



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, April 9, 2019; 10:00 a.m.

**Location:** Legislative Chamber, Room 250, City Hall

**Commissioners:** Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee

**Clerk:** Alberto Quintanilla

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1.	Roll Call	
2.	Citizens Advisory Committee Report – <b>INFORMATION*</b>	<b>3</b>
3.	Approve the Minutes of the March 19, 2018 Meeting – <b>ACTION*</b>	<b>13</b>
4.	State and Federal Legislation Update – <b>ACTION*</b>	<b>21</b>
	<b>Support/ Sponsor:</b> Assembly Bill (AB) 1605 Ting	
	<b>Support:</b> AB 40 (Ting) and Senate Bill (SB) 152 (Beall)	
	<b>Oppose:</b> AB 553 (Melendez) and AB 1167 (Mathis)	
5.	Allocate \$62,767,634 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement – <b>ACTION*</b>	<b>27</b>
6.	Allocate \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests – <b>ACTION*</b>	<b>65</b>
	<b>Projects:</b> (SFMTA) Fulton Street Safety Project [NTIP Capital] (\$82,521), Frederick/Clayton Traffic Calming [NTIP Capital] (\$175,000), The Embarcadero Enhancement Project (\$550,000), Fisherman's Wharf/Pier 39 Complete Street Improvements (\$175,000) and Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] (\$385,150)	
7.	Approve the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects – <b>ACTION*</b>	<b>77</b>
8.	Exercise Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000, for a Combined Total Contract Amount Not to Exceed \$10,000,000 – <b>ACTION*</b>	<b>105</b>
9.	Approve the Proposed Fiscal Year 2018/19 Budget Amendment – <b>ACTION*</b>	<b>115</b>
10.	Major Capital Project Update - Better Market Street – <b>INFORMATION*</b>	<b>131</b>

**Other Items****11. 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.

**12. Public Comment****13. 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.

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, March 27, 2019

### 1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:02 p.m.

CAC members present: Kian Alavi, Ranyee Chiang, Robert Gower, Becky Hogue, David Klein, John Larson, Jerry Levine, , Sophia Tupuola and Rachel Zack (9)

CAC Members Absent: Myla Ablog (entered during Item 2) and Peter Tannen (entered during Item 2) (2)

Transportation Authority staff members present were Eric Cordoba, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Eric Reeves, and Aprile Smith.

### 2. Chair's Report – INFORMATION

Chair Larson welcomed new CAC members Ranyee Chiang and Sophia Tupuola and invited them to make introductory remarks. He thanked Peter Tannen for covering the March Transportation Authority's CAC report and noted that Peter Tannen wanted to report out on a discussion had at the Board on the Van Ness Bus Rapid Transit item and would do so under Item 11. He reported that the San Francisco Municipal Transportation Agency (SFMTA) was working to produce a report on their efforts to improve operational challenges, as requested by the Budget and Legislative Analyst office. He added that the SFMTA was expecting the Board of Supervisors Government Audit and Oversight Committee to request a transit performance update in April and that the SFMTA had agreed to provide the CAC with a presentation after they update the Board of Supervisors' committee.

Chair Larson reported an update on a request made by the CAC asking Transportation Authority staff to invite the California Public Utilities Commission (CPUC) to attend an upcoming CAC meeting and provide a presentation on how SB 1376: TNC Access for All Act was being implemented. He said staff would update the CAC as soon as a date had been confirmed. He also provided an update on another CAC request for a progress update on the 1570 Burke Avenue Facility Renovation Project. He said the project was in its final stages, with expected completion at the end of April 2019, noting that the schedule was impacted by unforeseen obstructions during the foundation's seismic upgrade and design changes. He added that the SFMTA's Overhead Lines would move into Burke Warehouse and Animal Care and Control would move into the SFMTA's Overhead Lines previous occupancy of 1419 Bryant Street around the middle of May. The open for use date was a 6+ month delay from the schedule in the Prop K allocation request.

There was no public comment.

### **Consent Agenda**

#### **3. Approve the Minutes of the February 27, 2019 Meeting – ACTION**

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

Peter Tannen commented on the State and Federal Legislation update and thanked Transportation Authority staff for recommending that Assembly Bill 1142: Strategic Growth Counsel be amended to include lack of safe pedestrian and bicycle access and lack of transit supportive land uses as barriers to transit usage that must be measured in regional transportation plans.

There was no public comment on the Consent Agenda.

Myla Ablog moved to approve the Consent Agenda, seconded by Jerry Levine

The Consent Agenda was approved by the following vote:

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

Abstentions: CAC Members Chiang and Tupuola (2)

### **End of Consent Agenda**

#### **5. Adopt a Motion of Support for the Allocation of \$62,767,634 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, and Alexandra Hallowell, Transit Capital Planning Manager at the SFMTA presented the item per the staff memorandum.

Chair Larson noted that public comment communicated to the CAC prior to the meeting had expressed concern over the seating design of the new Siemens light rail vehicles (LRVs), as well as access for people with mobility issues. Chair Larson asked if Modification 3 listed in the LRV Procurement Contract Summary on page 26 of the packet was a change order addressing the seating and access concerns.

Ms. Hallowell answered that the design changes covered by Modification 3 had been incorporated in the Phase 1 procurement of 68 expansion LRVs and said Modification 5 would be an opportunity for SFMTA to address public concerns with the design of the LRVs that have already been delivered. In response to issues raised by the public she said the project team had developed several options for changes to the design of the LRV interiors, to be presented to the SFMTA Board at its next meeting. Ms. Hallowell said the proposed design changes included different types of bench seating (including a style similar to seats on the Breda LRVs), increased transverse seating, additional handholds for passengers standing mid-isle, and longer straps. She said the proposed changes also included removal of stanchions located near entrance doors to avoid obstructing access for mobility-impaired passengers. Ms. Hallowell said the project team was working with SFMTA's Multimodal Accessibility Advisory Committee to address the needs of passengers with disabilities.

Chair Larson asked if the Phase 1 LRVs would be retrofitted with the design changes once they had been approved by the SFMTA Board.

Ms. Hallowell answered that all the design changes would be included in the Phase 2 vehicles, and that some modifications, such as more and longer straps, could easily be retrofitted into the Phase 1 vehicles. She said once the SFMTA Board had selected the design changes for the contract modification she could be more specific as to which changes could be retrofitted into the Phase 1 vehicles.

David Klein asked if the strategy to accelerate the procurement schedule included accelerated training of operators and maintenance crews.

Ms. Hallowell responded that all operators had already been certified for the new LRVs as of Fall 2018.

David Klein asked about the financial cost of the accelerated schedule.

Ms. LaForte referred him to the table of direct costs and savings on page 46 of the packet, showing the finance cost associated with advancing Prop K funds, potential finance costs if Regional Measure 3 funds were unavailable, and off-setting savings on overhauls and maintenance resulting from early retirement of the Breda LRVs.

David Klein said that capacity issues could be dealt with by coupling cars and asked if the design of the Siemens LRVs was compatible with longer trains.

Ms. Hallowell answered that the Siemens LRVs were capable of 3-car trains, but SFMTA had not yet rolled out that feature, which required some changes to the automatic train control system and some infrastructure changes. She said that the SFMTA did not have a date for this rollout yet.

Robert Gower asked for clarification as to whether the reference to the Breda's seating design change mentioned earlier by Ms. Hallowell referred to the seat design or seating arrangement.

Ms. Hallowell answered that the proposal was for a similar type of seat rather than arrangement.

Robert Gower followed up with a comment that the new LRVs had been thoughtfully designed to make the vehicles easier to clean, and that the vehicles appeared to be clean even after several months of use. He cautioned against tampering with the design in such a way as to affect the cleanliness of the new trains.

Jerry Levine asked about the gap between cars for new LRVs and commented that it had been an issue of concern for vision-impaired passengers and a subject of litigation regarding the Breda LRVs.

Ms. Hallowell said she would research the issue and send a response to the CAC.

Jerry Levine asked about the required local match for the federal funds.

Ms. Hallowell answered that the federal funds available to the project through the Metropolitan Transportation Commission's Core Capacity program required a 20% local match. She pointed out that only the 151 replacement vehicles qualified for federal funding, so the local match requirement did not apply to the 68 fleet expansion vehicles.

Jerry Levine asked if there was an oversight regime to ensure that the new LRVs would be maintained in a state of good repair, and what sanctions might be enforced if they were not.

Ms. Hallowell said failures were tracked by type and analyzed for fleet-wide patterns as well as for individual problem vehicles (i.e. "repeaters"). She said if SFMTA Operations identified a pattern of failures, it implemented a proactive corrective program, with the goal of preventing the need for ad hoc repairs.

Ranyee Chiang commented that the amount of room per passenger offered by the current seating arrangement was either too little or unnecessarily spacious. She asked what the impact would be on train frequency and passenger capacity with the new LRVs arrive.

Ms. Hallowell answered that the new LRVs have been carrying approximately 10% more passengers than the Bredas and noted that SFMTA is still collecting data on this topic. She also

stated that the SFMTA would be able to operate more 2-car trains as more expansion vehicles go into service, leading to an overall increase in capacity.

During public comment Robin Crock, a resident of District 6, said she was injured while riding one of the new LRVs and was no longer able to use the lateral-facing seats. She said her own informal poll of other passengers found that at least ¼ of them preferred transverse seating, and she advocated for re-designing the seating arrangement on the new LRVs to increase the number of transverse seats and seats that provide better back support.

Gene Barrish, Vice President of Save Muni, spoke in opposition to the allocation request and the accelerated procurement schedule. She said SFMTA should hold off on purchasing new LRVs pending re-design of several deficiencies, including uncomfortable seating, slow coupling to create longer trains, propulsion systems with less jerky starts and stops, more straps and removal of obstructing stanchions.

Jackie Sachs said the bench seating on the new LRVs was difficult to use for individuals with disabilities and parents with strollers.

Robert Gower asked about SFMTA's public outreach efforts related to the design of the LRVs and how people could provide input.

Ms. Hallowell answered that the SFMTA conducted extensive surveys during the design phase. Concurrent with rollout of the new vehicles SFMTA held two focus groups with multilingual and disabled riders. She said SFMTA continued its ongoing outreach with various citizen committees, including the Multimodal Accessibility Advisory Committee. Ms. Hallowell said input could also be provided to the SFMTA Director, as well as through 311.

David Klein moved to continue the item, seconded by Becky Hogue. Subsequently, upon learning that the letter raising concerns about the design issues was not a letter from the SFMTA, David Klein and Becky Hogue rescinded the motion.

Robert Gower moved to approve the item with the following amendment: conditioning approval upon SFMTA staff providing a presentation at the next meeting of the CAC on the design changes [Contract Modification 5] anticipated to be approved by the SFMTA Board at its April meeting. Rachel Zack seconded the motion as amended.

The item was approved as amended by the following vote:

Ayes: Ablog, Chiang, Gower, Hogue, Larson, Levine, Tannen, Tupuola and Zack (9)

Abstentions: CAC Members Alavi and Klein (2)

## **6. Adopt a Motion of Support for the Allocation of \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests – ACTION**

Eric Reeves, Senior Transportation Planner, presented the item per the staff memorandum.

Kian Alavi asked about whether Transportation Network Companies (TNCs) would be funding the TNC passenger loading zone that was proposed as part of the Fisherman's Wharf/Pier 39 Complete Street Improvements project.

Casey Hildreth, project manager at SFMTA said that the TNC companies would not be funding any portion of the project and noted that the TNC loading zone in the diagram was a conceptual design and not solely for TNC use.

Kian Alavi asked why the diagram referred to the design as a TNC loading zone if it was not solely for TNC use.

Casey Hildreth said that the spirit of the project's design was to improve traffic flow and not give preferential treatment for TNCs.

Kian Alavi stated that he was against loading zones that were to the benefit of TNC companies who were not paying for these improvements.

Myla Ablog asked whether the TNC loading zone also be used by school buses.

Casey Hildreth stated that the diagram for the Fisherman's Wharf/Pier 39 Complete Street Improvements project was a conceptual design to advance to a feasibility study. SFMTA was looking to balance traffic flow in the project area.

Chair Larson said he was happy with the District 8 proposal on Elk Street at Sussex Street as the area needed a solution.

There was no public comment.

Robert Gower moved to sever the Fisherman's Wharf/Pier 39 Complete Street Improvements project, seconded by Jerry Levine.

Robert Gower moved to approve the underlying item, seconded by Jerry Levine.

The underlying item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (11)

The severed item was not approved by the following vote:

Ayes: Ablog, Chiang, Klein, Larson and Zack (5)

Nays: Alavi, Gower, Hogue, Levine, Tannen and Tupuola (6)

**7. Adopt a Motion of Support for the Approval of the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects – ACTION**

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Peter Tannen spoke in support of all the projects and asked how BART's Elevator Attendant Initiative project would reduce fare evasion.

Tim Chan, BART's Elevator Attendant Initiative Project Manager, said that the elevators are currently outside the paid area. When the elevators were added in the 1990s, fare evasion was not a problem, but it has become a problem in recent years. Passengers have been using elevators in the free area to gain access between BART and Muni platforms from the concourse. The attendants are a deterrent. The elevator attendants keep track of passengers who go in a different direction when they see the attendant. BART instructs elevator attendants not to stop fare evasion for their safety and security, but BART has noticed that people turn around when they see the attendant.

Sophia Tupuola asked if there is information sharing between the Elevator Attendant Initiative and the San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods project.

Maria Lombardo said that the Transportation Authority would follow up with BART and SFMTA to get a response.

Myla Ablog said she had heard that people liked the elevator attendant program and had a question about the San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods project. She asked for

more information on Paratransit Plus and the taxi revenue local match.

Erin McAuliff, SFMTA Project Manager, explained that the taxi voucher program works where the customer pays \$6 dollars and receives \$30 dollars in credit for taxi rides. SFMTA considers \$6 dollars paid as taxi revenue.

Myla Ablog said she was in support and looking forward to the implementation of the Paratransit Plus and the taxi revenue local match.

Kian Alavi asked what type of outreach the SFMTA was conducting to inform the public about the taxi voucher program.

Ms. McAuliff said taxi vouchers were offered through the San Francisco Paratransit program and that all paratransit eligible riders could obtain a paratransit debit card to pay for their trips. She noted that riders that were eligible for paratransit but still needed assistance could receive paratransit plus services which provided a smaller monthly allotment, on the paratransit debit card, to pay for taxi rides.

Chair Larson asked what happened to attendants when elevators were out of service.

Mr. Chan said the scope of the attendants' work was strictly focused on the elevators and that their work would not be required if the elevators were out of service. He did note that the elevators had not been taken out of service since the inception of the program.

There was no public comment.

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

The item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (11)

## 8. **Adopt a Motion of Support for the Proposed Fiscal Year 2018/19 Budget Amendment – ACTION**

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

Becky Hogue asked for an update on Treasure Island toll policy and if the policy had been adopted.

Eric Cordoba, Deputy Director for Capital Projects, said the toll policy had not yet been approved and was still in the study phase. He said staff anticipated bringing new recommendations to the Treasure Island Mobility Management Agency (TIMMA) Board in July 2019.

Chair Larson asked for clarification on the draw on the revolving credit loan agreement.

Cynthia Fong said the draw was no longer needed due to the proposed decrease of \$50 million in Prop K capital expenditures and that the receipt of incoming sales tax revenue and proceeds from the sales tax revenue bond would be enough to fund upcoming expenditures needs in Fiscal Year 2018/19.

Kian Alavi said he appreciated the fiscal management of the agency and asked if the projects that would not be funded in fiscal year 2018/19 were being earmarked for the upcoming fiscal year.

Ms. LaForte said that the Transportation Authority had regular communications with agencies that have received grant funds, particularly for larger projects that consume a majority of the



budget. She said most [if not all] projects would be carried forward into the Fiscal Year 2019/20 budget.

There was no public comment.

Becky Hogue moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (11)

**9. Adopt a Motion of Support to Authorize the Executive Director to Exercise a Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000 – ACTION**

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

Peter Tannen asked what role Parsons Transportation Group was undertaking in regard to the Van Ness BRT project.

Mr. Cordoba said Parsons was taking a look at the environmental compliance, noting that the Transportation Authority was the California Environmental Quality Act (CEQA) lead agency, and, as an example, said that Parsons had looked at the lighting standard changes that had been proposed for the Van Ness BRT project.

There was no public comment.

Kian Alavi moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Abstentions: CAC Members Ablog and Chiang (2)

**10. Update on the Caltrain Modernization Program and Business Plan – INFORMATION**

Sebastian Petty, Caltrain Senior Advisor, presented the item.

David Klein asked why Stanford University was selected as opposed to a public university given the amount of federal funding that was awarded to Caltrain.

Mr. Petty said Stanford University was selected given their high level of interest in the project and proximity to the corridor. He added that Stanford was providing academic support and spearheading private sector involvement to raise additional funds for the project.

Jerry Levine asked if the travel schedule would be altered once the electrification of rail was finalized.

Mr. Petty said that as the project got closer to adoption, Caltrain would look at travel schedule options. He said the end to end travel times may not change significantly but in between wait times for the intermediate stations would change.

Jerry Levine asked if ridership cost would go up.

Mr. Petty said there were no initial major shifts in fare costs anticipated outside of a rise in fares due to inflation. He said part of the business plan was to understand what Caltrain's different financial futures could look like and how it could best raise additional funding to support those

different future visions.

There was no public comment.

Chair Larson asked if the door design including varying heights to accommodate future high speed rail was still in place.

Mr. Petty said door design is still in place and state's overall goal is to still provide high speed rail in the corridor.

