, fire/life/safety, and vertical transportation to a conceptual validation/schematic design level. Note that since the scope of work will not be completed during the duration of this funding request, no submittals are anticipated beyond in-progress sketches for coordination.

**PMPC SCOPE OF WORK:**

The proposed PMPC scope of work, covering the period July 1, 2018 through April 1, 2019 has been established to accomplish the following goals:

- Continue to progress Program Phase 2 elements to a 30% level of design completion – including the Downtown Extension, Transit Center below-grade reconfiguration and fit-out, and the Intercity Bus Facility.
- Develop partial documentation necessary to support the Phase 2 budget development and Phase 2 entry into the FTA New Starts Program, as defined herein.
- Provide limited programmatic support including Administration, Project Controls, Document Control and Technical Writing/Editing.

**A. Management Plans, Policies and Procedures**

- A.1 Program Management Plan.** Review and update the existing Program Management Plan (PMP) such that it properly reflects the current scope and requirements of Phase 2 of the program. The PMP will be sufficient to support the Authority's entry into the FTA New Starts process.

*Deliverables/Schedule: Updated Project Management Plan: NTP plus 3 months*

- A.2 Procedures and Guidelines.** Review and update procedures and guidelines that address the current scope and requirements of Phase 2.

*Deliverables/Schedule: Updated Procedures Manual: NTP plus 3 months*

**B. Implementation Activities**

- B.1 Design Criteria.** Update existing DTX Design Criteria such that it is appropriate for use for the Phase 2 design. The Design Criteria shall be modified to reflect code updates, agreements with Third Parties and Project Stakeholders, and shall be coordinated with the latest Design Criteria for the Caltrain Electrification project and the California High Speed Rail project. The DTX Design Criteria shall include records of all variances agreed with both Operators. Modifications to the Criteria shall also include the development on new-time histories to be used in the design of underground structures. Electrical, Mechanical, Signals and Train Control, OCS/Traction Power and Communications will generally be simplified to refer to corresponding Caltrain and CHST criteria only. Communications must also be coordinated with existing TC installations.

*Deliverables/Schedule: Updated Design Criteria: NTP plus 5 months*

- B.2 Risk and Vulnerability Assessment (RVA).** Update RVA prepared in Phase 1 such that it is specific to Program Phase 2.

*Deliverables/Schedule: Updated Design Criteria: NTP plus 5 months*

- B.3 Project Delivery and Procurement Plan.** Update the existing DTX Contract Packaging Strategy to be used in the implementation of the Project and serve as the basis for any updates to the existing Work Breakdown Structure and Program Master Schedule. The Plan will reflect numbers and types of construction contracts required with procurement recommendations for each contract. Procurement recommendations shall be informed by feedback received from local agencies relative to their own procurements.

*Deliverables/Schedule: Draft Project Delivery and Procurement Plan: NTP plus 5 months. Final Project Delivery and Procurement Plan: NTP plus 7 months*

**C. Downtown Extension (DTX)**

Provide Project Management and oversight for the Downtown Extension Project, including Caltrain Yard Improvements, 4<sup>th</sup> and Townsend Street Station, Cut & Cover, Mined Tunnel and rail and system components of the overall Program. All activities will be ongoing throughout the duration of the Task Order. Perform the following:

- C.1 Project Scope, Schedule & Budget.** Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for the DTX Project, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget throughout the entire life of the project. Analyze project progress and provide management direction to project team to address scope, schedule, claims and cost issues that may arise during project delivery and implementation. Analyze cost trend information and identify cost issues as early as practicable. Identify problem areas, formulate strategies and oversee implementation of corrective action plans to address issues related to scope, claims, schedule and cost.
- C.2 Engineering Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract for DTX. Provide management oversight of engineering design contract through completion of design phase. Provide contract administration, including performing invoice reviews,
- C.3 Design Submittal Reviews.** Organize independent reviews of design submittal packages as needed to verify that design intent is properly implemented and that the project scope is accurately represented in various contracts.
- C.4 Issue-Action Tracking.** Develop Issue-action log for tracking and resolving issues related to design, construction and operations with all stakeholders that have an interest and/or are participants in the Program. Work with Project Managers to facilitate resolution of issues and maintain issue-tracking documentation for all components of the Program.
- C.5 Procedures Implementation.** Verify that the design consultants use current design criteria and coordinate interface points between the various components of the Program and contract packages. Verify that changes to the project or Program are implemented for all contract packages.

- C.6 Interface Management.** Verify that physical and schedule interfaces are coordinated between the DTX Project and other component projects, subprojects and contract packages within the Program.

**D. Transit Center**

Provide Project Management and oversight for Transit center related elements of Program Phase 2 including the architectural, structural and systems fit out of the below grade levels of the Transit Center, including the reconfiguration of the below grade levels based on not extending the train box, and based on latest Program Requirements for Caltrain and CHST, and for the development of the Intercity Bus Facility (IBF. Per item C. all activities will be ongoing throughout the duration of the Task Order. Perform the following:

- D.1 Project Scope, Schedule & Budget.** Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for the Transit Center and IBF, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget throughout the entire life of the project. Analyze project progress and provide management direction to project team to address scope, schedule, claims and cost issues that may arise during project delivery and implementation. Identify problem areas, formulate strategies and oversee implementation of corrective action plans to address issues related to scope, claims, schedule and cost. Analyze cost trend information and identify cost issues as early as practicable.
- D.2 A/E Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Architecture/Engineering Contract(s). Provide management oversight of A/E design contract(s) during the design phase.
- D.3 Design Constraints, Criteria & Standards.** Review and update existing design scope, constraints, criteria, and standards, including quality standards of all components to define the project requirements for the design team.
- D.4 Update Program.** Update and validate the program information and layouts to make them current with the scope of the project including space needs defined by area, ceiling-height and other characteristics of the space related to its function for all spaces and structures, including equipment spaces, adjacency requirements and vehicle circulation and all related pickup, drop-off and storage spaces.
- D.5 BART/MUNI Embarcadero Station Pedestrian Connection.** Determine accommodations required in the design and construction of the Transit Center Phase 2 to facilitate future construction of this connector
- D.6 Design Submittal Reviews.** Organize independent reviews of design submittal packages as needed to verify that design intent is properly implemented and that the project scope is accurately represented in various contracts.
- D.7 Issue-Action Tracking.** Implement and maintain an issue-action log to facilitate timely resolution of issues and decision-making. Perform comprehensive decision analyses as needed. Facilitate and document major design decision processes.
- D.8 Procedures Implementation.** Verify that the various design consultants use current design criteria and coordinate interface points between the various components of the Program and contract packages. Verify that approved changes to the Project or Program are implemented for all contract packages.