#### 11. **Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit Project at the SFMTA, presented the item.

Peter recapped the CAC Chair's report and his discussion with Chair Peskin at the March 12, 2019 Transportation Authority Board meeting. He also summarized the presentation provided by the SFMTA at the March 19, 2019 Transportation Authority Board meeting in regard to the Van Ness BRT project. He noted that Chair Peskin requested a hearing on April 23, 2019 for the SFMTA and Office of Economic and Workforce Development (OEWD) to present a report on small business mitigation efforts along the Van Ness corridor.

David Klein mentioned that the presentation provided to the CAC had no data points – neither quantifiable positive or negative impacts, or even the number of signs along Van Ness Avenue that would enable the CAC to make a determination if the SFMTA's business mitigation efforts were effective though he noted it was clear a lot of effort was being expended. Mr. Klein requested that the SFMTA include some relevant data points in its future presentations.

Peter Gabancho replied that they are developing metrics to report on those [business impact] concerns. He said the SFMTA had made signage for businesses that requested it, and had been in touch with businesses through written communication, door-to-door visits, and phone conversation.

Chair Larson invited members of the business community to speak at a future CAC meeting.

Maria Lombardo noted that small business owners would be at the April 23 Board meeting and encouraged CAC members to attend or view the meeting recording afterwards.

Peter Tannen asked about the status of additional sources of funds.

Peter Gabancho replied that the project was delayed and may need to secure additional funds. However, they still have project contingency left [i.e. with the shortfall the budgeted contingency is partially funded.]

Peter Tannen asked about a bicycle safety update.

Mr. Gabancho replied that they will put together an update. He mentioned that Van Ness Avenue is crowded with narrow lanes and large vehicles, which was a challenge for cyclists.

Peter Tannen suggested that Polk Street was a better alternative than Van Ness Avenue for bicyclists, especially given the recent improvements.

Robert Gower asked about steering bicyclist away by having detour signs.

Peter Gabancho replied that they would look into it and that at other meetings they have recommended Polk Street which was better suited for cycling.

There was no public comment.

**12. Update on the Yerba Buena Island Southgate Road Realignment Improvements Project – INFORMATION**

This item was continued to the April 24, 2019 CAC meeting due to time constraints at the CAC meeting.

There was no public comment.

**13. Update on the Transbay Transit Center Girder Fractures and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension – INFORMATION**

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

Chair Larson asked if it was determined what caused the original crack in the steel beams.

Mr. Cordoba said the crack appeared to be due to heavy stresses at a point where there were manufacturing issues and areas where welding access holes were located.

David Klein asked if there were any ethical concerns when working with McKinsey on the Downtown Extension as he recalled some issues with past business practices.

Mr. Cordoba said that the Transportation Authority had done their due diligences and were working with well-respected specialists.

Chair Larson reiterated the reasons why the Transportation Authority Board had called for the study of governance, management, oversight and delivery of the Downtown Extension, noting the concerns raised with the Transbay Joint Powers Authority Transit Bay Transit Center work.

Mr. Cordoba seconded the comments made by Chair Larson and said that the study being conducted would look at lessons learned from the Transbay Transit Center and also look at other mega rail projects to ensure the correct expertise and best practices were brought to the table for the Downtown Extension. He said funding for the project was currently limited but was being strategically used to see how to best move the project forward.

Chair Larson asked if the CAC would receive updates on the study and be able to view the draft report.

Mr. Cordoba said he was expecting a draft report in the next couple of months and that the Board and CAC would receive presentations and updates along the way.

There was no public comment.

**14. Introduction of New Business – INFORMATION**

There were no new items introduced.

**15. Public Comment**

Jackie Sachs requested an update on the Central Subway project and what work has been done.

Chair Larson agreed that the CAC should schedule a Central Subway update.

There was no public comment.

**16. Adjournment**

The meeting was adjourned at 8:35 p.m.



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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 19, 2019

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Haney, Mar, Mandelman, Peskin, Ronen, Walton and Yee (7)

**Absent at Roll Call:** Commissioners Brown (entered during Item 3), Safai (entered during Item 3), Fewer (entered during Item 12) and Stefani (entered during Item 12) (4)

**Commissioner Mandelman moved to excuse Commissioners Fewer and Stefani, seconded by Commissioner Yee. Commissioners Fewer and Stefani were excused without objection.**

### 2. Chair's Report – INFORMATION

Chair Peskin reported 2019 had gotten off to a terrible start with 8 fatalities taking place on city streets. He announced that earlier that morning there was a crash between a vehicle and a bicycle in District 3. He provided an overview of the March 14, 2019 Vision Zero Committee meeting and stated that the 2018 Traffic Fatality Report showed 23 fatalities, of which 18 were lost on foot and bicycle and in the preceding 5 years, pedestrians accounted for 65% of traffic fatalities of which 52% were in Communities of Concern and 73% were people age 50 and older. From the Vision Zero Committee meeting he also reported that Commissioner Fewer provided moving remarks about the loss of two seniors in District 1, and the importance of addressing high-injury corridors like California Street. He also mentioned that the San Francisco Police Department (SFPD) discussed the shortage of enforcement officers and motorcycle units in the Traffic Division and a troubling trend of hit and runs, which SFPD is actively investigating. He added that the SFPD could benefit from additional motorcycle units.

Chair Peskin further updated the Board on the previous week's Vision Zero Committee meeting by stating that the committee heard about the Vision Zero Action Strategy and how the San Francisco Municipal Transportation Agency (SFMTA) was responding to Mayor Breed's directive on rapid response projects to expedite projects such as on Folsom and Howard streets. He said it was good to see the 5<sup>th</sup> to 6<sup>th</sup> streets protected lanes going in on Howard last weekend, as requested by Commissioner Haney and Mayor Breed. Lastly, in regard to the Vision Zero Committee meeting he stated that Chair Yee called for a review of how well the city implemented the last 2-year Action Strategy and Commissioner Stefani suggested that the SFMTA education and outreach team work on ways to update drivers on the newer rules and regulations.

Chair Peskin said he would be tracking progress on the many Vision Zero high-injury network projects in District 3 and advancing citywide strategic initiatives like congestion pricing and the Transportation Network Company (TNC) tax that the city was preparing for the November ballot.

He said his hope was that half of the TNC tac fund would be used for safer streets and Vision Zero improvements, with the other half being used to accelerate transit projects. Chair Peskin concluded his report by announcing that the San Francisco Bicycle Coalition would be holding a protected bike lane rally on the steps of City Hall at 12:30 pm.

There was no public comment.

### **3. Executive Director's Report – INFORMATION**

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

There was no public comment.

### **Consent Agenda**

4. **Approve the Minutes of the March 12, 2019 Meeting – ACTION**
5. **[Final Approval] Reappointment of Myla Ablog and Appointment of Sophia Tupuola and Ranyee Chiang to the Citizens Advisory Committee – ACTION**
6. **[Final Approval] State and Federal Legislation Update – ACTION**
7. **[Final Approval] Allocate \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20<sup>th</sup> Avenue Neighborway Project – ACTION**
8. **[Final Approval] Amend the Prop AA Strategic Plan – ACTION**
9. **[Final Approval] Authorize the Executive Director to Execute a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; the Utility Relocation Agreement and Amendments to the Memorandums of Agreements (MOAs) for the Construction Phase and with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760 Million, to a Total Amount Not to Exceed \$5,534,760 Million; the Right of Way Certification; and the California Environmental Quality Act/National Environmental Policy Act Revalidation for the Yerba Buena Island Southgate Road Realignment Improvements Project – ACTION**
10. **[Final Approval] Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – ACTION**

There was no public comment.

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

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

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (9)

Absent: Commissioners Fewer and Stefani (2)

### **Items from the Vision Zero Committee**

#### **11. [Final Approval] Vision Zero Legislative Update – ACTION**

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (9)

Absent: Commissioners Fewer and Stefani (2)

### **Direct to Board Items**

#### **12. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit (BRT) project at the San Francisco Municipal Transportation Agency (SFMTA) presented the item.

Chair Peskin asked for a breakdown of Phases 1A - 1D of the Van Ness BRT project construction sequence presentation slide.

Mr. Gabancho said Phase 1A had two construction headings, with eight blocks on the south end of the corridor and eight blocks at the north end of the corridor in the east side. He stated that as the utility work finished in the above mentioned active zones the project team expanded into Phase 1B, which was immediately south of the original two construction headings and began doing water and sewer work in those areas.

Mr. Gabancho said as Phase 1A finishes its roadway work, traffic will be shifted over and on the opposite side of the street the project team will begin Phase 1C. He added that Phase 1C would be south of Sutter Street and would require moving construction from the west side of the street to the east. Also, construction from the far north of the corridor would be moving from the east side of the street to the west and would begin doing the same sort of sewer and water work from previous phases.

Chair Peskin asked if the project team had made progress in its attempt to make up for lost time.

Mr. Gabancho said the current delay of 564 days was at or about where it was the last time, he presented an update to the Board. He said the reason for the lack of progress was due to Van Ness Avenue not having a concrete base under the asphalt, contrary to what the project team had expected.

Chair Peskin asked if that meant the asphalt on Van Ness Avenue was sitting on dirt.

Mr. Gabancho answered in the affirmative and said the project team would have shown a greater recovery of the schedule if it were not for the additional work required to lay a concrete base under the asphalt.

Chair Peskin asked why the original potholing did not inform the project team that there was no concrete.

Mr. Gabancho said the original potholing was done in the parking lanes which have concrete under them. He said that the lack of a concrete was not discovered until construction moved into the travel lanes. Mr. Gabancho said Caltrans did not have a standard of having a concrete road base, so the city had been working on its own to get a more permanent fix.

Mr. Gabancho mentioned that when they complete the utility work, they will be building the BRT lanes in the median which is Phase 2 which will start late this year. It is expected to take a year. As they complete the bus running lanes then they will restring the overhead lines and put in pedestrian bulb outs and accessibility ramps which will be the last work before revenue service.

Chair Peskin asked if it was a fair statement that 3 out of the 250 businesses operating on Van

Ness Avenue had closed because of construction impacts.

Mr. Gabancho said that there were 3 businesses where the SFMTA could not rule out construction impacts as contributing to their closing.

Chair Peskin asked if it would be fair to say that there were 10 other businesses that were extremely stressed due construction impacts.

Mr. Gabancho said there were 10 businesses along the corridor that had come to the SFMTA with concerns that were referred to the Office of Economic and Workforce Development (OEWD). He added that the SFMTA was working with OEWD to provide support and minimize impacts on the businesses.

Chair Peskin reminded the Board that they appropriated \$5 million of the SFMTA's allotted \$38.8 million in Educational Revenue Augmentation Funds (ERAF) for mitigations for severely impacted businesses from city work. He requested that the SFMTA be proactive in providing funds to businesses that qualify.

Commissioner Fewer stated that the update presented by the SFMTA was inadequate and did not inform the Board of what was happening along the corridor. She requested a report on the status of the small businesses along the corridor where construction work was being done, the estimated loss of revenue due to the construction so far and the projected estimated loss of revenue through the end of the project given the project delay of 564 days. She said that \$5 million was not going to be enough to keep small businesses afloat and reiterated her request through the chair that the SFMTA present a report on the small businesses' economic viability through the duration of construction.

Chair Peskin asked if the SFMTA could prepare a report in conjunction with OEWD before the April 9, 2019 Board meeting.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said she would coordinate with OEWD to determine if they could meet the April 9 deadline. She added that the SFMTA was actively working on addressing the issues raised regarding small businesses, and in partnership with OEWD, was developing metrics in support of that effort.

Commissioner Safai asked if the SFMTA had public information officers who were in contact with small business owners along the Van Ness corridor.

Mr. Gabancho said three SFMTA staff members had regular contact with all the businesses along the corridor as well as canvassing.

Commissioner Safai asking if the canvassing along the corridor discovered that only the 10 businesses discussed in the presentation were impacted by construction.

Mr. Gabancho said that the 10 businesses identified were the only businesses that came forward and requested to participate in the program.

Commissioner Safai suggested that the SFMTA look back over the last five years of gross receipts of small businesses along the corridor and then look over the two years that the construction's been happening to determine the impact. He agreed with Commissioner Fewer that \$5 million was not enough but said in the short term the fund could help keep businesses stay afloat. He stated that the project was significant in its scope and size and noted that the duration of the project was extended significantly because of the unanticipated underground work. He invited small businesses that were impacted by the construction to share their experiences with the Board



and said that he believed that there were more than 10 businesses along the corridor that had been impacted adversely because of construction.

Commissioner Brown requested that the SFMTA better communicate with the Board and provide background on the businesses. She stated that she walked along the District 5 side of Van Ness Avenue to talk to small business owners and did not make it more than two blocks within a two hour span because of all the complaints she received. She said that she had suggested to business owners to share their gross receipts data with the city to demonstrate the impact construction had on their books. She said she understood the importance of infrastructure projects in the city but was worried that the long-term projects would force many small businesses to close. She said the impact of multi-year projects like Van Ness was felt throughout District 5 and asked on the SFMTA to provide the Board with the outreach plan they use when communicating with small businesses. She requested that the Board be provided with an SFMTA point of contact to whom they can refer businesses that have indicated to the Board that they need help. She also requested a robust plan from OEWD that discussed next steps to help the businesses.

Commissioner Mar said mitigating the impact on small businesses during major construction projects was really important to the Board and thanked Commissioner Fewer for her request for a more detailed business report. He said it was important to learn in real time to adjust not only on Van Ness but also for other transit improvement projects. He requested that the business report also include the type of support OEWD provided to the 10 businesses who requested assistance and additional types of support that could have been provided to the small businesses that closed during construction.

Jonathan Rewers, Manager, Design Strategy and Delivery at SFMTA. He said in regard to the Board's request for data on the Van Ness BRT project, the SFMTA had previously used a formula with the Office of the Controller that demonstrated the impact of construction projects based on sale tax that could be applied to the Van Ness corridor. He suggested that the requested small business impact report be presented at the April 23, 2019 Board meeting to allow the SFMTA sufficient time to work with the Office of the Controller and obtain the requested data. He added that OEWD should also attend the Board meeting to provide an overview of the support they have provided to small businesses along the Van Ness corridor.

Commissioner Fewer requested that the report also provide projected loss for the next two years as a result of the project.

Chair Peskin asked if the SFMTA used a third party for public outreach.

Mr. Gabancho said SFMTA and Walsh Construction staff currently conducted outreach along the corridor.

Ms. McCarthy added that the SFMTA also used Caribou, transit brand ambassadors, that conducted outreach to the small businesses.

Chair Peskin asked for the project office location and how the public can contact project staff.

Ms. McCarthy said the website was [sfmta.com/vanness](http://sfmta.com/vanness), email was [vannessbrt@sfmta.com](mailto:vannessbrt@sfmta.com) and the 24/7 hotline was (415) 646-2310. She added that there were two advisory committees, one for community members and another for business owners, and that the committees were accepting applications through March 29, 2019.

Chair Peskin asked for the project office address.

Ms. McCarthy said the project office was located on 180 Redwood Street and had office hours

Tuesdays from 2:00 - 4:00 p.m. and Fridays from 10:00 - 12:00 p.m.

Chair Peskin stated that the Transportation Authority Board hearing would be held April 23, 2019 and requested that the SFMTA inform the 250-plus businesses and residents along the Van Ness corridor. He added that the Board would like to hear directly from small business owners and members of the public.

Commissioner Fewer asked for the total shortfall of the project.

Mr. Gabancho said that at the current time there was no budgetary shortfall.

Commissioner Fewer referred to the memorandum in the Board packet and noted that the SFMTA was seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout. She asked if the Geary BRT project was next in the queue of projects.

Mr. Gabancho replied in the affirmative.

Commissioner Fewer stated that the construction impacts felt by small businesses along the Van Ness corridor was terrifying small business merchants along the Geary corridor. She said she was concerned that the additional funding needed for the Van Ness BRT project would be taken from the anticipated projects the SFMTA planned to begin in 2021 and would include the Geary BRT. She wanted to put that statement on the record.

Commissioner Mandelman said the Van Ness BRT project was one of the top issues voiced by residents when speaking with their local government. He asked why it was necessary to extend the project throughout the entire corridor instead of breaking the project up into smaller phases.

Mr. Gabancho said the project team looked at a lot of different ways to sequence the construction but could not get around the volume of traffic that goes through the corridor. The current plan has different construction headings staggered along the length of the corridor and was meant to maximize the speed of the construction while minimizing the distribution of the impact along sidewalks and parking lanes. He explained that the project team is maintaining street parking along the corridor and the parking may be across the street or nearby. Construction that is concentrated will have significant impact on parking and sidewalk on both sides of the street for weeks or months. He said the project team worked with the contractor to develop the current approach where they could maintain two lanes of mixed-flow traffic and on one side or the other have an unimpacted sidewalk and an unimpacted parking lane.

Chair Peskin stated that the project changed the traffic patterns along the corridor and then for the better part of a half a year not one shovel full of dirt got turned. He mentioned the rapid progress of construction and the high volume of workers for the new Golden State Warriors arena and asked why that model could not be replicated for the Van Ness BRT project.

Mr. Gabancho said that he shared a similar frustration and that the project team was pushing to get crews out on Saturdays and Sundays when the traffic level drops and work could be done more efficiently. He also said the SFMTA was working with the contractor to bring on more crews.

Chair Peskin noted that bicyclists ride along a series of red barriers north of Broadway was a safety concern given little space and lots of trucks and other traffic. He requested that the SFMTA lay a strip of asphalt down, that could later be pulled out, to allow bicycles to ride safely. He said a similar step was taken in District 5 along Masonic.

Mr. Gabancho said the SFMTA would look into the matter.