- D.9 Interface Management.** Verify that physical and schedule interfaces are coordinated between the Terminal Project and other components, projects and subprojects and contract packages within the program.

**E. Coordination and Support Activities**

Provide program support and coordination activities under the direction of the Program Coordinator, Activities shall be performed on an ongoing and as needed basis over the duration of the Task order. Scope shall be as follows:

- E.1 Stakeholder Coordination.** Assist the Authority in limited coordination with regulatory agencies and other stakeholders that have an interest or are participants in the Program and facilitate resolution of issues related to design, construction and operations.
- E.2 Utility Coordination.** Provide limited utility coordination oversight to verify project teams are successful in making arrangements for timely and cost-effective relocations of existing facilities.

**F. Program/Project Controls**

Provide project controls activities on an ongoing and as needed basis over the duration of the Task order. Controls reporting shall typically be performed on a monthly basis. Scope shall be as follows:

- F.1 Work Breakdown Structure.** Update and maintain a work breakdown structure (WBS) for the implementation of the Program that will be used for organizing and reporting on cost, schedule and scope.

**Deliverables/Schedule:** *Updated WBS: NTP plus 1 month.*

- F.2 Program Budget.** Update and maintain a Baseline Budget for the Program in accordance with the updated Work Breakdown Structure. Incorporate construction budgets using cost estimates developed by design teams. Estimate other soft costs for each line item. Conduct market and escalation studies to forecast potential cost increases and market pressures over the life of the Program. Work with Risk Manager to develop contingency budgets at the project and Program level that are consistent with the risks associated with each Program element. Monitor, update and manage the budget over the course of the Program.

- F.3 Program Master Schedule.** Develop and maintain Program master schedule based on the WBS and the Project Delivery and Procurement Plan. Update the Program master schedule monthly, to include current information regarding project and contract progress.

**Deliverables/Schedule:** *Updated Master Schedule: Monthly updates.*

- F.4 Program Schedule Monitoring and Control.** Review and analyze overall Program progress during the design phase. Review and analyze design schedules for compliance with contractual and Program requirements. Identify areas of concern and provide input on corrective action plans as necessary.

- F.5 Cost Monitoring, Forecasting and Reporting.** Collect and analyze project and Program cost information, including encumbrances, commitments, actual expenditures, trends, forecasts and variance information.



- F.6 Cost Control.** Implement procedures to control cost and manage the budget, including change order and contingency usage approval procedures and limits, budget change procedures, change management, trend forecasting and variance notification policies. Assist the Authority with monitoring cost performance and taking corrective actions to keep the Program scope within the approved budget.
- F.7 Cash Flow Planning.** Working with the Authority's Program Grant Administration, Budgeting, Financial Management and Cost Control consultant, analyze, prepare and maintain current and projected cash flow requirements for the Program.
- F.8 Estimate Reviews.** Review and evaluate various cost estimates related to construction, operations and maintenance of the Program to verify that they are comprehensive and conform to established guidelines.
- F.9 Status Reporting.** Prepare monthly and quarterly reports of Program, project and contract status as required by the Authority, funding agencies and Program stakeholders. Include executive, management and project level reports outlining the progress, cost, schedule, , issue resolution and other aspects of the project or contract. Recommend corrective actions relative to these aspects of the project.

**Deliverables/Schedule:** *Monthly/Quarterly Reports.*

**G. Document Management and Administrative Support**

- G.1 Administrative Support.** Administrative support will include, but not be limited to, documentation of meetings, report writing, and preparation of correspondence.
- G.2 Document Control.** Maintain document control to serve as the official records management function for the Program and be the source for all official documentation and provide storage for all Program records and files.
- G.3 Presentation Support.** Provide data, graphics and other materials as required for internal, external and public presentations.

**H. Right-of-way Acquisition Plan**

Prepare a right-of-way acquisition plan which will provide input to the PMP, project schedule, and procedures for right-of-way acquisition organization and strategy.

**Deliverables/Schedule:** *Right-of-way Acquisition Plan*

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Downtown Extension - 30% Design Part 1
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	EIR/EIS
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2016
Right of Way	Jul-Aug-Sep	2004	Oct-Nov-Dec	2019
Design Engineering (PS&E)	Jan-Feb-Mar	2005	Jul-Aug-Sep	2019
Advertise Construction	Jul-Aug-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2018		
Operations				
Open for Use			Oct-Nov-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

### SCHEDULE DETAILS

Above schedule was presented to the TJPA Board of Directors in June 2016, assumes funding availability and is subject to change. The anticipated date for high-speed rail operations at the Salesforce Transit Center is 2029. This request is intended to support enhanced oversight and peer review of the DTX scope of work under a concurrent MTC allocation to advance detailed design toward 30%. The work under this allocation and corresponding appropriation is scheduled for completion in April 2019. The full 30% effort to be completed by September 2019 and will generate an updated schedule. Construction of the advance contract package is scheduled to commence in Fall 2018 and will proceed while design work is completed on the main contract package.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Downtown Extension - 30% Design Part 1
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transbay Terminal / Downtown Caltrain Extension	\$9,678,626	\$0	\$0	\$9,678,626
<b>Phases in Current Request Total:</b>	\$9,678,626	\$0	\$0	\$9,678,626