During public comment Paul Pendergast, Chair of Public Policy for the Golden Gate Business Association, thanked the Board for standing up for the voice of small business and the impacts they face as a result of long-term construction projects. He recommended that the Board review the sales tax database at the Office of the Controller and said the small business community felt that the \$5 million mitigation fund was woefully inadequate. He said small businesses were the ones hiring people in restaurants and retail making \$15 an hour and were the people the city needed to support.

After public comment Chair Peskin recommended that the Board and public eat at the Helmand Palace, a restaurant on the Van Ness corridor that relocated there after being displaced from Broadway. He also announced that the Board would have a hearing on the economic impacts on small businesses along the corridor April 23, 2019.

### **Other Items**

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

There were no new items introduced.

#### **14. Public Comment**

There was no public comment.

#### **15. Adjournment**

The meeting was adjourned at 11:07 a.m.



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RESOLUTION ADOPTING A SUPPORT/ SPONSOR POSITION ON ASSEMBLY BILL (AB) 1605 (TING) AND SUPPORT POSITIONS ON AB 40 (TING) AND SENATE BILL (SB) 152 (BEALL) AND OPPOSE POSITIONS ON AB 553 (MELENDEZ) AND AB 1167 (MATHIS)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support/sponsor position on Assembly Bill (AB) 1605 (Ting), two new support positions on AB 40 (Ting), and Senate Bill (SB) 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis); and

WHEREAS, At its April 9, 2019 meeting, the Board reviewed and discussed AB 1605 (Ting), AB 40 (Ting), SB 152 (Beall), AB 553 (Melendez) and AB 1167 (Mathis); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support/sponsor position on AB 1605 (Ting), two new support positions on AB 40 (Ting), and SB 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis); and be it further

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

Attachment: Table 1

## State Legislation – April 2019

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

Staff is recommending a support/sponsor position on Assembly Bill (AB) 1605 (Ting), two new support positions on AB 40 (Ting), and Senate Bill (SB) 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis) as shown in **Table 1**, which also includes several new bills to watch. The Board does not need to take an action on legislation recommended to watch.

**Table 2** provides updates on SB 50 (Wiener) and SB 59 (Allen), on which the Transportation Authority has previously taken positions this session.

**Table 3** shows the status of bills on which the Board has already taken a position this session.

**Table 1. Recommendations for New Positions**

Recommended Position	Bill # Author	Title and Description
Support	<a href="#">AB 40</a> <a href="#">Ting</a> D	<p><b>Zero-emission vehicles: comprehensive strategy.</b></p> <p>This legislation would require the California Air Resources Board to develop a comprehensive strategy by January 1, 2021 to ensure that all new vehicles are zero-emission by 2040. The prior legislative session saw many bills intended to promote the sale and use of zero-emission vehicles that targeted different individual market segments.</p> <p>We support the state seeking to advance a comprehensive strategy to advance zero-emission vehicles rather than address the issue piecemeal. We also would like to ensure that any strategy is carefully balanced with other transportation priorities, such as reducing vehicle miles traveled and ensuring high occupancy vehicle lanes continue to provide benefits to their users.</p> <p>The Bay Area Air Quality Management District recently adopted a support position on this bill, after the author agreed to work closely with them to help address disadvantaged communities and equity concerns, which we also feel should be addressed in the bill. We understand the author is willing to address these concerns. We have coordinated with SF Environment, which is also supportive since the bill is consistent with the City's electric vehicle goals. We are recommending moving from a watch to a support position.</p>
Oppose	<a href="#">AB 553</a> <a href="#">Melendez</a> R	<p><b>High-speed rail bonds: housing.</b></p> <p>This bill would prevent any further sale of bonds for high speed rail purposes and, if approved by voters, make that bonding capacity available to the Department of Housing and Community Development's Multifamily Housing Program.</p>

Oppose	<a href="#">AB 1167 Mathis R</a>	<p><b>Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.</b></p> <p>Currently 25% of cap and trade funds are directed to support high-speed rail. This bill would redirect those funds to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Program.</p>
Watch	<a href="#">AB 1568 McCarty D</a>	<p><b>General plans: housing element: production report: withholding of transportation funds.</b></p> <p>Coauthored by Senator Wiener, this bill would require a city or county to meet its annual minimum housing production goal for that reporting period in order to remain eligible to receive its annual apportionment of its Senate Bill 1 local streets and roads funds. For each city and county that is not in compliance with this requirement, the bill would require the State Controller to withhold the funds that would otherwise be apportioned and distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account. The funds in the escrow account could be disbursed after the city or county is certified to be in compliance and meets other specified requirements.</p>
Support/ Sponsor	<a href="#">AB 1605 Ting D</a>	<p><b>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</b></p> <p>This bill authorizes the City and County of San Francisco to pilot a reservation and pricing program on the Lombard Crooked Street, to provide congestion relief and revenues to manage one of San Francisco's most popular tourist attractions, which is also a local residential street. Visitors would be required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and other traffic management costs.</p> <p>This program was one of the key recommendations of the Transportation Authority's "Strategies for Managing Access to the Crooked Street" from 2017. We are currently wrapping up a follow-up study, which identifies and evaluates options for a proposed system. This legislation would make a reservation and pricing system possible, and would allow the San Francisco Board of Supervisors to select a program administrator to implement and operate the system. As reported at prior Board meetings, the Transportation Authority, along with Supervisor Stefani, is a sponsor of this bill. We anticipate a first hearing for the bill at the Assembly Transportation Committee on April 22.</p>

Watch	<a href="#">SB 5 Beall</a> D	<p><b>Affordable Housing and Community Development Investment Program.</b></p> <p>This bill would establish the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee (Committee), with membership including the Chairs of various state agencies and legislator appointees. It would authorize a range of jurisdictions (including a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district or a combination of those entities) to develop plans for projects that include, among other things, construction of workforce and affordable housing, certain transit oriented development, and projects promoting strong neighborhoods. Jurisdictions would submit the plans to the Committee for consideration and it would allow jurisdictions to reduce their annual Educational Revenue Augmentation Fund contributions in exchange for implementing those plans, up to \$200 million per year statewide.</p>
Support	<a href="#">SB 152 Beall</a> D	<p><b>Active Transportation Program.</b></p> <p>The state's Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and funds projects that encourage active modes of transportation such as walking and biking. Existing law requires splits project selection 50/50 between a statewide competitive program administered by the CTC and regional programs administered by large metropolitan planning organizations (MPOs) (40%) and small/rural regions (10%). The Metropolitan Transportation Commission (MTC) serves as MPO for the Bay Area.</p> <p>This bill would delegate significant responsibility over project selection to the regional program, with 75% of the total available ATP funds to MPOs, 15% to small/rural regions, and 10% to the statewide competitive program. It would also delegate some administrative responsibilities to MPOs for the regional programs, which will allow program guidelines tailored to local needs and make the allocation process simpler and more efficient for project sponsors. We believe this redistribution and program streamlining is appropriate given the local scale of most ATP projects and given the statewide competitive ATP program has not provided reliable or equitable levels of funding for the Bay Area. For instance, in the last cycle the CTC selected two Bay Area projects to receive funding out of around 50 funded projects.</p> <p>MTC is sponsoring this bill, and SFMTA is planning to request a support position in April from the city's State Legislation Committee.</p>



Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">SB 59</a> <a href="#">Allen</a> D	<p><b>Automated vehicle technology: Statewide policy.</b></p> <p>This bill would establish a set of policies for state agencies relating to autonomous vehicle technologies, to ensure that these technologies support the state's efforts to reduce greenhouse gas emissions, encourage efficient land use, and other goals.</p> <p>As Commissioner Yee requested at the February 12, 2019 Board meeting, we worked with SFMTA to develop language to incorporate Vision Zero goals explicitly into the legislation. Senator Allen has been receptive to including those ideas into the policies, and after having consulted with the SFMTA, we have provided her office with draft language to consider.</p>
Watch	<a href="#">SB 50</a> <a href="#">Wiener</a> D	<p><b>Planning and zoning: housing development: incentives.</b></p> <p>This bill, now dubbed the "More Homes Act," would require local jurisdictions to allow 45 or 55 feet tall apartment buildings within a half-mile of rail transit stations, within a quarter-mile of high-frequency bus stops, or within job-rich areas if the developer agrees to construct a percentage of very low, low, moderate-income housing, with delayed implementation for sensitive communities and some protections for renters.</p> <p>The bill has been amended to reduce minimum parking requirements, include ferries as qualifying high-quality transit, and specify the inclusionary zoning levels needed to qualify for the incentive (6% - 25% depending on income level and number of total units in the building). There is also new language defining a "jobs-rich area" as an area designated by the state as associated with positive educational and economic outcomes and with likely reductions in commute times if residents were located there.</p> <p>Supervisor Mar has introduced a resolution at the Board of Supervisors, jointly with six other members, to adopt an oppose unless amended position on the bill, which is set for a hearing in the Government Audit and Oversight Committee on April 4. He indicated that the bill would exacerbate negative social and environmental impacts by restricting local authority to adopt plans and policies to assure equitable and affordable development.</p>

Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 3/1/2019)
Support	<a href="#">AB 47</a> <a href="#">Daly</a> D and <a href="#">Frazier</a> D	Driver records: points: distracted driving.	Assembly Appropriations
	<a href="#">AB 147</a> <a href="#">Burke</a> D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Senate Government and Finance

	<a href="#"><u>AB 252</u></a> <a href="#"><u>Daly</u></a> D	Department of Transportation: environmental review process: federal program.	Assembly Appropriations
	<a href="#"><u>AB 1286</u></a> <a href="#"><u>Muratsuchi</u></a> D	Shared mobility devices: agreements.	In Print
	<a href="#"><u>SB 127</u></a> <a href="#"><u>Wiener</u></a> D	Transportation funding: active transportation: complete streets.	Senate Transportation
Support if Amended	<a href="#"><u>AB 1142</u></a> <a href="#"><u>Friedman</u></a> D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Assembly Transportation

RESOLUTION ALLOCATING \$62,767,634 IN PROP K SALES TAX FUNDS, WITH  
CONDITIONS, TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
FOR LIGHT RAIL VEHICLE PROCUREMENT

WHEREAS, The Transportation Authority received a request from the San Francisco Municipal Transportation Agency (SFMTA) for \$62,767,634 in Prop K local transportation sales tax funds for Light Rail Vehicle Procurement, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Vehicles–Muni, Vehicles–Undesignated and Purchase Additional Light Rail Vehicles categories of the Prop K Expenditure Plan; and

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

WHEREAS, As a condition of programming an additional \$62,767,634 in Prop K funds for the SFMTA's Light Rail Vehicle Procurement in the November 2019 5YPP updates, the Transportation Authority Board established three conditions as a prerequisite for the allocation of these funds, which have now been fulfilled: presenting an updated cost benefit analysis of early retirement of the existing light rail fleet, along with an updated funding plan to the Transportation Authority; obtaining allocation of Prop K funds prior to issuing a Notice to Proceed to Siemens for the replacement vehicles; and confirmation that all funds have been committed to the project; and

WHEREAS, The request requires a concurrent Prop K Strategic Plan amendment to advance the year in which the requested funds are programmed from FY2019/20 to FY2018/19 and, only in the Purchase Additional Light Rail Vehicles category, concurrent advancement of cash flow for the requested \$96,661 from FY2023/24 to FY2021/22; and



WHEREAS, The proposed Strategic Plan amendment would result in a negligible increase (0.0005%) to the assumed level of financing costs of the Prop K program; and

WHEREAS, The Strategic Plan amendment would entail corresponding amendments to the 2014 5YPPs for the Vehicles–Muni and Purchase Additional Light Rail Vehicles categories and the 2019 5YPPs for all three of the requested categories; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$62,767,634 in Prop K funds to the SFMTA for Light Rail Vehicle Procurement, with conditions, as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, The staff recommendation is conditioned upon SFMTA participation in quarterly project delivery meetings with the Transportation Authority and the Metropolitan Transportation Commission, as well as a commitment by the SFMTA to maintain the 219 light rail vehicles in a state of good repair, including a mid-life overhaul program if funding is available; 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 March 27, 2019 meeting the Citizens Advisory Committee was briefed on the subject request and after discussing the item and listening to public comment, adopted a motion of support for the staff recommendation with the following amendment: approval was conditioned on a presentation by SFMTA staff at the next meeting of the CAC on the design changes [Contract Modification 5] anticipated to be approved by the SFMTA Board at its April meeting; therefore, let it be

RESOLVED, That the Transportation Authority hereby amends Prop K Strategic Plan to

advance the year in which the requested funds are programmed from Fiscal Year 2019/20 to Fiscal Year 2018/19 and, only in the Purchase Additional Light Rail Vehicles category, advances \$96,661 in cash flow from Fiscal Year 2019/20 to Fiscal Year 2018/19; and be it further

RESOLVED, That the Transportation Authority hereby approves corresponding amendment to the 5YPPs for the Vehicles–Muni, Vehicles-Undesignated, and Purchase Additional Light Rail Vehicles categories; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$62,767,634 in Prop K funds to the SFMTA for Light Rail Vehicle Procurement, with conditions, as described in Attachment 3 and detailed in the attached allocation request form; and be it further

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

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request form; 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 SFMTA 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 SFMTA 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 and the Prop K Strategic Plan are hereby amended, as appropriate.

Attachments:

1. Application Summary
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19
5. Prop K/AA Allocation Request Form, including:
  - Cost-Benefit Analysis: Accelerated Replacement of the SFMTA Light Rail Fleet
  - LRV Procurement - Committed Funds
  - Memo from Leo Levinson dated March 19, 2019: Light Rail Vehicle Procurement: Allocation Request and Funding Commitment

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		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 62,767,634	\$ 1,112,450,187	84%	94%	Construction	Citywide
			<b>TOTAL</b>	<b>\$ 62,767,634</b>	<b>\$ 1,112,450,187</b>	<b>84%</b>	<b>94%</b>		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 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).

<sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)

<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
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$62,767,634	<p>Requested funds (\$62,670,973) from the Vehicles - Muni and Vehicles - Undesignated categories will be used to purchase 151 new light rail vehicles (LRVs) to replace Breda vehicles that are approaching the end of their useful life. This request also includes a modest amount (\$96,661) from the Purchase Additional Light Rail Vehicles category that will be used for the warranty phase of the additional 68 LRVs to expand Muni's light rail fleet.</p> <p>SFMTA is proposing an accelerated schedule for the LRV replacement. Allocation is conditioned on SFMTA presenting to the Transportation Authority Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs, and confirmation that all funds are committed to the project. All 219 LRVs will be procured through the existing contract with Siemens Industry, Inc.</p> <p>The proposed accelerated schedule could mean delivery of the first replacement vehicles as much as six months sooner (Dec. 2020) and shorten the overall delivery window from 6.5 years to 5 years (ending Dec. 2025). See proposed schedule and cost benefit analysis memo attached to the allocation request for more details.</p>
<b>TOTAL</b>			<b>\$62,767,634</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
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 62,767,634	<p><b>Prop K Strategic Plan Amendment:</b> Recommended allocation is contingent on a Prop K Strategic Plan amendment to advance the year in which the requested funds are programmed from FY2019/20 to FY2018/19, and only in the Purchase Additional Light Rail Vehicles category (\$96,661) concurrent advancement of cash flow from FY2023/24 to FY2020/22. This results in a negligible \$12,096 increase in financing costs to the category (from \$842,583 to \$854,679).</p> <p><b>Special Condition:</b> SFMTA will participate, along with the Transportation Authority and the Metropolitan Transportation Commission, in <b>quarterly project delivery meetings</b> on scope, schedule, budget, cash flow and funding plan, including assessing the plan for potential financing.</p> <p>Special Condition: The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 219 LRVs in a state of good repair, including a mid-life overhaul program providing that funding is available to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
<b>TOTAL</b>			<b>\$62,767,634</b>	

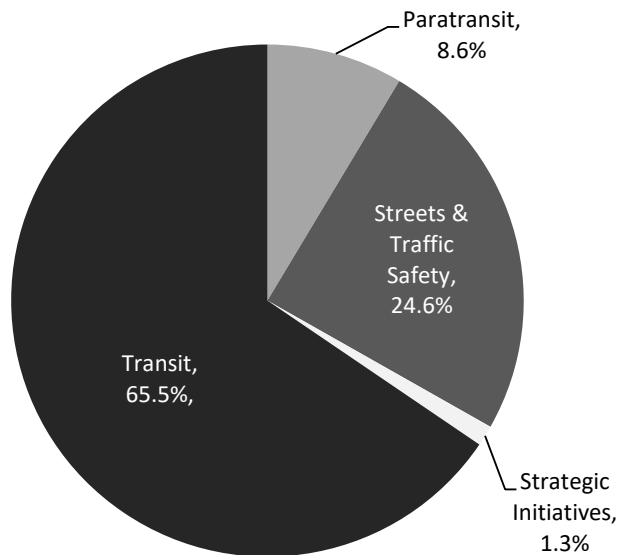
<sup>1</sup> See Attachment 1 for footnotes.

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

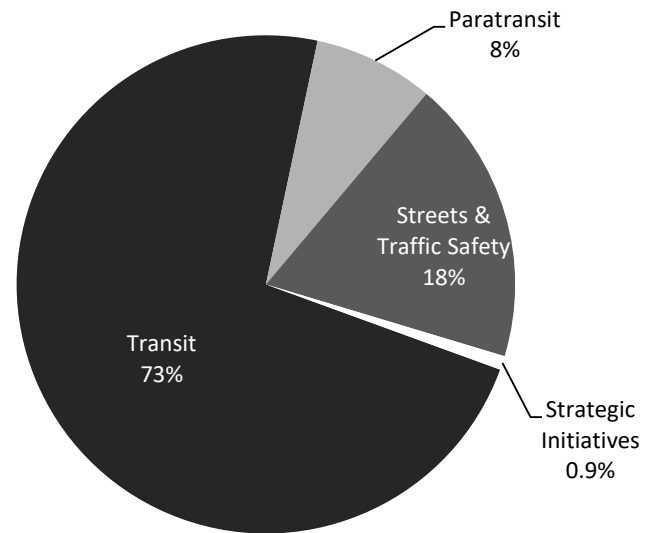
<b>PROP K SALES TAX</b>	<b>1384671</b>	<b>90000</b>	<b>1209671</b>	<b>85000</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Total</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>
Prior Allocations	\$ 86,181,612	\$ 34,090,507	\$ 28,224,999	\$ 19,378,931	\$ 3,918,112	\$ 569,063	\$ -
Current Request(s)	\$ 60,695,495	\$ -	\$ -	\$ -	\$ 17,280,086	\$ 10,545,950	\$ 32,869,459
New Total Allocations	\$ 146,877,107	\$ 34,090,507	\$ 28,224,999	\$ 19,378,931	\$ 21,198,198	\$ 11,115,013	\$ 32,869,459

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**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Light Rail Vehicle Procurement
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Vehicles - Undesignated, Purchase Additional LRV's, Vehicles - MUNI
<b>Current Prop K Request:</b>	\$62,767,634
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that are approaching the end of their useful life, and purchase an additional 68 LRVs to expand Muni's light rail fleet.

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

See detailed scope description and project background, attached.

#### Project Location

Citywide

#### Project Phase(s)

Construction

### 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>	\$62,767,638
<b>Justification for Necessary Amendment</b>	
<p>The SFMTA is requesting an amendment to the Prop K Strategic Plan to advance the year in which the \$62,767,638 in requested funds are programmed for allocation from FY2019/20 to FY2018/19 and, in the Purchase Additional Light Rail Vehicles category, to advance the cash flow of the funds from the from FY2023/24 to FY2021/22, resulting in a 0.21% or \$12,096 increase in financing costs to the category (from \$842,583 to \$854,679). This is a negligible increase in finance costs for the Strategic Plan as a whole.</p>	

## Light Rail Vehicle (LRV) Procurement Background and Detailed Scope

On September 9, 2014, the San Francisco Board of Supervisors unanimously approved a 15-year light rail vehicle (LRV) procurement contract with Siemens Industry, Inc., for the San Francisco Municipal Transportation Agency (SFMTA) to purchase up to 260 new LRVs. The base contract is for 175 cars, 151 cars to replace the existing Breda LRVs and 24 additional cars needed for fleet expansion to meet increased service demand for the Central Subway and Mission Bay. The contract also includes two options to acquire up to a total of 85 LRVs for additional fleet expansion to meet projected future ridership growth and system capacity expansion needs through 2040. Including all options the total contract includes 151 replacement vehicles and 113 fleet expansion vehicles for a total of 264 new light rail vehicles.

Highlights of the project are:

1. With both expansion options the project will grow SFMTA's LRV fleet by more than 70 percent and will help move the SFMTA forward toward achieving its strategic goal of creating a safer, more efficient and reliable transportation system.
2. The new vehicles will be purchased at a 20 percent lower cost than the SFMTA projected cost.
3. The purchase includes all engineering, design, manufacture, test, and warranty of the vehicles together with training, manuals, spare parts and special tools to support the new fleet.
4. The new cars will be much easier to maintain, and reliability will improve from the current level of around 5,000 miles between failures to a contractual requirement of 25,000 miles between failures. (The contractor is projecting an even higher level of 59,000 miles between failures).
5. LRVs will be designed and built at the Siemens plant in Sacramento, CA which will stimulate economic growth by creating more jobs in the Northern California region while facilitating communications between Siemens and the SFMTA, enabling faster response of post-delivery support while saving on costs for delivery and travel.
6. The proposed vehicle offers safety enhancements such as hydraulic brakes, bright LED lighting, and improved driver visibility.

In 2012, the SFMTA broke ground on the first major subway system expansion in decades. The Central Subway project connects the existing T-Third light rail line to a new subway tunnel at 4th & King and will bring subway service to three new subway stations: Yerba Buena/Moscone Center, Union Square, and Chinatown. To support the increased service demand for the Central Subway project as well as system-wide growth along the Mission Bay corridor, the SFMTA selected Siemens Mobility to replace the existing fleet of 151 light rail vehicles. Under the contract Siemens is also providing 24 new light rail vehicles for critically-needed expansion of the existing fleet, which will reach the end of its useful life beginning in 2021. The SFMTA has since optioned an additional 40 expansion vehicles to support increased ridership along the T-Third corridor and purchased an additional four cars funded out of the Mission Bay Transportation Improvement Fund to better serve the new Chase Event Center. This represents a total of 68 expansion and 151 replacement vehicles. The first phase of the Siemens contract will deliver these 68 expansion vehicles. The SFMTA reserves the right to exercise the remaining contract option for 45 additional expansion vehicles, but has not yet identified funding.

As of the December 2018, 50 of the 68 expansion vehicles had been delivered to SFMTA – over four months ahead of schedule – with 40 of the cars certified for revenue service. Deliveries continue at the rate of one per week, and the last of the expansion vehicles is expected to enter revenue service by summer 2019, six months ahead of the anticipated opening of the Central Subway tunnel.

The SFMTA is pursuing a very aggressive manufacturing and delivery schedule: the SFMTA issued Notice to Proceed for 24 expansion vehicles on September 19, 2014. The first vehicle was delivered in January

## Light Rail Vehicle (LRV) Procurement Background and Detailed Scope

2017 and entered service in November 2017. By the fall of 2018 the SFMTA had completed software upgrades to the train control system and trained enough operators to allow the new LRVs to operate system-wide throughout the regular service schedule. SFMTA is now seeking to accelerate second phase of the procurement: purchase of 151 replacement light rail vehicles.

The SFMTA has worked with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of the replacement vehicles. Together, the three agencies have developed a funding plan that facilitates the accelerated schedule and have evaluated the advantages and disadvantages of this approach. See SFMTA's Cost Benefit Analysis: Accelerated Replacement of the SFMTA Light Rail Fleet, attached. The subject request incorporates the accelerated schedule and funding plan. See the Funding Status Summary, Budget Summary, and Cash Flow Schedule, all attached to this request, for additional details.

The revised timeline could advance delivery of the first of the replacement vehicles by as many as 6 months and shorten the overall delivery window from six and a half years to only five. The chief advantages are providing more reliable service sooner to the public and reducing operations and maintenance costs by retiring older vehicles that cost more to maintain in a good condition. Tradeoffs include financing costs needed to ensure cash is on hand to meet the proposed accelerated schedule and incurring costs due to replacing LRVs prior to the end of the Federal Transit Administration (FTA) established useful life. These costs reduce funds that would be available for other projects, including future vehicle procurements.

The Transportation Authority's approval of the 2019 Prop K 5-Year Prioritization Programs for the Vehicles—Muni and Vehicles—Undesignated categories, in which \$62,767,638 in Prop K funds were programmed to the subject project, was contingent on the following special conditions:

1. SFMTA may not issue notice to proceed on accelerated procurement of the replacement LRVs prior to allocation of additional Prop K funds (up to \$62.7 million) for the LRV replacement project.
  - Status: SFMTA would like to issue notice to proceed on May 31, 2019 for accelerated procurement of the replacement LRVs, and is therefore seeking allocation of Prop K funds in April 2019.
2. As a prerequisite to the Prop K allocation, SFMTA shall present to the SFMTA Board and Transportation Authority Board and CAC the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs, and confirmation that all funds are committed to the project.
  - Status: SFMTA will present the attached Cost-Benefit Analysis: Accelerated Replacement of the SFMTA Light Rail Fleet to the SFMTA Board on April 2, 2019, the Transportation Authority CAC on March 27, 2019, and the Board on April 9, 2019.
3. Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.
  - Status: See Funding Status Summary and memo from SFMTA's Chief Financial Officer, attached.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Light Rail Vehicle Procurement
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### 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)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction	Jul-Aug-Sep	2013		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2014		
Operations				
Open for Use			Oct-Nov-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

### SCHEDULE DETAILS

First replacement LRV will be placed in service in December 2020.  
 Last replacement LRV will be placed in service in December 2025.  
 See attached schedule for more details.

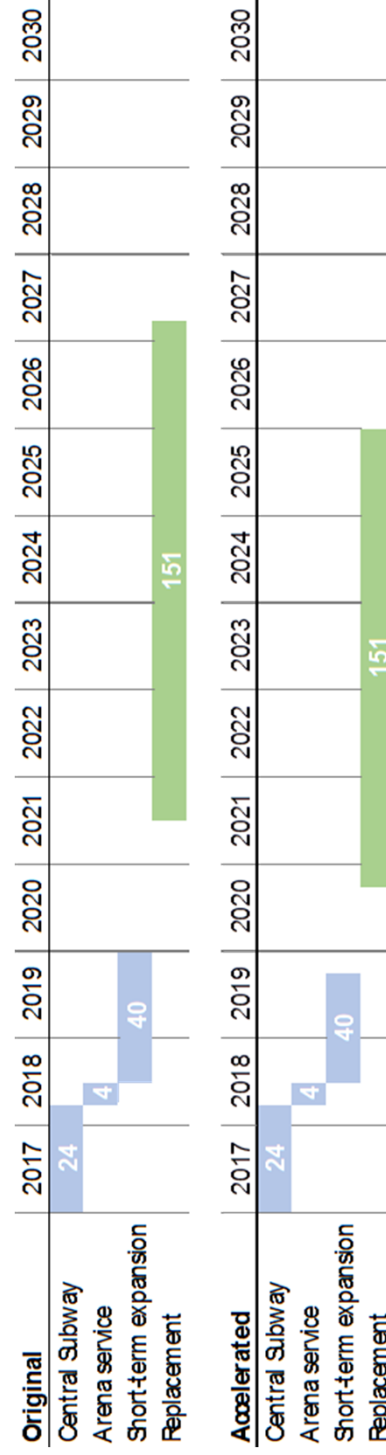
On June 19, 2014, the San Francisco Planning Department determined (Case Number 2014.0929E) that the Procurement of New Light Rail Vehicles is statutorily exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15275(a), which provides an exemption from environmental review for the institution or increase of passenger or commuter service on rail lines already in use.

The Central Subway Final Supplemental Environmental Impact Statement / Supplemental Environmental Impact Report (Central Subway SEIS/SEIR) evaluated the environmental impacts of an increase in passenger rail service associated with the Central Subway project, which some of the Light Rail Vehicles will service. On August 7, 2008, the San Francisco Planning Commission certified the Final SEIR (Case No. 1996.281E).

## Light Rail Vehicle Procurement - Contract Summary and Schedule

Contract Segment	Number of Light Rail Vehicles				Delivery Schedule (Fiscal Years)			Status (12/31/2018)
	Replacement	Expansion	Total	Original	Accelerated			
Base Contract (Prop K funded)	151		151	FY 2021/22 - 2026/27	FYs 2020/21 - 2025/26			None delivered
Base Contract (Prop K funded)		24	24	FY 2016/17	FYs 2017/18 2018/19			Complete
Option I	0	40	40	FY 2018/19 - 2019/20	FY 2018/19			12 delivered
Option II	0	45	45					Not executed
Modification 3 - Design Change Order	NA	NA	0					
Modification 4 - Warriors LRVs	0	4	4	FY 2018/19	FY 2018/19			Complete
Modification 5 - Design & Schedule Change Order (anticipated - not included in the funding plan for the subject request)	NA	NA	NA					
<b>Total</b>	<b>151</b>	<b>113</b>	<b>264</b>					

## Schedule Comparison



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Light Rail Vehicle Procurement
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Vehicles - Undesignated	\$0	\$10,545,950	\$0	\$10,545,950
PROP K: Purchase Additional LRV's	\$0	\$96,661	\$0	\$96,661
PROP K: Vehicles - MUNI	\$0	\$52,125,023	\$0	\$52,125,023
<b>Phases in Current Request Total:</b>	\$0	\$62,767,634	\$0	\$62,767,634

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

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$62,767,634	\$131,153,146	\$193,920,780
TIRCP	\$0	\$26,867,000	\$86,273,000	\$113,140,000
REVENUE BOND	\$0	\$0	\$145,050,650	\$145,050,650
OPERATING FUNDS	\$0	\$0	\$8,000,000	\$8,000,000
MTA CONTROLLED TBD SOURCE (E.G. TSF, PROP B GENERAL FUND)	\$20,459,409	\$0	\$0	\$20,459,409
FTA OTHER	\$0	\$0	\$10,227,539	\$10,227,539
FTA FORMULA	\$0	\$505,765,669	\$0	\$505,765,669
CENTRAL SUBWAY (FTA, PTMISEA)	\$0	\$0	\$16,800,000	\$16,800,000
CCSF - ERAF ALLOCATION TO GENERAL FUND	\$0	\$19,247,904	\$0	\$19,247,904
BATA PROJECT SAVINGS	\$0	\$5,992,652	\$59,118,014	\$65,110,666
AB 664	\$0	\$14,727,570	\$0	\$14,727,570
<b>Funding Plan for Entire Project Total:</b>	\$20,459,409	\$635,368,429	\$456,622,349	\$1,112,450,187



**Light Rail Vehicle Procurement - 151 Replacement and 68 Expansion**  
**Funding Status March 2019**

Fund Source	Amount	Status
<b>Metropolitan Transportation Commission Funds</b>		
FTA 5307/5337 formula funds	\$ 397,329,679	Committed per MTC Resolution 4123, approved 12/18/13
Regional Measure 3/FTA Swap	\$ 108,435,990	See attached letter from Leo Levinson, dated 3/19/2019 stating that these funds are committed to the project. Intent is to use RM3 funds, but if they are not available, then MTC and SFMTA will work together to obtain a Letter of No Prejudice from the FTA, which would allow MTC or SFMTA to finance against future federal funds.
AB 664 Bridge Tolls	\$ 14,727,570	Committed per MTC Resolution 4123, approved 12/18/13
Bay Area Toll Authority (BATA) Project Savings	\$ 65,110,666	Committed per MTC Resolution 4123, approved 12/18/13
<b>MTC Subtotal</b>	<b>\$ 585,603,905</b>	
<b>SFMTA Funds</b>		
Prop K (151 replacement vehicles)	\$ 189,328,294	Committed: \$126,560,654 allocated on 10/21/2014; \$62,767,634 request pending
Prop K (24 expansion vehicles)	\$ 4,592,490	Committed: \$4,592,490 allocated by SFCTA 10/21/2014, fully expended
Revenue Bond	\$ 145,050,650	Committed per SFMTAB approval of SFMTA revenue bond series 2013, 2014 and 2017
TIRCP	\$ 113,140,000	Committed per California Transportation Commission Master Agreement No. 64SFMTAMA
Educational Revenue Augmentation Fund (ERAF)	\$ 19,247,904	Committed per City and County of San Francisco Ordinance 34-19, approved 2/26/19
Central Subway	\$ 16,800,000	Committed/fully expended (\$10.08 million in FTA funds, \$6.72 million in PTMISEA funds)
Other - FTA 5307	\$ 10,227,539	Committed/ fully expended
SFMTA Operating	\$ 8,000,000	Committed/ fully expended
Educational Revenue Augmentation Fund (ERAF) Backfill	\$ 20,459,409	See attached letter from Leo Levinson, dated 3/19/2019, stating that these funds are committed to the project. SFMTA will determine an SFMTA controlled fund source (e.g. Prop B General Fund, MTA Operating) before the SFMTA Board approves the contract modifications to accelerate procurement, anticipated May 2019.
<b>SFMTA Subtotal</b>	<b>\$ 526,846,286</b>	
<b>Total Funding</b>	<b>\$ 1,112,450,192</b>	

## COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$1,112,450,187	\$62,767,634	negotiated contract with vendor+engineer's estimate
Operations	\$0	\$0	
<b>Total:</b>	\$1,112,450,187	\$62,767,634	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	09/30/2014
<b>Expected Useful Life:</b>	25 Years

MAJOR LINE ITEM BUDGET  
Light Rail Vehicle Procurement - 151 Replacement and 68 Expansion

REPLACEMENT VEHICLES (151 LRVS)																						Total
Contract Payment Schedule																						
Project Development Cost Share* (219 LRVS)																						\$ 601,862,505
Project Development Cost Share~ (175 LRVS)																						\$ 37,067,169
Contract Subtotal																						\$ 13,716,415
Other Costs																						\$ 652,646,089
Support Costs (7.5%)*																						\$ 44,429,942
Taxes (8.75%)																						\$ 53,087,836
Contingency (5%)																						\$ 30,641,340
Other Costs Subtotal																						\$ 128,159,118
Cash Need (Grand Total)																						\$ 780,805,207
Cumulative Cash Need																						\$ 780,805,207
Funds Programmed																						\$ 428,164,083
Cumulative Funds in Hand																						\$ (173,698,422)
Net Cash Flow																						\$ 151 LRVS
Tentative LRV Delivery Schedule**																						17
																						36
																						25
																						32
																						17
																						151 LRVS
EXPANSION VEHICLES (68 LRVS)																						Total
Contract Payment Schedule																						
Project Development Cost Share* (219 LRVS)																						\$ 279,001,161
Project Development Cost Share~ (175 LRVS)																						\$ 16,846,892
Contract Subtotal																						\$ 437,425
Other Costs																						\$ 296,285,478
Support Costs (7.5%)*																						\$ 10,212,422
Taxes (8.75%)																						\$ 25,147,085
Contingency (5%)																						\$ -
Other Costs Subtotal																						\$ 35,359,507
Cash Need (Grand Total)																						\$ 331,644,985
Cumulative Cash Need																						\$ 331,644,985
Funds Programmed																						\$ 152,760,029
Cumulative Funds in Hand																						\$ 152,760,029
Net Cash Flow																						\$ (126,241,132)
LRV Delivery Schedule																						68 LRVS
																						40
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\*Positive total net cash flow indicates expected savings due to acceleration