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$9,678,626	\$0	\$0	\$9,678,626
	\$0	\$0	\$0	\$0
<b>Funding Plan for Entire Project Total:</b>	\$9,678,626	\$0	\$0	\$9,678,626

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$42,099,423	\$0	Included in Phase 1 (Transit Center) costs
Right of Way	\$201,515,691	\$0	TJPA approved budget for Phase 2
Design Engineering (PS&E)	\$176,134,322	\$9,678,626	TJPA approved budget for Phase 2
Construction	\$2,576,250,564	\$0	TJPA approved budget for Phase 2
Operations	\$0	\$0	
<b>Total:</b>	\$2,996,000,000	\$9,678,626	

<b>% Complete of Design:</b>	15.0%
<b>As of Date:</b>	05/01/2018
<b>Expected Useful Life:</b>	70 Years

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form  
 Project Name: Transbay Program Phase 2 - Downtown Rail Extension

MAJOR LINE ITEM BUDGET

DESIGN	Agency/Consultant	Total	% of Total
<b>Parsons (Designer)</b>			
1.	Management/ Coordination	\$ 483,333	
2.	Design Criteria	\$ 130,000	
3.	Train Operations	\$ 80,000	
5.	Guideway	\$ 461,333	
6.	Geotechnical	\$ 699,737	
7.	Tunnel Plans	\$ 1,421,867	
8.	Structural	\$ 2,288,133	
9.	Right-of-Way	\$ 858,847	
10.	Quality Assurance	\$ 56,667	
	Parsons Fee + Contingency	\$ 397,920	
	Other Direct Costs	\$ 50,001	
	Total Parsons	\$ 6,927,838	72%
<b>PCPA (Designer)</b>			
		\$ 370,000	4%
<b>AECOM (Project Management/ Project Controls)</b>			
A.	Management Plans, Policies and Procedures	\$ 404,373	
B.	Implementation Activities	\$ 511,816	
C.	Downtown Extension (DTX)	\$ 547,400	
D.	Transit Center	\$ 112,739	
E.	Coordination and Support Activities	\$ 87,268	
F.	Program/Project Controls	\$ 157,765	
G.	Presentation Support	\$ 135,249	
H.	Right-of-way Acquisition Plan	\$ 54,000	
	Total AECOM	\$ 2,010,610	21%
	Contingency	\$ 370,178	4%
	<b>Request Total</b>	<b>\$ 9,678,626</b>	

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K) <sup>1</sup>	\$95	\$95
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program <sup>2</sup>	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls (Regional Measure 3) <sup>3</sup>	\$300	\$300
Future San Francisco Sales Tax/Other Local Funds	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,491 - \$11,176</b>	<b>\$3,381 - \$4,676</b>

<sup>1</sup>Including the pending July 2018 actions on the subject request and a companion appropriation, the DTX has a total of \$67,117,109 in Prop K funds programmed to the project. The estimated remaining Prop K funds is \$28 million if DTX expended all of the funds over the next 3 to 5 years.

<sup>2</sup>The Transportation Authority has a long-standing commitment of RTIP funds to the Transbay Transit Center/Downtown Extension project. All of the programmed RTIP funds to date went toward the Transit Center. The remaining commitment is \$17,847,000 (rounded to \$18 million above). Given higher priority RTIP commitments to the Central Subway and MTC, the RTIP funds will likely be unavailable to meet the project's cash flow needs. The Transportation Authority will work with the TJPA to identify alternative fund sources.

<sup>3</sup>Regional Measure 3 was approved by a majority of the voters in the nine Bay Area counties on the June 5, 2018.

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Downtown Extension - 30% Design Part 1
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### SFCTA RECOMMENDATION

Resolution Number:	2019-002	Resolution Date:	07/24/2018
Total Prop K Requested:	\$9,678,626	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$9,678,626	Total Prop AA Recommended:	\$0

SGA Project Number:	<b>105-914033</b>	Name:	Transbay Program Phase 2 - Downtown Rail Extension
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	03/31/2020
Phase:	Design Engineering	Fundshare:	

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-105	\$9,678,626	\$0	\$0	\$0	\$0	\$9,678,626

#### Special Conditions

- Allocation is contingent upon approval of an amendment of the Prop K Strategic Plan Baseline to program \$9,678,626 in unprogrammed capacity in the Transbay Transit Center/Downtown Extension category in FY 2018/19 for the subject request. See attached summary of amendment.
- The allocation is conditioned upon continued implementation of the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Downtown Extension - 30% Design Part 1
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$9,678,626
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
SD

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Skip Sowko	Sara DeBord
<b>Title:</b>	Senior Design & Engineering Manager	Chief Financial Officer
<b>Phone:</b>	(415) 597-4617	(415) 597-4039
<b>Email:</b>	ssowko@tjpa.org	sgigliotti@transbaycenter.org