SFMTA LRV Procurement - Funding and Cashflow  
151 Replacement 68 Expansion LRVs - Accelerated Schedule

Expenses	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
68 Expansion	8,290,039	52,955,713	170,916,599	39,143,877	59,764,468	-	670,949	-	-	-	-	331,741,646
151 Replacement	6,568,321	15,696,363	5,633,419	19,905,041	51,691,382	77,963,567	115,457,782	115,960,461	143,705,714	150,969,686	77,156,809	780,708,546
Total	14,858,361	68,652,076	176,550,019	59,048,918	111,455,850	77,963,567	116,128,731	115,960,461	143,705,714	150,969,686	77,156,809	1,112,450,192

Cum. Expenses	14,858,361	83,510,437	260,060,456	319,109,374	430,565,223	508,528,790	624,657,521	740,617,983	884,323,697	1,035,293,382	1,112,450,192	
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Revenues	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
MTC												
FTA Formula	-	-	-	-	-	13,220,000	43,472,599	65,006,111	71,284,403	127,189,756	77,156,809	397,329,679
RM3/FTA Swap	-	-	-	-	-	26,364,387	46,201,050	-	14,162,762	21,707,791	-	108,435,990
Bridge Tolls	-	-	-	59,118,014	20,720,222	-	-	-	-	-	-	79,838,236
Financing	-	-	-	-	-	-	-	-	-	-	-	-
Total MTC	-	-	-	59,118,014	20,720,222	39,584,387	89,673,649	65,006,111	85,447,165	148,897,547	77,156,809	585,603,905

SFMTA												
Prop K (151 replacement vehicles)	-	-	-	-	19,213,993	32,374,181	26,551,743	50,954,350	58,161,888	2,072,139	-	189,328,294
Rev Bond	15,725,564	11,512,539	117,812,547	-	-	-	-	-	-	-	-	145,050,650
CCSF - ERAF	-	-	-	19,247,904	-	-	-	-	-	-	-	19,247,904
Prop K (24 expansion vehicles)	-	3,092,490	1,500,000	-	-	-	-	-	-	-	-	4,592,490
Central Subway	-	-	13,000,000	3,800,000	-	-	-	-	-	-	-	16,800,000
Operating	8,000,000	-	-	-	-	-	-	-	-	-	-	8,000,000
Other - FTA 53307	10,227,539	-	-	-	-	-	-	-	-	-	-	10,227,539
TIRCP	41,181,000	-	45,092,000	26,867,000	-	-	-	-	-	-	-	113,140,000
ERAF Backfill	-	-	-	-	18,876,096	1,583,313	-	-	-	-	-	20,459,409
Total SFMTA	75,134,103	14,605,029	177,404,547	49,914,904	38,090,089	33,957,494	26,455,082	50,954,350	58,258,549	2,072,139	-	526,846,286
Total Funding	75,134,103	14,605,029	177,404,547	109,032,918	58,810,311	73,541,882	116,128,731	115,960,461	143,705,714	150,969,686	77,156,809	1,112,450,192

Cumulative Revenues	75,134,103	89,739,132	267,143,679	376,176,597	434,986,908	508,528,790	624,657,521	740,617,983	884,323,697	1,035,293,382	1,112,450,192	
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Annual Balance	60,275,742	(54,047,047)	854,528	49,984,000	(52,645,539)	(4,421,685)	-	-	-	-	-	-
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Cum. Balance	60,275,742	6,228,695	7,083,223	57,067,223	4,421,685	0	0	0	0	0	0	0
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Unfunded Need	0	0	0	0	0	0	0	0	0	0	0	0
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# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Light Rail Vehicle Procurement
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$62,767,634	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$62,767,634	Total Prop AA Recommended:	\$0

SGA Project Number:	115-910bcd	Name:	Light Rail Vehicle Procurement - EP-15
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2023
Phase:	Warranty	Fundshare:	17.02

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Total
PROP K EP-115	\$0	\$0	\$0	\$96,661	\$0	\$0	\$96,661

#### Deliverables

1. See Deliverable 1 for SGA 117-910xxx.

#### Special Conditions

1. Recommended allocation is contingent on an amendment to the Prop K Strategic Plan to advance the year in which the \$96,661 are programmed in the Purchase Additional Light Rail Vehicles category from FY2019/20 to FY2018/19, and to advance the cash reimbursement schedule from FY2023/24 to FY2021/22, resulting in a negligible (\$12,096) increase in financing costs to the category (from \$842,583 to \$854,679).

2. See Special Condition 2 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc)

3. See Special Condition 3 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc)

4. See Special Condition 4 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc)

#### Notes

1. Funds from the Purchase Additional Light Rail Vehicles (EP-15) category are eligible only for purchase of vehicles for the expansion of SFMTA's transit fleet.

SGA Project Number:	117-910abc			Name:	Light Rail Vehicle Procurement - EP-17M		
Sponsor:				Expiration Date:	12/31/2026		
Phase:	Construction			Fundshare:	17.02		
<b>Cash Flow Distribution Schedule by Fiscal Year</b>							
Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Total
PROP K EP-117M	\$0	\$0	\$0	\$17,183,425	\$0	\$34,941,598	\$52,125,023
<b>Deliverables</b>							
<p>1. Quarterly progress reports shall provide percent complete for the overall project scope, the number of vehicles received, the number of vehicles placed into revenue service, and total expenses incurred (not necessarily invoiced to Prop K) in the previous quarter, in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.</p>							
<b>Special Conditions</b>							
<p>1. Recommended allocation is contingent on a finance cost neutral amendment to the Prop K Strategic Plan to advance the year in which the funds are programmed for allocation from FY2019/20 to FY2018/19, without advancing the cash flow.</p>							
<p>2. SFMTA will participate, along with the Transportation Authority and the Metropolitan Transportation Commission, in quarterly project delivery meetings on scope, schedule, budget, cash flow and funding plan, including assessing the plan for potential financing.</p>							
<p>3. The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 219 LRVs in a state of good repair, including a mid-life overhaul program providing that funding is available to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>							
<p>4. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.</p>							
<b>Notes</b>							
<p>1. Funds from the Vehicles-Muni category (EP-17M) are eligible only for purchase of replacement transit vehicles.</p>							

SGA Project Number:		Name:	Light Rail Vehicle Procurement - EP-17U
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Construction	Fundshare:	17.02

**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-117U	\$0	\$0	\$0	\$0	\$10,545,950	\$10,545,950

**Deliverables**

1. See Deliverable 1 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc)

**Special Conditions**

1. Recommended allocation is contingent on an amendment to the Prop K Strategic Plan to advance the year in which the funds are programmed for allocation from FY2019/20 to FY2018/19, without advancing the cash flow.

2. See Special Condition 2 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc).

3. See Special Condition 3 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc).

4. See Special Condition 4 for Light Rail Vehicle Procurement - EP-17M (SGA 117-910abc).

5. Any project cost savings will be returned to the Vehicles-Undesignated category for future allocation to a project to be determined.

**Notes**

1. Funds from the Vehicles-Undesignated category (EP-17U) are eligible only for purchase of replacement transit vehicles.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	82.57%	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>	Light Rail Vehicle Procurement
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$62,767,634
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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
JM

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Janet Gallegos	Joel C Goldberg
<b>Title:</b>	Project Manager	Grants Procurement Manager
<b>Phone:</b>	(415) 579-9791	(415) 646-2520
<b>Email:</b>	janet.gallegos@sfmta.com	joel.goldberg@sfmta.com



Prop K 2019 Strategic Plan  
Amendment 1 - LRV Procurement

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25
15	Purchase Additional Light Rail Vehicles	\$ 5,677,463	14.84%	Total Programming	\$ 4,694,972	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 842,583	\$ 61,143	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029
				Total	\$ 5,537,554	\$ 61,143	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029
17M	New and Renovated Vehicles-MUNI	\$ 475,009,592	13.03%	Total Programming	\$ 411,420,696	\$ 33,320,938	\$ 56,616,219	\$ 3,304,749	\$ -	\$ -	\$ -
				Finance Costs	\$ 61,883,001	\$ 1,560,806	\$ 4,653,997	\$ 5,087,403	\$ 4,666,520	\$ 7,269,230	\$ 6,386,827
				Total	\$ 473,303,697	\$ 34,881,744	\$ 60,872,488	\$ 8,392,152	\$ 4,666,520	\$ 7,269,230	\$ 6,386,827
17U	New and Renovated Vehicles-Discretionary	\$ 84,832,551	9.06%	Total Programming	\$ 76,990,293	\$ -	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 7,686,090	\$ -	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794
				Total	\$ 84,676,383	\$ -	\$ 10,545,950	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794

Current Run

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25
15	Purchase Additional Light Rail Vehicles	\$ 5,677,461	15.05%	Total Programming	\$ 4,694,972	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 854,679	\$ 61,143	\$ 77,490	\$ 74,596	\$ 69,508	\$ 85,448	\$ 73,398
				Total	\$ 5,549,651	\$ 157,804	\$ 77,490	\$ 74,596	\$ 69,508	\$ 85,448	\$ 73,398
17M	New and Renovated Vehicles-MUNI	\$ 475,009,431	13.03%	Total Programming	\$ 411,420,696	\$ 85,445,961	\$ 4,491,196	\$ 3,304,749	\$ -	\$ -	\$ -
				Finance Costs	\$ 61,883,179	\$ 1,560,806	\$ 4,653,997	\$ 5,087,243	\$ 4,665,695	\$ 7,269,381	\$ 6,387,050
				Total	\$ 473,303,874	\$ 87,006,767	\$ 8,747,465	\$ 8,391,992	\$ 4,665,695	\$ 7,269,381	\$ 6,387,050
17U	New and Renovated Vehicles-Discretionary	\$ 84,832,522	9.06%	Total Programming	\$ 76,990,293	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 7,686,365	\$ -	\$ -	\$ -	\$ 154,282	\$ 1,331,326	\$ 1,149,841
				Total	\$ 84,676,658	\$ 10,545,950	\$ -	\$ -	\$ 154,282	\$ 1,331,326	\$ 1,149,841

Change from Prior Run

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25
15	Purchase Additional Light Rail Vehicles	\$ (2)	0.21%	Total Programming	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 12,096	\$ (0)	\$ (0)	\$ 3,685	\$ 3,793	\$ 378	\$ 369
				Total	\$ 12,096	\$ 96,661	\$ (0)	\$ 3,685	\$ 3,793	\$ 378	\$ 369
17M	New and Renovated Vehicles-MUNI	\$ (161)	0.00%	Total Programming	\$ -	\$ 52,125,023	\$ (52,125,023)	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 177	\$ 0	\$ 0	\$ (160)	\$ (825)	\$ 151	\$ 223
				Total	\$ 177	\$ 52,125,023	\$ (52,125,023)	\$ (160)	\$ (825)	\$ 151	\$ 223
17U	New and Renovated Vehicles-Discretionary	\$ (29)	0.00%	Total Programming	\$ -	\$ 10,545,950	\$ (10,545,950)	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 274	\$ -	\$ -	\$ -	\$ (28)	\$ 35	\$ 48
				Total	\$ 274	\$ 10,545,950	\$ (10,545,950)	\$ -	\$ (28)	\$ 35	\$ 48

EP Line Item		Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	
EP No.					
TOTAL STRATEGIC PLAN - Prior Run					
		\$ 2,793,528,781	9.11%	Programming Finance Costs	\$ 2,480,831,072
				Total	\$ 254,528,259
					\$ 2,735,359,332
TOTAL STRATEGIC PLAN - Current Run					
		\$ 2,793,527,918	9.11%	Programming Finance Costs	\$ 2,480,831,072
				Total	\$ 254,540,867
					\$ 2,735,371,929
TOTAL STRATEGIC PLAN - Change					
		\$ (863)	0.0005%	Programming Finance Costs	\$ -
				Total	\$ 12,597
					\$ 12,597

Prop K 2019 Strategic Plan  
Amendment 1 - LRV Procurement

EP No.	EP Line Item	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,937	\$ -	\$ -
		\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,937	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,819,535	\$ 5,271,623	\$ 4,698,264	\$ 4,106,004	\$ 3,517,431	\$ 2,693,935	\$ 1,895,156	\$ -	\$ -
		\$ 5,819,535	\$ 5,271,623	\$ 4,698,264	\$ 4,106,004	\$ 3,517,431	\$ 2,693,935	\$ 1,895,156	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,046,378	\$ 946,412	\$ 844,360	\$ 739,070	\$ 634,884	\$ 489,065	\$ 350,527	\$ -	\$ -
		\$ 1,046,378	\$ 946,412	\$ 844,360	\$ 739,070	\$ 634,884	\$ 489,065	\$ 350,527	\$ -	\$ -

Current Run

EP No.	EP Line Item	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 66,328	\$ 59,432	\$ 52,329	\$ 44,901	\$ 37,195	\$ 26,446	\$ 13,920	\$ -	\$ -
		\$ 66,328	\$ 59,432	\$ 52,329	\$ 44,901	\$ 37,195	\$ 26,446	\$ 13,920	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,819,755	\$ 5,271,778	\$ 4,698,414	\$ 4,106,145	\$ 3,517,556	\$ 2,693,969	\$ 1,895,121	\$ -	\$ -
		\$ 5,819,755	\$ 5,271,778	\$ 4,698,414	\$ 4,106,145	\$ 3,517,556	\$ 2,693,969	\$ 1,895,121	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,046,425	\$ 946,448	\$ 844,396	\$ 739,105	\$ 634,917	\$ 489,084	\$ 350,540	\$ -	\$ -
		\$ 1,046,425	\$ 946,448	\$ 844,396	\$ 739,105	\$ 634,917	\$ 489,084	\$ 350,540	\$ -	\$ -

Change from Prior Run

EP No.	EP Line Item	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 384	\$ 405	\$ 433	\$ 472	\$ 547	\$ 648	\$ 983	\$ -	\$ -
		\$ 384	\$ 405	\$ 433	\$ 472	\$ 547	\$ 648	\$ 983	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 219	\$ 155	\$ 149	\$ 141	\$ 125	\$ 34	\$ (35)	\$ -	\$ -
		\$ 219	\$ 155	\$ 149	\$ 141	\$ 125	\$ 34	\$ (35)	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 47	\$ 36	\$ 35	\$ 35	\$ 33	\$ 19	\$ 13	\$ -	\$ -
		\$ 47	\$ 36	\$ 35	\$ 35	\$ 33	\$ 19	\$ 13	\$ -	\$ -

## Cost-Benefit Analysis: Accelerated Replacement of the SFMTA Light Rail Fleet

Updated March 2019

### BACKGROUND

In 2012, the San Francisco Municipal Transportation Agency (SFMTA) broke ground on the first major subway system expansion in decades. The Central Subway project connects the existing T-Third light rail line to a new subway tunnel at 4<sup>th</sup> & King and will bring subway service to three new subway stations: Yerba Buena/Moscone Center, Union Square, and Chinatown. To support the increased service demand for the Central Subway project as well as system-wide growth along the Mission Bay corridor, we selected Siemens Mobility to provide 24 expansion vehicles and to provide a critically-needed replacement fleet of 151 existing vehicles, which will reach the end of their useful life beginning in 2021. The SFMTA has since optioned an additional 40 expansion vehicles to support increased ridership along the T-Third corridor and purchased an additional 4 cars funded out of the Mission Bay Transportation Improvement Fund to better serve the new Chase Event Center. This represents a total of 68 expansion cars, the last of which is expected to enter revenue service by summer 2019, six months ahead of the anticipated opening of the Central Subway tunnel.

In selecting Siemens Mobility, we exceeded all our procurement objectives. Central to this procurement was the need to integrate lessons learned from prior procurements and make improvements on deficiencies on our existing fleet. We utilized a performance-based specification that allowed car builders to provide proven designs that addressed our concerns. Siemens has a long and solid history of producing and delivering quality cars on time, and went above and beyond in numerous categories:

- The vehicles are being manufactured locally at the Sacramento, California plant, providing local reinvestment of public resources.
- The anticipated 30-year life span exceeds the 25 year expectation of the Federal Transit Administration (FTA).
- The vehicles' predicted reliability metrics will exceed the specifications of the RFP.
- Siemens provided the opportunity for faster delivery—which they have met.

This was all accomplished at a very competitive price: their bid was nearly 20% below the engineer's estimate and the next-most-competitive bidder.

The SFMTA pursued a very aggressive manufacturing and delivery schedule: the SFMTA issued Notice to Proceed on September 30, 2014. The first vehicle was delivered in January 2017 and entered service in November 2017. To support this effort, the SFMTA created an Acceptance Team comprised of knowledgeable operations, engineering, and maintenance staff. This team spent the majority of 2017 working to ensure the smooth acceptance and safety certification of this new fleet. This involved developing and implementing an operator training program, surveying the existing right of way and making modifications to the dynamic envelope where required, ensuring the vehicles communicated with our existing train control systems, and configuring and implementing a new on-board passenger information system. The SFMTA obtained California Public Utilities



Commission (CPUC) safety certification approval on the first application—something peer agencies have failed to achieve.

## PROGRESS TO DATE

Since entering revenue service, the public support for this new fleet, often referred to as “LRV4,” has only grown. The car body features wider gangways with increased space for wheelchairs and strollers. The side-running seating has expanded the space available for all riders, reducing rush hour crowding. The on-board signage provides new color displays with improved wayfinding and system-wide visual and auditory stop announcements. The cars are lighter than their predecessors and quietly move through the city’s neighborhoods. The vehicles are designed for up to four-car consists, permitting an increased flexibility for future fleet deployment. Most importantly for operations are the improved crashworthy design, which meets updated safety standards, and the improved reliability and maintenance program. The fleet will be far more reliable and far easier to maintain than the legacy Breda (also referred to as LRV2 and/or LRV3) fleet. The time and energy spent incorporating lessons learned into the vehicle specifications have ultimately paid off. Siemens Mobility has been a collaborative partner: we’re able to receive and incorporate feedback on an iterative basis.

In January 2019, the SFMTA performed a Passenger Satisfaction Survey and hosted two focus groups to gather feedback on the public satisfaction with the new Siemens vehicles. The vast majority of riders surveyed—two-thirds—are satisfied with the vehicles, with less than a quarter reporting overall dissatisfaction. The improvements made to the interior vehicle design, which were based on a previous 2014 survey of riders, all resulted in positive marks. Passengers agreed that there are plenty of places to stand (87%), the trains are attractive (85%), and the vehicles are easy to enter and exit (83%). There were areas for improvement as well: based on rider feedback, we are working to improve the interior seating and stanchion design to increase passenger comfort. We are also working to make other less visible mechanical improvements using lessons learned for the next phase of the procurement. The primary feedback we now receive from the public is: Why aren’t there more of these vehicles entering service sooner?

As of the time of writing—March 2019—49 of the total 68 expansion fleet have entered service, with another dozen cars in various stages of delivery, acceptance, and burn-in. Our dedicated Acceptance Team has become familiar with the vehicles and works collaboratively with Siemens Mobility to address manufacturing issues and ensure the vehicles are in top shape ahead of acceptance. Developing this process took substantial time and energy and has produced an expert staff on both the Siemens Mobility and the SFMTA sides.

## MOTIVATION

Over recent years, the volume of revenue miles for the Muni light rail operation has grown significantly. The number of annual miles travelled by the legacy Breda fleet has increased by over 20% in the last five years alone. This increased service has strained performance of the Muni rail fleet, especially as the Breda fleet enter their last years of life. At present, vehicle mechanical failures account for more than 50% of all subway delay time. Considering the diminishing reliability and increasing costs of continuing to operate the Breda fleet, we decided to assess the benefits derived by the early retirement of the Breda fleet. We reviewed the projected costs associated with the continued operation of the Breda fleet through the end of their 25-year life. We have a unique opportunity to replace this aging fleet early to save both staff time and Agency funds while simultaneously improving the



passenger experience through improved reliability and upgraded facilities. While not all costs or benefits can be easily monetized, we have summarized our areas of examination below.

Working collaboratively with Siemens Mobility, we have developed an updated replacement schedule proposal that maximizes resources and benefits. This timeline both accelerates the delivery of the first replacement vehicle by as many as 6 months and compresses the delivery window from six and a half years to five. This change would continue the current expansion fleet delivery pace Siemens Mobility has successfully accelerated of approximately two vehicles per month through 2023, at which point Siemens would increase the delivery pace to three vehicles per month through the end of the replacement vehicle phase.

Figure 1: Original vs. Accelerated Replacement Schedule

Original	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Central Subway	24													
Arena service		4												
Short-term expansion			40											
Replacement							151							
Accelerated	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Central Subway	24													
Arena service		4												
Short-term expansion			40											
Replacement							151							

## BENEFITS

There are several benefits that can be derived from the acceleration of the Siemens contract and the early retirement of the Breda fleet. The benefits examined are:

1. Direct financial:
  - a. Reduction in contract escalation costs
  - b. Deferred costs for the current Breda fleet that could be put to more beneficial use
2. Indirect financial: improved efficiencies resulting in staff time and Agency resource savings
3. Operational efficiencies: improved operations outcomes from less complex service and maintenance environment

### Direct financial

#### Escalation

Large long-term contracts typically encounter variability due to cost escalation over time. However, the light rail vehicle (LRV) procurement is largely insulated from variable cost escalation due to the structure of the contract. The Base contract calls for the purchase of 24 LRVs (Phase I) and the subsequent replacement of 151 LRVs (Phase II). The escalation rate for the purchase price of the vehicles is outlined in the contract, and is enacted only once at the execution of Phase II. Once this vehicle price is negotiated according to the terms in the contract, there is no further cost escalation in contract payments. Because the contract payments account for approximately 85% of Phase II project expenditures, costs will remain very stable regardless of the final delivery pace. An earlier execution of replacement will result in a slightly lower per-vehicle price as the price index has



increased during the last two quarters and is expected to continue to increase. However, there is no substantial benefit or dis-benefit to the overall project cost by controlling escalation costs through an accelerated schedule.

#### *Deferred heavy overhauls*

Over the next few years, the Agency will be required to replace several key systems on the Breda vehicles to ensure they continue to operate as needed through the end of their useful lives. Without these major overhauls, the vehicles will experience an increasingly frequent rate of operating failures and result in a reduced quality of service to Muni patrons. The Air Compressors, Propulsion Inverter module (GTO), Truck Overhaul and Train Control System all require heavy overhauls. Preliminary engineering estimates for these system overhauls exceed \$85 million over the next four years.

While this work will be necessary to ensure that equipment can operate safely and last long enough to reach retirement, such expenditures fleetwide are uneconomical as there will be minimal remaining value left when the equipment is finally retired. Unlike the rubber-tire fleet, there is no aftermarket for LRVs, and therefore no opportunity to defray the costs of this investment. Furthermore, parts are becoming increasingly difficult to procure as more and more systems cease to be manufactured. The parts are also becoming increasingly expensive: between 2011 and 2015 the cost of LRV parts doubled. Instead, investing limited capital funds towards the vehicle procurement and acceleration will provide a better return-on-investment through the improved vehicle performance discussed below.

#### **Indirect financial**

The preventive maintenance of the Breda fleet is very labor intensive. In procuring the Siemens fleet, we sought a less labor-intensive maintenance program. In accepting and utilizing our new fleet, we have been able to assess both the reliability predictions as well as the actual time savings associated with fleet replacement. Mean Distance Between Failures (MDBF) is the performance metric used to assess the state of good repair of a transit fleet. It demonstrates the number of miles traveled, on average, by a fleet before it encounters a mechanical failure resulting in delayed service. Our legacy light rail fleet currently has an MDBF of approximately 5,000 miles. The Siemens vehicles are contractually required to average 25,000 between failures—meaning the vehicles could more than travel five times the distance before encountering a failure resulting in a service impact.

The improved design of the Siemens vehicle has also reduced both time and cost of the vehicle maintenance. An example of this is illustrated in the maintenance of the step assembly unit. Doors and steps are the top two causes of vehicle delays in service, and their maintenance is complex: During the quarterly preventive maintenance interval (PMI) on the Breda fleet, mechanics must disassemble multiple components to access the linkage system where they must manually clean and lubricate the gears. This process compounds not only the time required to complete this PMI, but also introduces the possibility of human error during reassembly. The Siemens cars simply require a function check and visual inspections for wear or damage and cleaning as needed. With several other main assemblies following this pattern, the overall time saved for major inspections increase. If we continue to utilize the fleet at a rate of 40,000 miles per year, SFMTA staff can expect to save 182 labor hours per vehicle per year. Between 2021 and 2025, the compounding savings provided by the new Siemens fleet, for preventive maintenance alone, is approximately \$6 million.

#### **Operational efficiencies**

In addition to these financial benefits, there is a real complexity to operating a mixed rail fleet. At present, the SFMTA operates rail service out of the Green Yard near Balboa Park and the Muni Metro East (MME) Yard along the T-Third line in the Dogpatch neighborhood. Procuring and stocking progressively obsolete parts at both locations will become an increasingly difficult challenge. Ensuring mechanics are fully trained across both fleets will prove difficult and will no doubt represent a serious training and staffing challenge, particularly as mechanics experienced in maintaining the Breda fleet retire. While this transition period exists with any new fleet procurement—rail or rubber-tire—the length of time our staff faces this dual fleet maintenance will have dramatic impact on our ability to successfully navigate these challenges.

Under the original contract pace, the first Siemens vehicle entered service in November 2017. Under the original schedule, the last Breda vehicle would be retired in 2027—10 years of operating a mixed fleet. In addition to the continued challenges of locating critical parts, utilizing a dual fleet for a decade will serve as a major operational challenge. All operators must become certified on each unique vehicle type before they can regularly operate the vehicle in service. Continuing to dual-certify operators will lengthen the amount of time each operator must spend in training before they become available for revenue service. Under the accelerated plan, the final Breda would be retired in fall 2025, reducing the mixed operations window by almost two years.

## COSTS

There are several costs associated with the accelerated procurement and early retirement. The costs examined are:

1. Direct financial:
  - a. Contract modification costs
  - b. Financing costs associated with faster procurement
2. Indirect financial:
  - a. Alternative uses of local funds
  - b. Remaining federal interest on Breda fleet

### Direct financial

#### *Contract modification*

We are currently negotiating contract modification costs with Siemens to facilitate the accelerated delivery of the replacement fleet. There are two types of contract modifications currently being considered: 1. Vehicle improvements and 2. Acceleration modifications. During the past 18 months of vehicle operations, SFMTA staff has identified desired alterations to the vehicles that will result in a contract modification ahead of initiating the replacement phase. These improvements primarily address vehicle maintainability and passenger comfort, and will be negotiated with Siemens for additional cost regardless of the pacing of the schedule. There is one cost associated directly with the acceleration timeline: to enable the pacing outlined in this memo, Siemens will need to add production capacity, which requires the retooling of production facilities. We anticipate this will result in a one-time cost of \$20-25M.

#### *Financing costs*

Consolidating the funds required for vehicle replacement on an accelerated timeline requires financing against future local funds. We have worked with the Metropolitan Transportation Commission (MTC) and the San Francisco County Transportation Authority (SFCTA) to develop a funding plan to support the proposed





accelerated schedule. The SFCTA contributions are inclusive of SFCTA's anticipated financing costs and are within the Proposition K Vehicles category's available capacity which was approved by the SFCTA in 2018. Funding this project will largely exhaust the Muni Vehicles category through the end of the local sales tax authorization in 2033. At present, the SFMTA does not expect to need to finance against Federal funds. However, as part of the funding plan, we have included Regional Measure 3 (RM3) Bridge Toll funds; these funds are currently the subject of litigation. In the event that these funds are not available in the required timeframe, or become entirely unavailable, we plan to finance against future federal funds. The estimated cost of this financing is expected to be in the range of \$0-40 million. Financing against future federal funds requires MTC's approval and a Letter of No Prejudice (LONP) from FTA. Based on cash flow projections, financing would be needed starting in 2022. Debt could be issued by either MTC or SFMTA.





## Indirect financial

### *Funding for Future Vehicle Replacements*

Exhausting the Prop K Muni Vehicles category will nearly fully draw down the SFMTA's most reliable source of "matching" local funds for federally-supported fleet procurements. The SFMTA expects to be required to contribute approximately 25% in local funds of the cost of any future revenue vehicle replacement. Between 2019 and 2033, the SFMTA expects to replace the entirety of its rubber-tire fleet—the 30' fleet is currently at the end of its useful life and will be replaced within the next five years. The 40' and 60' Motor and Trolley coach fleets will become eligible for replacement beginning in 2025. The SFMTA will need to identify another large source of local funds ahead of the next major fleet procurement.

### *Federal Interest and Early Retirement*

On February 22, 2019, the SFMTA obtained a waiver from the FTA for the early retirement of the Breda fleet. When a transit service provider retires their revenue fleet ahead of the end of useful life, they must calculate the remaining federal interest for each vehicle (based on the percentage of federal funds that were used to pay for that vehicle and the number length of time remaining in the FTA useful life—25 years for LRVs). In accordance with FTA policies, the remaining federal interest in the Breda vehicles will be invested in a future SFMTA vehicle procurement. This is not a direct payment to the FTA, but instead, SFMTA will account for this remaining federal interest by providing local match in excess of 20 percent to a future vehicle procurement in an amount equal to the remaining federal interest. As the Breda vehicles are retired, we will work collaboratively with the FTA to calculate the specific amount of federal interest remaining—currently estimated at up to \$30 million—and the future procurements to which that will be applied. It is also possible that the remaining federal interest could be applied to the Siemens LRVs, which has local funds in excess of FTA's requirement (\$384 million total local match which is approximately 50 percent of the replacement car procurement cost).

### *Direct costs and savings associated with contract acceleration*

Activity	Estimated Savings (Costs)
Prop K Financing (SFCTA)	(\$24 million)
FTA Financing (MTC/SFMTA)	(\$0-40 million)
Contract Modification	(\$20-25 million)
System Overhauls	\$75 million
Maintenance Costs	\$6 million
<b>TOTAL SAVINGS (COSTS)</b>	<b>\$37-(\$8) million</b>

## SUMMARY

It is quite rare that a transit agency would procure an expansion fleet ahead of a replacement fleet. However, spurred on by the Central Subway timeline, the SFMTA has now initiated, executed, and accepted the majority of the 68 expansion vehicles. With the complex work of design and safety certification behind us, we could choose to execute the replacement portion of the contract immediately and benefit sooner from the improved operations and maintenance that the Siemens fleet offers.



## RECOMMENDATION

The Siemens fleet procurement has been an incredible success story: we successfully executed a performance-based contract to improve on our past experiences operating and maintaining a light rail fleet; the bid price came in far below engineering expectations; Siemens has exceeded original production timelines; and the public has embraced the fleet and wants more of the new vehicles in service.

Facing diminishing performance from our legacy fleet and reviewing the many hard and soft benefits of the early retirement, we strongly believe that the accelerated delivery of the new Siemens fleet is the best choice for our riding public. It allows us to continue to build on a highly successful project and for the public to benefit sooner from this success.

**Light Rail Vehicle Procurement - 151 Replacement and 68 Expansion  
Committed Funds**

<b>Fund Source</b>	<b>Amount</b>	<b>Status</b>
<b>Metropolitan Transportation Commission Funds</b>		
FTA 5307/5337 formula funds	\$ 397,329,679	Committed per MTC Resolution 4123, approved 12/18/13
Regional Measure 3/FTA Swap	\$ 108,435,990	See attached letter from Leo Levinson, dated 3/19/2019 stating that these funds are committed to the project. Intent is to use RM3 funds, but if they are not available, then MTC and SFMTA will work together to obtain a Letter of No Prejudice from the Federal Transit Administration, which would allow MTC or SFMTA to finance against future federal funds.
AB 664 Bridge Tolls	\$ 14,727,570	Committed per MTC Resolution 4123, approved 12/18/13
Bay Area Toll Authority (BATA) Project Savings	\$ 65,110,666	Committed per MTC Resolution 4123, approved 12/18/13
<b>MTC Subtotal</b>	<b>\$ 585,603,905</b>	

**SFMTA Funds**

Prop K (151 replacement vehicles)	\$ 189,328,294	Committed: \$126,560,654 allocated on 10/21/2014; \$62,767,634 request pending
Prop K (24 expansion vehicles)	\$ 4,592,490	Committed: \$4,592,490 allocated by SFCCTA 10/21/2014, fully expended
Revenue Bond	\$ 145,050,650	Committed per SFMTAB approval of SFMTA revenue bond series 2013, 2014 and 2017
TTRCP	\$ 113,140,000	Committed per California Transportation Commission Master Agreement No. 64SFMTAMA
Educational Revenue Augmentation Fund (ERAF)	\$ 19,247,904	Committed per City and County of San Francisco Ordinance 34-19, approved 2/26/19
Central Subway	\$ 16,800,000	Committed/fully expended (\$10.08 million in FTA funds, \$6.72 million in PTMISEA funds)
Other - FTA 5307	\$ 10,227,539	Committed/ fully expended
SFMTA Operating	\$ 8,000,000	Committed/ fully expended
Educational Revenue Augmentation Fund (ERAF) Backfill	\$ 20,459,409	See attached letter from Leo Levinson, dated 3/19/2019, stating that these funds are committed to the project. SFMTA will determine an SFMTA controlled fund source (e.g. Transportation Sustainability Fee, General Fund, MTA Operating) before the SFMTA Board approves the contract modifications to accelerate procurement, anticipated May 2019.
<b>SFMTA Subtotal</b>	<b>\$ 526,846,286</b>	
<b>Total Funding</b>	<b>\$ 1,112,450,192</b>	



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Malcolm Heinicke, Chair  
Gwyneth Borden, Vice Chair  
Cheryl Brinkman, Director  
Amanda Eaken, Director

Lee Hsu, Director  
Cristina Rubke, Director  
Art Torres, Director

Edward D. Reiskin, Director of Transportation

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March 19, 2019

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market St., 22<sup>nd</sup> Floor  
San Francisco, CA 94103

**RE: Light Rail Vehicle Procurement: Allocation Request and Funding Commitment**

Dear Ms. Chang,

On February 5, 2019, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors supported a supplemental appropriation to the SFMTA Capital Budget to fund the acceleration of the purchase of Light Rail Vehicles (LRVs) for the Muni Transit Fleet.

Subsequently on February 25, 2019, the SFMTA submitted an Allocation Request Form (ARF) to the San Francisco County Transportation Authority (SFCTA) to allocate \$62.8 million in Proposition K sales tax dollars for LRVs. As part of the ARF submittal, SFMTA included the full funding plan for the accelerated project of \$1.1 billion including \$20.5 million in planned SFMTA controlled funds.

This letter serves as SFMTA's commitment to fully fund the project, including the \$20.5 million. The source of those funds may include Transit Sustainability Fee revenues, future General Fund SFMTA baseline transfer as a result of extra property tax the City is receiving due to reaching an Educational Revenue Augmentation Fund (ERAF) formula cap, or another source subject to approval of the SFMTA Board of Directors.