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

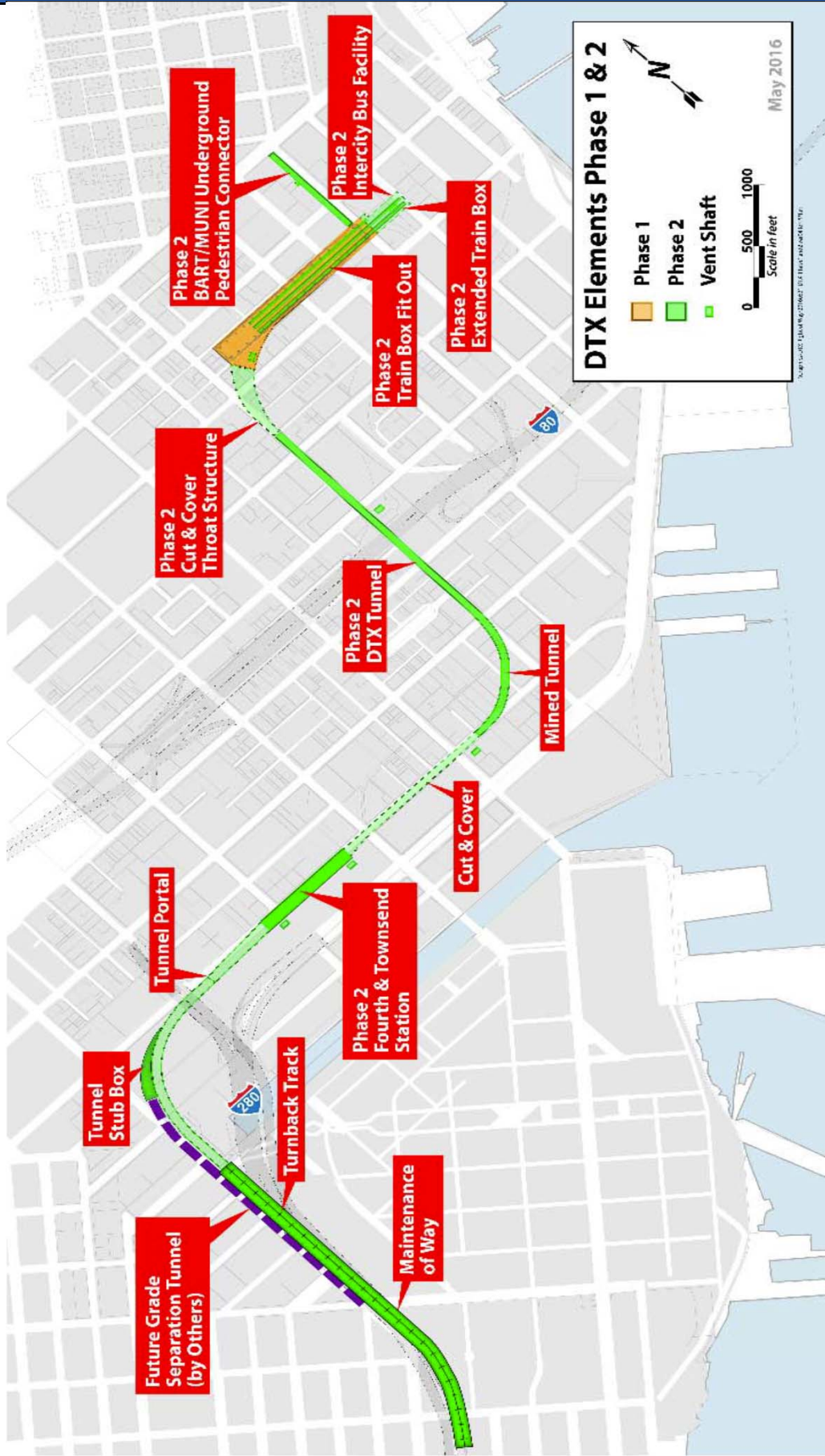
**SFCTA OVERSIGHT PROTOCOL FOR  
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION**

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval



San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form  
MAPS AND DRAWINGS



DTX 30% Preliminary Engineering Partial Scope for SFCTA Funding Request July 2018 - Parsons (DRAFT)

TASK	WBS	DISCIPLINE	SCOPE DESCRIPTION FOR COMPLETE SCOPE - SEE NEXT COLUMN FOR REDUCED SCOPE INCLUDED IN SFCTA JULY 2018 FUNDING REQUEST	COMPANY	TOTAL
			Scope		
<b>DTX FACILITIES</b>					
Task 1.2	01020	Project Management	<ul style="list-style-type: none"> <li>Overall management, coordination and direction of the consultant team</li> <li>Administration, project controls, invoicing, internal and external reporting</li> <li>Project meetings attended by Project Manager and/or Deputy Project Manager as directed by TJPA or its PMPC</li> <li>ODC's. Typical ODC's include approved travel, mailing and reproduction costs of all deliverables.</li> <li>Subconsultant administration</li> </ul> Assumption: 6 months PM	Parsons	\$ 413,333
Task 1.3	01030	Support TJPA Coordination	<ul style="list-style-type: none"> <li>Project Management team's activity in support of coordination by TJPA with Caltrain, CHSRA, City departments and other agencies related to the preliminary engineering effort (ie meeting, presentation prep, assisting TJPA coordination with agencies).</li> <li>Support of coordination by TJPA with review of Caltrain North Terminal design.</li> </ul> Assumptions: Caltrain and CHSRA will develop train platform design criteria. 6 months Coordination	Parsons	\$ 70,000
Task 1.6	01090	Support of Risk Management Workshops	Not in current allocation request	Parsons	
Task 1.7	01090	Support of Value Engineering Study	Not in current allocation request	Parsons	
Task 1.5	01030	Cost Estimate	Not in current allocation request	Parsons	
			Not in current allocation request	McMillen Jacobs Assoc.	
Task 2.0	01030	Design Criteria	<ul style="list-style-type: none"> <li>Coordinate with PMPC, Caltrain &amp; CHSRA to identify recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and Fire/Life/Safety based on new TBM+SEM design</li> <li>Review and comment on design criteria changes with respect to project design, construction cost and schedule implications.</li> <li>Includes deviation requests process.</li> </ul>	Parsons	\$ 130,000
Task 3.1	01035	Train Operations	<ul style="list-style-type: none"> <li>Update alignment for TBM+SEM and new model train operations analyses and reviews</li> <li>Review analysis performed by Caltrain, CHSRA and others that feed into DTX line and perform own analysis</li> <li>*Draft Submittal</li> </ul>	JCMS	\$ 66,666.67
			<ul style="list-style-type: none"> <li>Technical management and support of subconsultants.</li> </ul>	Parsons	\$ 13,333.33
Task 5.1	01030	Track	<ul style="list-style-type: none"> <li>Revise precise 1"=40' PE track plan &amp; profiles to include adjustments at 4th &amp; Townsend UG Station per Caltrain and CHSRA coordination on shared platforms and lower profile for TBM+SEM.</li> <li>Verification of special trackwork elements and identification of long-lead specialty items</li> <li>Revised at-grade interlocking design concept along Seventh Street based on current design, including MOW tracks, turnback tracks and provisions for at-grade crossings.</li> <li>Technical support of TJPA coordination with Caltrain, CHSRA, City and FRA by discipline lead</li> <li>Continue to coordinate with transit center Phase 2 planning</li> <li>Support train operations analysis.</li> <li>Update track alignment and profile design calculations.</li> <li>Prepare technical memorandum documenting assumptions, outstanding issues and variances.</li> <li>Develop staging plans for cut-over of tunnel stub to a future rail connecting tunnel.</li> <li>* Draft Submittal</li> </ul> Exclusion: Incorporate Caltrain North Terminal design.	Parsons	\$ 189,333.33
Task 5.4.1	01030	Civil -Streetwork	<ul style="list-style-type: none"> <li>Update technical memorandum to include Townsend Street, Seventh Street and at-grade crossings design</li> <li>Prepare 1"=20' PE street reconstruction plans, incorporating current 2nd St plans and adding Townsend Street and two grade crossings at 7th/Mission Bay Drive and 7th/16th Street.</li> <li>Technical support of TJPA coordination with City and CPUC by discipline lead</li> <li>*Draft Submittal</li> </ul>	Parsons	\$ 55,333.33
Task 5.4.2	01033	Civil - SFPUC Sewer Relocation	<ul style="list-style-type: none"> <li>Develop technical memorandum to summarize coordination</li> <li>Update 6th Street sewer relocation PE plans including incorporating tunnel stub with current design.</li> <li>Assist in coordination with utility providers as part of the Accela Notice of Intent process. Update existing utility CAD linework based on utility coordination.</li> <li>*Draft Submittal</li> </ul>	Parsons	\$ 59,333.33
Task 5.5	01030	Systems - OCS	Not in current allocation request	Parsons	
Task 5.7	01030	Systems - Communications	Not in current allocation request	Parsons	
Task 5.8	01030	Systems - Signals	Not in current allocation request	Parsons	
Task 5.9	01030	FLS - Emergency Ventilation/Exiting - DTX	<ul style="list-style-type: none"> <li>Update PE design plans for 2nd &amp; Harrison emergency vent/exit building</li> <li>Develop PE design for 3rd &amp; Townsend emergency ventilation mechanical</li> <li>Develop PE design for 4th &amp; Townsend underground station emergency ventilation</li> <li>Perform CFD station fire/life/safety modeling (assume TJPA to provide Arup models)</li> <li>Perform SES FLS modeling for DTX tunnel</li> <li>Perform Pedestrian flow/exit analysis for underground station</li> <li>Update tunnel exiting technical memorandum (SES &amp; CFD report).</li> <li>Support train operations analysis.</li> <li>*Draft Submittal</li> </ul> Assumption: Update for TBM+SEM and deeper tunnel profile	Parsons	\$ 157,333.33
Task 5.10	01030	FLS -Water/Air Mechanical (Systems)	Not in current allocation request	Parsons	
Task 5.11	01030	Systems -Tunnel Electrical	Not in current allocation request	YEI	
Task 5.12	01030	Architecture - 4th & Townsend Underground Station	See Task 8.5	Robin Chiang Associates	
				Parsons	
Task 6.0	01030	Geotechnical	<ul style="list-style-type: none"> <li>Prepare Geotechnical Baseline Report (GBR) for TBM+SEM</li> <li>Coordination with ARUP</li> <li>655 Fourth Street</li> <li>*Draft Submittal</li> </ul>	Parsons	\$ 166,404
			<ul style="list-style-type: none"> <li>Update GDRs and GIRs for TBM+SEM</li> <li>Update Groundwater Monitoring Data</li> <li>*Draft Submittal</li> </ul>	Sub	\$ 533,333.33