Further, the Federal Transit Administration (FTA) formula funds originally anticipated to fund the project may not be available in time to meet the project's cash flow needs. Regional Measure 3 funds are planned to be used to bridge those cash flow gaps, beginning in 2022. In the event Regional Measure 3 funds are not available, financing against federal funds will be required. SFMTA and the Metropolitan Transportation Commission (MTC) have agreed to request a letter of no prejudice against future federal funds in order to allow either MTC or SFMTA to finance against the FTA formula funds.

We look forward to working with the SFCTA and other project partners to deliver this project.

Sincerely,

*Leo Levenson*  
Leo Levenson  
Chief Financial Officer

cc: Jonathan Rewers, Senior Manager, Budget, Financial Planning and Analysis



# Memorandum

**Date:** March 29, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 4/9/2019 Board Meeting: Allocate \$62,767,634 in Prop K Sales Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Light Rail Vehicle Procurement

**RECOMMENDATION**    ☐ Information    ☒ Action

Allocate \$62,767,634 in Prop K funds, with conditions to the San Francisco Municipal Transportation Authority (SFMTA) for Light Rail Vehicle (LRV) Procurement.

**SUMMARY**

SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 new LRVs to replace the existing Breda fleet which is reaching the end of its useful life, as well as filling a funding gap that existed whether the procurement is accelerated or not. In November 2018, as part of the Prop K Strategic Plan and 5-Year Prioritization Program updates, the Transportation Authority programmed \$62,767,634 for the subject project to support the accelerated schedule, subject to three conditions. The conditions include presenting an updated cost benefit analysis of the early retirement of the LRVs, along with an updated funding plan; obtaining allocation of the subject Prop K funds prior to issue the Notice to Proceed to Siemens for the replacement vehicles; and providing evidence of a full funding plan. SFMTA staff will attend the March CAC meeting to present on the cost benefit analysis and to answers any questions. We have worked closely with the SFMTA and the MTC on the request and supporting documentation and are recommending allocation of the funds. Attachment 1 summarizes the request, including the total project cost, requested phase and the amount of funds leveraged by Prop K. Attachment 2 provides a brief description. Attachment 3 contains the staff recommendation, including special conditions.

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

**DISCUSSION**

In November 2018 the Transportation Authority programmed \$62,767,634 in Prop K funds for SFMTA's LRV procurement, subject to the following three conditions:

- (1) SFMTA may not give notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to \$62.7 million);

- (2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs; and
- (3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

The SFMTA would like to give notice to proceed to Siemens in May 2019 to enable the proposed accelerated schedule and therefore, SFMTA staff have requested that the Transportation Authority Board consider allocating the subject Prop K funds in April 2019. SFMTA staff will present their request, including the updated cost benefit analysis of the accelerated procurement to our CAC at its March 27 meeting, to the SFMTA Board on April 2, to the Transportation Authority Board on April 9.

The SFMTA's Cost-Benefit Analysis, attached to the allocation request form, provides insight and transparency into the decision-making process for early retirement of the LRV fleet. The motivation behind the request is the diminishing reliability and increasing costs of continuing to operate the legacy Breda LRV fleet. For example, at present the SFMTA reports that vehicle mechanical failures account for more than 50% of all subway delay time. And, as new Siemens cars are delivered and put into service, SFMTA staff will have to face the challenge of operating and maintaining a mixed fleet (e.g. requiring stocking of parts of both fleets, ensuring mechanics are fully trained across both fleets).

We appreciate SFMTA's consideration of input provided by both MTC and our staff on the updated cost benefit analysis, which addresses both quantifiable and non-quantifiable costs and benefits. The updated analysis concludes that the estimated \$44-\$89 million in potential costs associated with contract acceleration (such as financing costs for Prop K and federal funds if Regional Measure 3 funds are not available when needed, and Siemens contract modification to retool the production facilities) would be offset by the up to \$81 million in potential savings through reduced system overhaul and maintenance costs from early retirement of the Breda LRVs currently in service. The total estimated bottom line is a best case of \$37 million in savings and worst case \$8 million in direct costs with contract acceleration. Even with the estimated worst case scenario, the SFMTA's staff recommendation is to approve the accelerated delivery in light of diminishing performance benefits from the Breda fleet and reviewing both the quantifiable and soft benefits of early retirement.

The attached allocation request form also includes a table showing that all funds are committed to the project, along with a memo from SFMTA's Chief Financial Officer committing the SFMTA to providing \$20.5 million in SFMTA controlled funds that are planned but not yet secured. Potential sources include Transit Sustainability Fee revenues or future General Fund SFMTA baseline transfer revenues. The memo also outlines a commitment by SFMTA and the Metropolitan Transportation Commission to seek financing against future federal transit formula funds as a back-up plan in the event Regional Measure 3 funds are not available.

## **FINANCIAL IMPACT**

The recommended action would allocate \$62,767,634 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached allocation request form.

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 allocation and cash flow amounts that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance a \$96,661 in Prop K funds would be an estimated \$12,096 in additional financing costs, a negligible increase in the portion of available funds spent on financing for the program as a whole, which we consider to be insignificant.

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended action. 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 was briefed on this item at its March 27, 2019 meeting and after discussion of the item and hearing public comment, the CAC approved the item with the following amendment: approval was conditioned on a presentation by SFMTA staff at the next meeting of the CAC on the design changes anticipated to be approved [Contract Modification 5] by the SFMTA Board at its April meeting.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Application Received

Attachment 2 – Project Description

Attachment 3 – Staff Recommendations

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

Attachment 5 – Prop K/AA Allocation Request Form, including:

- Cost-Benefit Analysis: Accelerated Replacement of the SFMTA Light Rail Fleet
- LRV Procurement - Committed Funds
- Memo from Leo Levinson dated March 19, 2019: Light Rail Vehicle Procurement:  
Allocation Request and Funding Commitment



RESOLUTION ALLOCATING \$1,384,671 IN PROP K SALES TAX FUNDS, WITH  
CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$1,384,671 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: Upgrades to Major Arterials, Traffic Calming, Bicycle Circulation/Safety, and Pedestrian Circulation/Safety; 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, Four of the five requests are consistent with the Prop K Strategic Plan and the 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Elk Street at Sussex Street Pedestrian Safety Improvements requires a Strategic Plan policy waiver to allow allocation of construction funds prior to substantial completion of the design phase to prevent loss of Neighborhood Transportation Improvement Program Cycle 1 funds; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,384,671 in Prop K funds, with conditions, for five projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation 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 March 27, 2019 meeting the Citizens Advisory Committee (CAC) was briefed on the subject request and decided to sever the SFMTA's request for planning funds for Fisherman's Wharf/Pier 39 Complete Street Improvements that included as one scope element planning for a potential passenger loading zone that would be frequented by Transportation Network Company (TNC) vehicles, and

WHEREAS, The CAC did not recommend approving the Fisherman's Wharf/Pier 39 Complete Street Improvements request, but did adopt a motion of support to fund the remaining requests as recommended by staff; ; therefore, let it be

RESOLVED, That the Transportation Authority hereby allocates \$1,384,671 in Prop K funds, with conditions, for the five 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 of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the 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 sponsor 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 sponsor 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. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19

Enclosure:

Prop K/Prop AA Allocation Request Forms (5)

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			Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 82,521	\$ 82,521	27%	0%		Planning	1
Prop K	38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$ 175,000	\$ 175,000	51%	0%		Design, Construction	5
Prop K	39	SFMTA	The Embarcadero Enhancements	\$ 550,000	\$ 875,000	28%	37%		Environmental	3, 6
Prop K	39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$ 175,000	\$ 175,000	28%	0%		Planning	3
Prop K	40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$ 402,150	\$ 402,150	25%	0%		Construction	8
TOTAL				\$ 1,384,671	\$ 1,709,671	24%	19%			

Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 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).

<sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)

<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
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$82,521	Develop recommendations and conceptual designs for safety and accessibility improvements for up to 1.5 miles of Fulton Street between Stanyan and La Playa bordering Golden Gate Park, segments of which are located on the High Injury Network. The focus of the project is improving pedestrian and bicycle connections between the Richmond District and Golden Gate Park. The project will build on prior work by the San Francisco Planning Department including the Richmond District Strategy and the Golden Gate Park Edges Study. SFMTA will collect community input in Summer and Fall 2019, and complete conceptual designs of prioritized improvements by March 2020.
38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$175,000	Design and construct crosswalk upgrades at up to four intersections and up to ten speed humps/cushions on Frederick Street (Ashbury to Stanyan) and Clayton Street (Waller to Parnassus). These improvements will increase visibility and improve safety for pedestrians. SFMTA will conduct public outreach from April to October 2019, complete design by December 2019, and complete construction by July 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	The Embarcadero Enhancements	\$550,000	<p>The Embarcadero Enhancements project will improve safety, accessibility and comfort for all travelers on The Embarcadero between North Point and Townsend streets by building a physically-protected bikeway to reduce collisions between bicycles and cars. The project will shorten and enhance pedestrian crossings; introduce turn restrictions to simplify intersections; and adjust traffic signals, center medians, streetcar stops, and curb space allocations. Requested funds will support city staff and consultants to prepare traffic and other technical studies, including an historic resources evaluation, as part of the environmental review and continued outreach processes. The project is expected to receive a Categorical Exemption determination under CEQA after these studies are complete. This request, along with other funding, will advance preliminary engineering (survey and 15% design) for the full project scope. It will also support additional public outreach (e.g., a public open house, ongoing stakeholder engagement) and engineering to prioritize and advance a Phase 1 corridor segment approximately 6 blocks long to 35% design, along with obtaining interdepartmental and legislative approvals. SFMTA expects final environmental determination and completion of 35% design of Phase 1 improvements and 15% design of Phases 2 and 3 by April 2020. The conceptual level cost estimate for construction of the entire project is \$54 million, with the initial segment estimated at \$18 million.</p>
39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$175,000	<p>Plan complete-street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets in conjunction with potential ingress/egress changes to the Pier 39 parking garage that would support a two-way protected bikeway on The Embarcadero (see prior project). Project will potentially also include circulation and curbspace management changes on Beach Street (Mason Street to the Embarcadero), and capital/operational upgrades to the historic streetcar turnaround at Stockton Street. SFMTA expects to complete technical analysis, stakeholder outreach and selection of preferred concept by June 2020.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$402,150	Improve the north pedestrian crossing of Diamond Heights Boulevard at Sussex Street by adding a marked crosswalk, rectangular rapid flashing beacons, and four new curb ramps on three bulbouts, with wider sidewalks for both the north and east crossings. Ancillary improvements include reducing the speed limit north of the intersection, removing nine parking spaces to improve sightlines between drivers and pedestrians, and closing the north and south crossings of Diamond Heights Boulevard at Arbor Street to channel pedestrians to the improved crossing at Sussex Street. SFMTA received environmental clearance on March 19, 2019. Design was at 65% in February 2019 and SFMTA expects to reach 100% by June 2019, and have the project open for use by March 2020.
<b>TOTAL</b>			<b>\$1,384,671</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
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 82,521	
38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$ 175,000	The Transportation Authority is recommending a <b>multi-phase allocation</b> to avoid the loss of District 5 NTIP funds that are available in Fiscal Year 2018/19.  <b>Special Condition:</b> \$135,000 in Prop K funds for construction are placed on <b>reserve</b> to be released by Transportation Authority staff after receipt of the final list of locations and traffic calming measures, as confirmed by the District Supervisor, and an updated construction schedule.
39	SFMTA	The Embarcadero Enhancements	\$ 550,000	
39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$ 175,000	
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$ 402,150	Fulfills <b>intent to allocate</b> \$325,000 in District 8 NTIP funds approved by the Board on November 29, 2016. This request is for \$402,150, however only \$325,000 will come from the District 8 NTIP allotment. The \$77,150 cost increase is due to updated cost estimates based on current market conditions and final scope elements.  <b>Special Condition and Policy Waiver:</b> The recommended allocation requires a Strategic Plan policy waiver to allocate construction funds prior to environmental clearance and substantial completion of the design phase. We are recommending approval to prevent loss of NTIP Cycle 1 funds which need to be allocated by July 1. The recommended \$402,150 in Prop K funds would remain on reserve until the SFMTA provides evidence of environmental clearance (obtained on March 19, 2019) and of final design (anticipated by June 2019) along with an updated cost estimate. If costs increase, SFMTA shall provide an updated funding plan.
<b>TOTAL</b>			<b>\$1,384,671</b>	

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

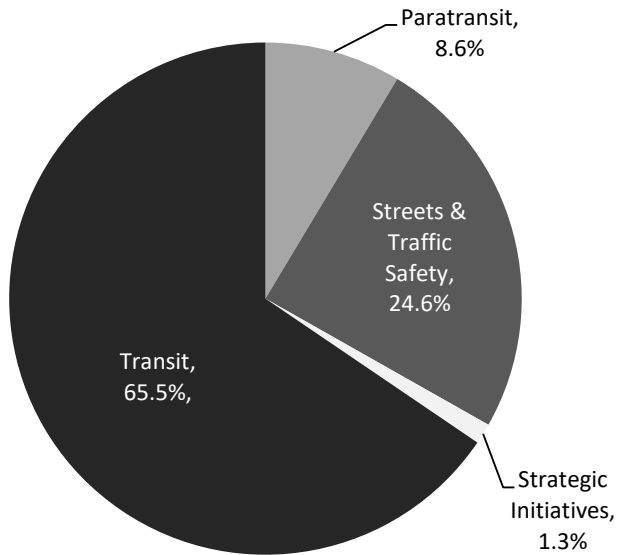


**Attachment 4.**  
**Prop K Allocation Summary - FY 2018/19**

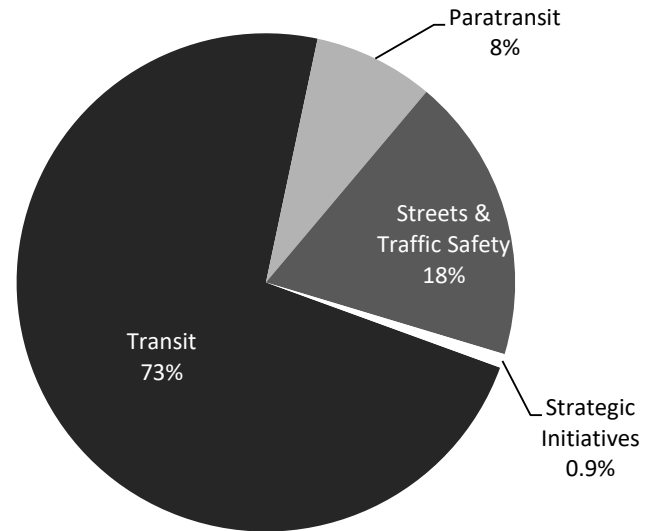
PROP K SALES TAX		60695495	60695495				
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 210,731,604	\$ 94,578,194	\$ 28,224,999	\$19,378,931	\$3,918,112	\$569,063	\$ -
Current Request(s)	\$ 1,384,671	\$ 90,000	\$ 1,209,671	\$ 85,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 212,116,275	\$ 94,668,194	\$ 29,434,670	\$ 19,463,931	\$ 3,918,112	\$ 569,063	\$ -

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:** March 20, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 4/9/2019 Board Meeting: Allocate \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests

**RECOMMENDATION**    ☐ Information    ☒ Action

Allocate \$1,384,671 in Prop K funds to the San Francisco Municipal Transportation Authority (SFMTA) for five requests:

1. Fulton Street Safety [NTIP Capital] (\$82,521)
2. Frederick/ Clayton Traffic Calming [NTIP Capital] (\$175,000)
3. The Embarcadero Enhancements (\$550,000)
4. Fisherman's Wharf/Pier 39 Complete Street Improvements (\$175,000)
5. Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] (\$402,150)

**SUMMARY**

We are presenting five SFMTA requests totaling \$1,384,671 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.

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

**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, funding, deliverables and special conditions.

**FINANCIAL IMPACT**

The recommended action would allocate \$1,384,671 in Prop K funds. The allocations 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 and cash flow amounts that are the subject of this memorandum.

## Agenda Item 6

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 was briefed on this item at its March 27 meeting and severed the request for Fisherman's Wharf/Pier 39 Complete Street Improvements at the request of one CAC member to avoid creating a passenger loading zone that would be frequented by Transportation Network Company (TNC) vehicles. The underlying requests were approved without objection. The severed request was approved by a vote of 6 ayes and 5 nays.