## DTX 30% Preliminary Engineering Partial Scope for SFCTA Funding Request July 2018 - Parsons (D R A F T)

12

TASK	WBS	DISCIPLINE	SCOPE DESCRIPTION FOR COMPLETE SCOPE - SEE NEXT COLUMN FOR REDUCED SCOPE INCLUDED IN SFCTA JULY 2018 FUNDING REQUEST	COMPANY	TOTAL
			Scope		
Task 7.0	07010	Tunnel Plans	<ul style="list-style-type: none"> <li>• APS/PSR for I-80</li> <li>Replace and extend with TBM+SEM method to 30% PE.</li> <li>Includes 15% scope tasks plus additional analyses.</li> <li>Includes mining under 235 Second Street and mining under Howard Street</li> <li>Assumes no code updates or review comments for previously accepted memos, calculations or drawings.</li> <li>*Draft Submittal</li> </ul>	McMillen Jacobs Assoc.	\$ 1,274,666.67
			<ul style="list-style-type: none"> <li>• Technical management and support of McMillen Jacobs.</li> <li>• IDR</li> <li>• Continue technical support of TJPA coordination with adjacent properties related to the staging locations by discipline lead.</li> </ul>	Parsons	\$ 147,200
Task 8.2.1	01030	Structural - Cut & Cover East of Underground Station	<ul style="list-style-type: none"> <li>• Design temporary shafts, as needed.</li> <li>* Draft submittal</li> </ul>	Structus	\$ 59,333.33
			<ul style="list-style-type: none"> <li>• Temporary shafts, as needed.</li> <li>* Draft submittal</li> </ul>	Parsons	\$ 54,000
Task 8.3	01030	Structural - Throat Cut & Cover with TOD Analyses	<ul style="list-style-type: none"> <li>• Continue development of AT&amp;T duct support.</li> <li>• TOD height sensitivity analysis, Section A and C for typical case and with full basement (4 sections overall). 5-6 iterations per section.</li> <li>*Draft submittal</li> <li>Assumptions:</li> <li>Assumes information from potholing is available.</li> <li>• As needed updates of technical memorandum and PE plans</li> <li>• Analysis of structure interaction between transit center and DTX, using an empirical approach for the transit center and modified analytical approach for the throat.</li> <li>Assumes neither structure strongly influences response of adjacent structure</li> <li>Assumes appropriate models available from final 'optimization' of TOD on box (including foundation and soil)</li> <li>Exclusion: Full 3D modeling of interface at Transit Center.</li> </ul>	Parsons	\$ 572,000.00
			Support TOD analyses	Robin Chiang Associates	\$ 94,000.00
			Support TOD analyses	Structus	\$ 120,666.67
Task 8.5	01030	Structural - 4th & Townsend Underground Station with 3 Platform Faces	<ul style="list-style-type: none"> <li>• Prepare updated technical memorandum input and update 2016 conceptual plans to incorporate new station design utilizing third platform face on southside of station.</li> <li>Includes coordination with Caltrain and CHSRA regarding shared platforms, and Caltrain's North Terminal Study connections with surface station.</li> <li>* Draft submittal</li> </ul>	Bello	\$ 240,666.67
			<ul style="list-style-type: none"> <li>• Prepare updated multidiscipline technical memorandum and update 2016 conceptual plans to incorporate new station design utilizing third platform face on southside of station. Includes coordination with Caltrain and CHSRA regarding shared platforms, and Caltrain's North Terminal Study connections with surface station.</li> <li>* Draft submittal</li> </ul>	Robin Chiang Associates	\$ 315,333.33
			<ul style="list-style-type: none"> <li>• Rail operations analysis to include third platform face.</li> <li>* Draft submittal</li> </ul>	JCMS	\$ 13,333.33
			<ul style="list-style-type: none"> <li>• Support design of new station configuration design utilizing third platform face on southside of station.</li> <li>*Draft submittal</li> </ul>	Parsons	\$ 156,000
Task 8.6.1	01030	Second & Harrison Emergency Ventilation/Exit Structure	<ul style="list-style-type: none"> <li>• Update 2010 PE design plans and provide input for multi-discipline technical memorandum using deeper tunnel profile.</li> <li>• Continue technical support of TJPA coordination with City for joint development at site by discipline lead.</li> <li>• Technical management and support of subconsultants.</li> <li>• IDR.</li> <li>* Draft submittal</li> </ul>	Parsons	\$ 44,800
			<ul style="list-style-type: none"> <li>• Support multi-discipline technical memorandum and PE design plans for superstructure portion.</li> </ul>	Structus	\$ 62,000
			<ul style="list-style-type: none"> <li>• Prepare multi-discipline technical memorandum and update PE design plans.</li> <li>• Continue technical support of TJPA coordination with City for joint development at site including preparation of renderings and exhibits by discipline lead</li> <li>* Draft submittal</li> </ul>	Robin Chiang Associates	\$ 44,000
Task 8.6.2	01030	699 Third Street/180 Townsend Street Emergency Ventilation/Exit Structure	<ul style="list-style-type: none"> <li>• Support multi-discipline technical memorandum and prepare PE design plans for substructure portion at new site.</li> <li>• Coordinate overall structural design.</li> <li>• Technical support of TJPA coordination with City by discipline lead.</li> <li>* Draft submittal</li> </ul>	Parsons	\$ 95,333.33
			<ul style="list-style-type: none"> <li>• Support multi-discipline technical memorandum and PE design plans for superstructure portion at new site.</li> </ul>	Structus	\$ 62,000
			<ul style="list-style-type: none"> <li>• Prepare multi-discipline technical memorandum and PE plans for new site.</li> <li>• Technical support of TJPA coordination with City.</li> <li>* Draft submittal</li> </ul>	Robin Chiang Associates	\$ 68,000
Task 8.7	01030	Structural - Cut & Cover West of Underground Station & U-Wall/Tunnel Stub	<ul style="list-style-type: none"> <li>• Prepare technical memorandum and 1"=20' PE engineering permanent structure and shoring plans to incorporate new track alignment and tunnel stub transition.</li> <li>• Perform impact analysis for U-Wall/Tunnel Stub adjacent to I-280 6th Street off-ramp foundations.</li> <li>• APS/PSR for I-280</li> <li>* Draft submittal</li> </ul>	Parsons	\$ 183,333.33
Task 8.8	01033	Structural - Muni Bridging Structure/ 4th Street Crossing	<ul style="list-style-type: none"> <li>• Technical support of TJPA coordination with SFMTA by discipline lead</li> <li>• Prepare conceptual design and technical memoranda of bridging structure/pipe canopy/tunnel.</li> <li>• Prepare PE design plans (assume 1"=20' general plan, elevation, typical section)</li> <li>* Draft submittal</li> </ul>	Parsons	\$ 103,333.33
9.2.1	09010	ROW Support- Building Underpinning Adjacent to Throat Cut & Cover (Task Requires Prior Authorization)	<ul style="list-style-type: none"> <li>• Support of TJPA ROW negotiations with impacted properties</li> <li>• Update of technical memorandum and conceptual engineering plans for 589 Howard St and 235 Second St strengthening</li> <li>• Geotechnical support and as needed update to geotechnical technical memorandum.</li> <li>* Draft submittal</li> </ul>	Structus	\$ 140,666.67
				McMillen Jacobs Assoc.	\$ 14,000
			<ul style="list-style-type: none"> <li>• Support of TJPA ROW negotiations with impacted properties</li> <li>• Technical management and support of subconsultants.</li> <li>• On-going coordination regarding the throat curvature (includes one meeting per month, and operations and trackwork support)</li> </ul>	Parsons	\$ 25,333.33

DTX 30% Preliminary Engineering Partial Scope for SFCTA Funding Request July 2018 - Parsons (DRAFT)

TASK	WBS	DISCIPLINE	SCOPE DESCRIPTION FOR COMPLETE SCOPE - SEE NEXT COLUMN FOR REDUCED SCOPE INCLUDED IN SFCTA JULY 2018 FUNDING REQUEST	COMPANY	TOTAL
			Scope		
9.2.2	09010	ROW Support - Tunnel	Not in current allocation request	Parsons	\$ -
9.2.3	09010	ROW Support - Geotechnical	Not in current allocation request	Parsons	\$ -
9.2.4	09010	ROW Support - Civil	Not in current allocation request	Parsons	\$ -
9.2.5	09010	ROW Support - Traffic	Not in current allocation request	Parsons	\$ -
9.2.6	09010	ROW Support - Noise & Vibration	• Conduct operational train noise & vibration analysis for 30% Design for TBM+SEM.	Parsons	\$ 98,000
9.2.7	09010	ROW Support - Estimate	Not in current allocation request	Parsons	\$ -
9.2.8	09010	ROW Support - Existing Building Settlement Analysis	• Update ZOI of entire alignment including Second Street based on new cross section and depth. Updated building assessment analysis as needed on Second Street • New development at 4th/Townsend coordination. * Draft submittal  Excluded: Plaxis analysis.	Parsons	\$ 202,666.67
Task 9.3	01030	Civil - Utilities (non-SFPUC)	• Support advanced utility relocation package scoping • Update technical memorandum and 1"=20' PE relocation plans to extend to Townsend Street, Seventh Street and at-grade crossings, including identification of temporary relocations. • Technical support of TIPA coordination with City and utilities by discipline lead • Assist in coordination with utility providers as part of the Accela Notice of Intent process. Update existing utility CAD linework based on utility coordination. • Coordination for potholing process. *Draft submittal Assumptions: Utility companies and agencies will participate in the Accela Notice of Intent process at their own expense.	Parsons	\$ 85,674.67
			• Utility potholing to confirm locations/depths/ sizes of utilities	Sub	\$ 120,000
Task 9.4	01030	Civil-Traffic	• Prepare technical memorandum describing proposed operations and design of at-grade crossings at the intersection of 7th and 16th Streets and 7th Street and Mission Bay Drive including exhibits showing proposed intersection geometry, signing and striping, pedestrian and bicycle crossings, cross-gate design, and signal pre-emption. • Provide as needed traffic engineering support of TIPA coordination with City and CPUC • Prepare comprehensive Traffic Management Plan for Second Street, Townsend Street, Seventh Street, including data acquisition and analysis for night and weekend construction and construction staging traffic handling plans. (The TMP will update the Draft Traffic Management Plan (TMP) Report dated March, 2009). *Draft submittal	CHS	\$ 172,505.33
Task 9.5	01030	Construction Staging and Scheduling	Not in current allocation request	Parsons	
Task 10.1	01030	QA	•Quality Assurance oversight, certifications, audits and training on quality procedures.	Parsons	\$ 56,666.67
Task 11	01030	PE Report	Not in current allocation request	Parsons	

BART/MUNI PEDESTRIAN CONNECTOR - PRELIMINARY ENGINEERING

Task 12.1	01031	Civil - Streetwork	Not in current allocation request	Parsons	
Task 12.2	01031	Civil - Utilities	Not in current allocation request	Parsons	
			Not in current allocation request	Sub	
Task 12.3	01031	Civil - Traffic	Not in current allocation request	CHS	
Task 12.4	01031	Geotechnical	Not in current allocation request	Parsons	
Task 12.5	01031	Structural	Not in current allocation request	Parsons	
Task 12.6	01031	Architecture - BART Ped Tunnel	Not in current allocation request	Parsons	
Task 12.7	01031	FLS - Emergency Ventilation/Exiting - BART	Not in current allocation request	Parsons	
Task 12.8	01031	Cost Estimate	Not in current allocation request	Parsons	
Task 12.9	01031	QA	Not in current allocation request	Parsons	

1. Deliverables do not include in-progress sets provided for over-the-shoulder reviews.

2. Allocation request based on draft submittals, no final submittals will be produced as part of this scope of work.

3. Geotechnical estimate for tunneling was prepared by Arup, amounts subject to change pending engagement of a new geotechnical subconsultant.

4. Review cycles for technical memoranda will be tracked through the design schedule.

5. Scope is to progress elements towards a 30% design level.

6. A few items have been designated as allowances and will be firmed up after NTP when design inputs are determined. Allowances will be approved for use by TIPA.

SUMMARY - DRAFT SUBMITTALS INCORPORATE NEW TUNNEL OPTIONS	
TOTAL SUBCONSULTANTS	3,401,172
DBE	\$ 2,112,505
TOTAL PARSONS LABOR (without fee)	\$ 3,078,745
ODC	\$ 50,000
PARSONS 2% FEE ON SUBCONSULTANTS	\$ 68,023
TOTAL PARSONS (with fee)	\$ 3,196,769
CONTINGENCY (5%)	\$ 329,897
GRAND TOTAL	\$6,927,838

**Attachment 5:  
2019 Strategic Plan Baseline - Proposed Amendments**  
Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
<b>Total 30-year Programming &amp; Finance Costs</b>																				
	5	Downtown Extension to a Rebuilt Transitway Terminal	9.43%	\$ 1,917,794	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Programming		\$ 196,211,115																
		Finance Costs		\$ 264,844,485																
		<b>Total</b>		\$ 223,055,600																
	17P	New and Renovated Vehicles - Caltrain	7.74%	\$ 1,293,418	\$ 1,202,627	\$ 1,172,872	\$ 1,163,366	\$ 1,157,002	\$ 1,143,265	\$ 1,130,303	\$ 1,116,648	\$ 1,102,922	\$ 1,089,286	\$ 1,075,650	\$ 1,061,914	\$ 1,048,178	\$ 1,034,442	\$ 1,020,706	\$ 1,006,970	\$ 993,234
		Programming		\$ 22,294,326																
		Finance Costs		\$ 1,879,706																
		<b>Total</b>		\$ 24,174,032																
	22P	Guideways - Caltrain	9.37%	\$ 1,441,469	\$ 1,418,688	\$ 1,428,183	\$ 1,437,678	\$ 1,447,173	\$ 1,456,668	\$ 1,466,163	\$ 1,475,658	\$ 1,485,153	\$ 1,494,648	\$ 1,504,143	\$ 1,513,638	\$ 1,523,133	\$ 1,532,628	\$ 1,542,123	\$ 1,551,618	\$ 1,561,113
		Programming		\$ 26,588,500																
		Finance Costs		\$ 2,757,371																
		<b>Total</b>		\$ 29,345,911																
	23	Paratransit	13.67%	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374	\$ 208,740,374
		Programming		\$ 208,740,374																
		Finance Costs		\$ 33,055,909																
		<b>Total</b>		\$ 241,796,383																
<b>TOTAL</b>				\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621	\$ 481,156,621
		Programming		\$ 481,156,621																
		Finance Costs		\$ 69,074,173																
		<b>Total</b>		\$ 550,230,794																

**Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1**

	5	Downtown Extension to a Rebuilt Transitway Terminal	11.38%	\$ 204,705,594																
		Programming		\$ 204,489,741																
		Finance Costs		\$ 32,397,388																
		<b>Total</b>		\$ 238,887,129																
	17P	New and Renovated Vehicles - Caltrain	13.14%	\$ 24,267,816																
		Programming		\$ 21,045,584																
		Finance Costs		\$ 3,188,082																
		<b>Total</b>		\$ 24,233,616																
	22P	Guideways - Caltrain	10.82%	\$ 29,426,006																
		Programming		\$ 26,199,032																
		Finance Costs		\$ 3,183,800																
		<b>Total</b>		\$ 29,382,832																
	23	Paratransit	13.75%	\$ 241,826,080																
		Programming		\$ 208,568,374																
		Finance Costs		\$ 33,257,709																
		<b>Total</b>		\$ 241,826,083																
<b>TOTAL</b>				\$ 489,624,967																
		Programming		\$ 489,624,967																
		Finance Costs		\$ 76,519,404																
		<b>Total</b>		\$ 566,210,371																

**Attachment 5:  
2019 Strategic Plan Baseline - Proposed Amendments**  
Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
<b>Change</b>																			
5	Overseas Extension to a Rebuilt Transitway Terminal	\$ (43,337)	1.95%	\$ 10,278,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 193,329	\$ 346,085	\$ 502,379	\$ 519,113	\$ 536,515	\$ 554,127	\$ 568,033	\$ 578,465	\$ 591,304	\$ 604,700	\$ 613,854	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 10,471,955	\$ 346,085	\$ 502,379	\$ 519,113	\$ 536,515	\$ 554,127	\$ 568,033	\$ 578,465	\$ 591,304	\$ 604,700	\$ 613,854	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 2,598,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (520,000)	\$ (696,324)	\$ (746,578)	\$ (856,986)	\$ (927,119)	\$ (100,000)	\$ -	\$ -
				\$ 27,877	\$ 81,865	\$ 124,163	\$ 127,510	\$ 132,447	\$ 137,403	\$ 141,254	\$ 142,985	\$ 142,985	\$ 142,985	\$ 142,985	\$ 82,144	\$ 57,421	\$ 14,182	\$ 8,796	\$ -
				\$ 2,626,025	\$ 81,865	\$ 124,163	\$ 127,510	\$ 132,447	\$ 137,403	\$ 141,254	\$ 142,985	\$ 142,985	\$ 142,985	\$ 142,985	\$ 82,144	\$ 57,421	\$ 14,182	\$ 8,796	\$ -
				\$ 679,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 4,750	\$ 22,721	\$ 32,574	\$ 33,810	\$ 34,927	\$ 36,043	\$ 36,925	\$ 37,198	\$ 37,985	\$ 39,067	\$ 45,294	\$ 45,294	\$ 47,239	\$ 9,009	\$ 7,987	\$ -
				\$ 675,242	\$ 22,721	\$ 32,574	\$ 33,810	\$ 34,927	\$ 36,043	\$ 36,925	\$ 37,198	\$ 37,985	\$ 39,067	\$ 45,294	\$ 45,294	\$ 47,239	\$ 9,009	\$ 7,987	\$ -
				\$ 128,000	\$ 25,000	\$ 25,000	\$ (150,000)	\$ -	\$ -	\$ -	\$ (200,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ (18,437)	\$ 22,264	\$ 18,799	\$ 13,112	\$ 12,322	\$ 11,116	\$ 10,123	\$ (975)	\$ (8,907)	\$ (20,748)	\$ (20,748)	\$ (11,030)	\$ 63,983	\$ 61,189	\$ 45,849	\$ -
				\$ 109,563	\$ 47,264	\$ 43,797	\$ (136,888)	\$ 12,322	\$ 11,116	\$ 10,123	\$ (200,875)	\$ (9,927)	\$ (20,748)	\$ (20,748)	\$ (11,030)	\$ 63,983	\$ 61,189	\$ 45,849	\$ -
				\$ 13,675,276	\$ 25,000	\$ 25,000	\$ (150,000)	\$ -	\$ -	\$ -	\$ (200,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,116,900)	\$ (1,727,119)	\$ (100,000)	\$ -
				\$ 209,980	\$ 475,346	\$ 678,925	\$ 695,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 717,921	\$ 740,004	\$ 757,318	\$ 758,421	\$ 745,979	\$ 745,979	\$ 756,590	\$ 649,877	\$ 768,026	\$ 93,598	\$ 70,430	\$ -
				\$ 13,875,256	\$ 500,346	\$ 703,925	\$ 545,455	\$ 71											