### **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 (5)



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RESOLUTION APPROVING THE SAN FRANCISCO LIFELINE TRANSPORTATION  
PROGRAM CYCLE 1 PROGRAM OF PROJECTS

WHEREAS, In February 2018, the Metropolitan Transportation Commission (MTC) established a transit-focused State Transit Assistance (STA) County Block Grant program, combining revenues that were previously distributed via a regional paratransit program, a northern counties/small transit operators' program, and a regional Lifeline Transportation Program; and

WHEREAS, As the Congestion Management Agency for San Francisco, the Transportation Authority is responsible for administering San Francisco's STA County Block Grant program; and

WHEREAS, In December 2018 through approval of Resolution 19-30, the Transportation Authority approved a STA County Block Grant Framework (Attachment 1) for the Fiscal Year 2018/19 and 2019/20 STA revenues distributing 40% of the funds to the San Francisco Municipal Transportation Agency's (SFMTA's) paratransit program and the remaining 60% of the funds to a new San Francisco Lifeline Transportation Program, modelled after the prior regional program; and

The San Francisco Lifeline Transportation Program is intended to serve Communities of Concern and support projects that improve mobility for low-income residents by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes; and

WHEREAS, STA funds are generated by the sales tax on diesel fuel and annual funding amounts are projections and annual amounts may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of revenues generated; and

WHEREAS, In January 2018, the Transportation Authority released a call for projects for \$4,599,609 for Cycle 1 of the San Francisco Lifeline Transportation Program and subsequently, the State revised its Fiscal Year 2019/20 revenue projections, which resulted in increasing the revenues



available for Cycle 1 by \$358,031 to \$4,957,640; and

WHEREAS, In response to the call for projects, the Transportation Authority received three applications, requesting a total of \$4,606,000 in STA funds, with the projects summarized in Attachment 2, mapped in Attachment 3, and with details on scope, schedule, budget and funding showing in Attachment 4; and

WHEREAS, After ensuring that all three proposed projects were eligible for STA funds, Transportation Authority staff convened an evaluation panel comprised of representatives from AC Transit and the Transportation Authority which evaluated the applications using the prioritization criteria detailed in the STA County Block Grant Framework, giving the highest priority to projects that fund transit service that directly increases mobility for low income persons; and

WHEREAS, The evaluation panel recommended programming a total of \$4,606,000 to each of the three projects in the amount the sponsors had requested: SFMTA's Continuing Late Night Transit Service to Communities in Need project (\$1,609,700), SFMTA's San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (\$396,300), and the Bay Area Rapid Transit's (BART's) Elevator Attendant Initiative (2,600,000), as shown in Attachment 5; and

WHEREAS, Transportation Authority staff recommended leaving the remaining \$351,640 in STA revenues as contingency in case actual revenues come in lower than expected, and if any contingency funds are unused, they would be programmed through Cycle 2 of the San Francisco Lifeline Transportation Program; and

WHEREAS, As a condition of receiving Lifeline Transportation Program funds, project sponsors will be required to provide quarterly progress reports to the Transportation Authority and report on the effectiveness of the projects using the performance metrics detailed in Attachment 6; and

WHEREAS, At its March 27, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously approved a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects which includes the programming of \$4,606,000 in Cycle 1 funds for the SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project, SFMTA's San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods, and BART's Elevator Attendant Initiative and a contingency amount of \$351,640 as shown in Attachments 4 and 5; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the Metropolitan Transportation Commission, other relevant agencies, and interested parties.

Attachments (5):

Attachment 1 – Fiscal Years 2018/19 and 2019/20 STA County Block Grant Program Framework

Attachment 2 – Applications Received

Attachment 3 – Map of Proposed Projects Recommended for Cycle 1 SF LTP

Attachment 4 – Project Summary Sheets

Attachment 5 – Proposed Staff Recommendations



**Attachment 1.**  
**Fiscal Year 2018/19 and 2019/20 State Transit Assistance**  
**County Block Grant Program Framework (as adopted on December 11, 2018)**

Each year, Congestion Management Agencies must notify the Metropolitan Transportation Commission how we intend to use State Transit Assistance (STA) County Block Grant funds. STA is a flexible transit funding program that can be used for a wide range of capital and operating purposes.

**RECOMMENDED SPLIT BETWEEN PARATRANSIT AND OTHER STA ELIGIBLE USES**

For the first two years of the STA County Block Grant, Fiscal Years (FYs) 2018/19 and 2019/20, we recommend distributing San Francisco's share of funds as follows:

- 40% to the SFMTA's paratransit program, and
- 60% to the San Francisco Lifeline Transportation Program (SF LTP) Cycle 1, to be administered by the Transportation Authority.

Because the STA annual funding amounts are projections, annual amounts may be higher or lower when confirmed at the end of each fiscal year following the state's reconciliation of revenues generated. Thus, our framework is based on a percentage of the revenue distribution between SFMTA's paratransit program and the SF LTP Cycle 1 as opposed to a specific dollar amount.

**SF LTP CYCLE 1**

The SF LTP Cycle 1 will support projects that improve mobility for low-income residents by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes.

**Eligibility.**

- Projects must be eligible per STA guidelines as established by the State. Examples of eligible projects include:
  - new, enhanced, or restored transit service, including late-night and weekend services;
  - transit stop or station area enhancements including pedestrian-scale lighting;
  - transit-related aspects of bicycling (e.g. adding bicycle racks to vehicles; providing secure bicycle parking at transit stations);
  - shuttle service;
  - purchase of vehicles or technologies; and
  - various elements of mobility management.
- Only transit operators are eligible recipients of STA funds.
- The SF LTP requires a local match of 10% of the total project cost.



## Project Prioritization.

After projects are screened for eligibility, we will prioritize eligible projects based on the following criteria:

- **Transit Services Directly Benefitting Communities of Concern:** Highest priority will be given to Communities of Concern supportive transit services that directly increase mobility for low income persons (see attached map) since STA is one of the few sources that the Transportation Authority can use to fund transit service. In addition, transit service projects provide an opportunity for a broad geographic distribution of benefits to Communities of Concern.
- **Community-Identified Priority:** Priority will be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan, Muni Service Equity Strategy, or other substantive local planning effort involving focused, inclusive engagement with low-income populations.
- **Project Need:** Projects will be evaluated based on the significance of the unmet transportation need or gap that the proposed project seeks to address and on how well the project will address that need or gap.
- **Implementation Plan and Project Management Capacity:** Priority will be given to projects that are ready to be implemented in the timeframe that the funding is available and have no foreseeable implementation issues that may affect project delivery.
- **Project Budget and Sustainability:** Projects that have secured funding sources for long-term operations and/or maintenance beyond the grant period will be prioritized.
- **Cost-Effectiveness:** Priority will be given to projects where the applicant demonstrates that the project is the most appropriate and cost-effective way in which to address the identified transportation need.
- **Project Sponsor's Priority of Application:** For project sponsors that submit multiple applications, the project sponsor's relative priority for its applications will be taken into consideration.
- **Higher Local Match:** Priority will be given to projects that have identified matching funds that exceed the 10% requirement.
- **Geographic Diversity:** After projects are evaluated based on all of the above criteria, a geographic diversity consideration will be applied to the entire draft recommended list.

**Attachment 2**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Applications Received**

# <sup>1</sup>	Sponsor <sup>2</sup>	Project Name	Project Description	Match % <sup>3</sup>	Match Sources	Total Project Cost	Requested Lifeline Funding
1	BART	Elevator Attendant Initiative	Elevator attendants will continue to operate BART/Muni street and platform elevators at the Civic Center and Powell St. stations during the 21 hour period that the stations are open. Their presence in the elevators is intended to help discourage undesirable behaviors, improve elevator cleanliness and performance, reduce fare evasion, reduce maintenance costs, and improve access and accessibility for customers who rely on these elevators to enter into and exit out of the transit systems. According to BART, more than 100,000 customers use the elevators in the program each month. Requested SF LTP and local match funds from BART and SFMTA would fund the current pilot project for two more years (Fiscal Years 2019/20 - 2020/21).	15%	BART and SFMTA Operating Funds	\$3,048,000	\$2,600,000
2	SFMTA	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods	This pilot project will expand eligibility criteria for Paratransit Plus, a non-ADA paratransit taxi service, to provide same day trips to medical services for low-income patients with mobility needs at the Potrero Hill Health Center and Southeast Health Center (See Attachment 4 map). SFMTA, SF Department of Public Health (SFDPH), and the non-profit Community Living Campaign will hire and train a transportation liaison to provide one-on-one services patients to assess their trip needs for medical related travel and to develop a specialized plan to ensure they have access to transportation options to attend medical services. In addition, the liaison will assist in completing applications for transportation services and conduct follow up with patients. At least 75 participants in the expanded Paratransit Plus program will receive up to \$120 worth of taxi value each month to access medical services at the Potrero Hill Health Center and Southeast Health Center as well as other healthcare services throughout the city. Eligible locations will be geofenced using the debit card technology used by riders and taxis. This three year pilot would cover Fiscal Years 2019/20 - 2021/22. SFDPH and SFMTA will evaluate the pilot to see if it improves access to medical care.	21%	Taxi Revenue and Department of Public Health Funds	\$498,600	\$396,300
3	SFMTA	Continuing Late Night Transit Service to Communities in Need	Project will enable continued owl service on key segments of the 48 Quintara/24th Street (12:00 am to 6:00 am) and 44 O'Shaughnessy (12:30 am to 5:00 am). These routes serve several Communities of Concern and Muni Equity Strategy neighborhoods. Requested SF LTP and local match funds would support two years of service (Fiscal Years 2020/21 to 2021/22).	57.2%	SFMTA Operating funds	\$3,763,158	\$1,609,700
				<b>TOTAL:</b>	<b>\$7,309,758</b>	<b>\$4,606,000</b>	
				<b>Total SF LTP Funds Available:</b>	<b>\$4,957,640</b>		
				<b>Difference<sup>4</sup>:</b>	<b>\$351,640</b>		

<sup>1</sup> Projects are organized in alphabetical order by sponsor, and then by each sponsor's priority.

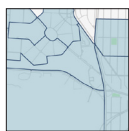
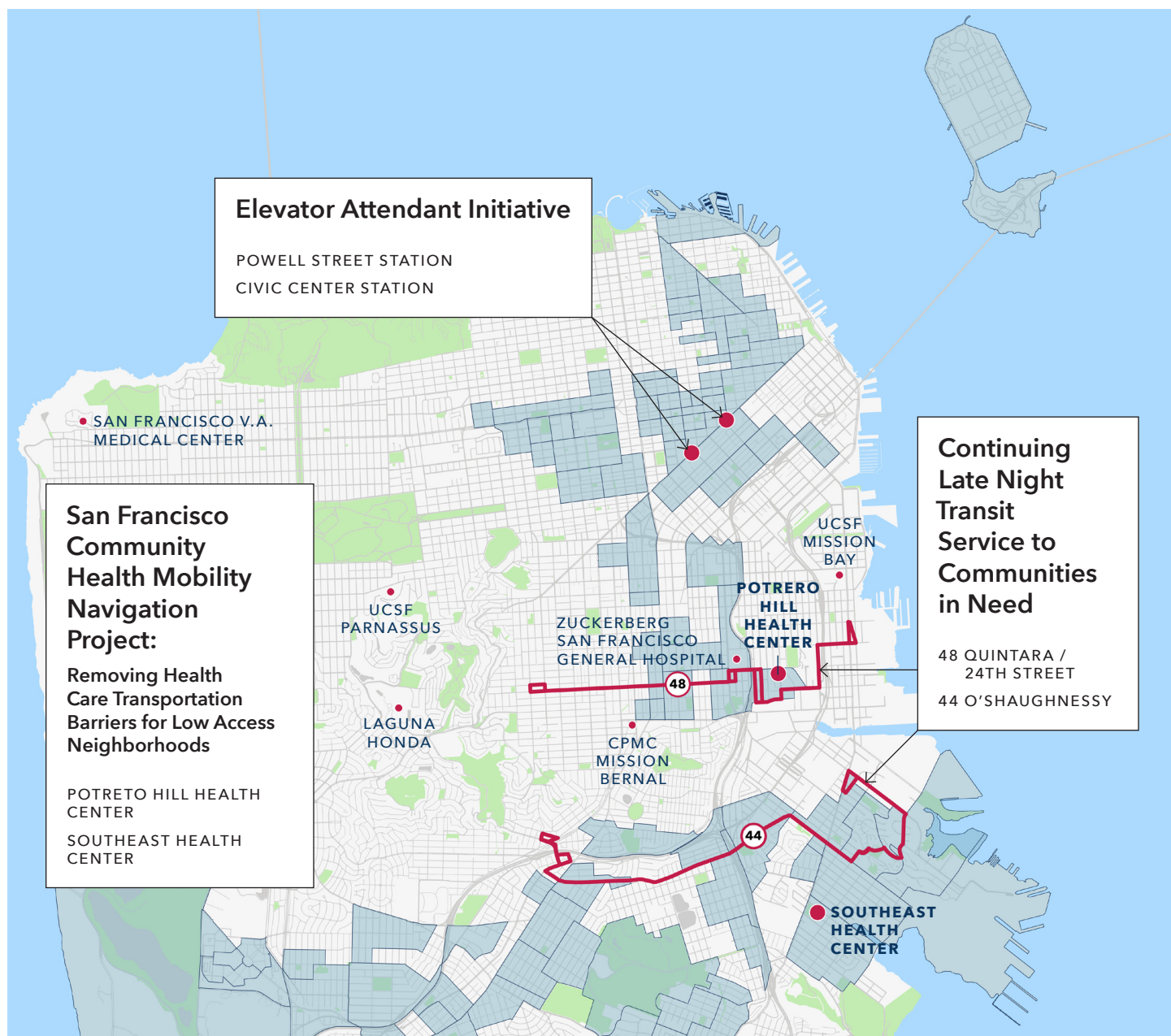
<sup>2</sup> Sponsor acronyms include Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (SFMTA).

<sup>3</sup> Projects are required to have a local match of at least 10%.



# SAN FRANCISCO LIFELINE TRANSPORTATION PROGRAM

## Cycle 1 – Recommended Projects



Blue backgrounds denote  
Communities of Concern (CoCs)

# Continuing Late Night Transit Service to Communities in Need

**Sponsor:** San Francisco Municipal Transportation Agency  
**Recommended SF LTP Cycle 1 Programming:** \$1,609,700  
**Phase:** Transit Service  
**Districts:** 8, 9, 10 and 11

**Scope:**

The San Francisco Municipal Transportation Agency (SFMTA) will continue providing Owl service on key segments of the 44 O’Shaughnessy and 48 Quintara/24th Street Muni lines for two years. The service will maintain late night coverage in the eastern and southeastern part of the city in the Bayview, Visitacion Valley, and Mission neighborhoods, connecting riders with transit and employment hubs in Glen Park and the Mission District and providing a crosstown service between the Mission and Bayview/Hunters Point neighborhoods which have high concentrations of service and industrial employers that operate during late night and early morning hours. These routes currently serve an average of 667 boardings on weeknights, 273 boardings on Saturday nights, and 424 boardings on Sunday nights.

The goals of the project are to be consistent with Muni service coverage standards as well as the Muni Service Equity Policy, which calls for improved transit service to neighborhoods with high numbers of low-income households, persons of color, and persons with disabilities, as well as low vehicle ownership.

Lifeline Transportation Program funds have funded this service since 2015.

Owl Route	Daily Span	First Trip/Last Trip	Frequency
44 O’Shaughnessy	12:30 AM-5:00AM	12:15 AM/4:50 AM	30 mins
48 Quintara 24 <sup>th</sup> Street	12:00 AM-6:00 AM	12:10 AM/ 5:50 AM	30 mins

**Reporting and Performance Metrics:**

As a condition of receiving SF LTP funds, project sponsors will be required to provide quarterly progress reports to the Transportation Authority. SFMTA will report on the effectiveness of the projects with the following performance metrics:

- Service compared to the 30 minute baseline level of service
- Units of service provided (e.g., number of trips, service hours)
- Cost per unit of service (e.g., cost per trip or persons served per month and year)

**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

**Schedule and Cost:**

	Project Cost		
	FY 20/21	FY 21/22	Total
Vehicle Operations	\$1,030,239	\$1,081,749	\$2,111,988
Vehicle Maintenance	\$389,946	\$409,444	\$799,390
Non-Vehicle Maintenance <sup>1</sup>	\$77,414	\$81,285	\$158,699
Administration	\$338,088	\$354,993	\$693,081
<b>Total Cost</b>	<b>\$1,835,687</b>	<b>\$1,927,471</b>	<b>\$3,763,158</b>

**Schedule and Cost by Route:**

	Project Cost		
	FY 20/21	FY 21/22	Total
44 O'Shaughnessy short line service, operating at 30 min frequency	\$1,147,304	\$1,204,669	\$2,351,973
48 Quintara/24th Street short line service, operating at 30 min frequency	\$688,383	\$722,802	\$1,411,185
<b>Total Cost</b>	<b>\$1,835,687</b>	<b>\$1,927,471</b>	<b>\$3,763,158</b>

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
SF LTP Cycle 1	Planned	\$1,609,700	43%
SFMTA Operating Funds	Planned	\$2,153,458	57%
<b>Total Funding</b>		<b>\$3,763,158</b>	

**Letters of Support:** Supervisor Hillary Ronen, District 9; Supervisor Shamann Walton, District 10; Arielle Fleisher, SPUR, Senior Transportation Policy Associate; Rachel Hyden; San Francisco Transit Riders Executive Director

<sup>1</sup> Non-vehicle maintenance includes operational and administrative categories combined into SFMTA's service hour calculations, such as: other salaries and wages, fringe benefits, services, other materials and supplies, and miscellaneous expenses

Attachment 4  
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1  
Summaries of Projects Recommended for Funding

## San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods

**Sponsor:** San Francisco Municipal Transportation Agency

**Recommended SF LTP Cycle 1 Programming:** \$396,300

**Phase:** Operations

**Districts:** citywide

### Scope:

The San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Department of Public Health (SFPDH) and the non-profit, Community Living Campaign, will expand eligibility criteria for Paratransit Plus, a non-ADA paratransit taxi service, to provide taxi trips to medical services for Potrero Hill Health Center (PHHC) and Southeast Health Center (SHC) patients. The pilot project will improve health outcomes by removing spatial and access barriers to transportation for low-income individuals. A transportation liaison will meet with patients to assess trip needs and develop plans to ensure patients have access to transportation options to attend medical services. At least 75 qualifying patients will be enrolled in the Paratransit Plus taxi program and receive up to \$120 worth of taxi value each month to access medical services at the PHHC and SHC in addition to services at other hospitals that are not available through the health clinics, including lab visits and pharmacy trips. Medical service referral locations and a preliminary list of approved pharmacies (attached) will be geofenced using the debit card technology used by riders and taxis. The project will serve approximately 1,000 PHHC and SHC patients a year (about 83 a month).

This pilot project will help address transportation barriers to medical care, and potentially inform future application of such services at other public health centers if successful. The short-term goals are to hire a transportation liaison and increase access to and from medical services. The mid-term goal is to collect and evaluate data quarterly to improve the program. The long-term goals are to expand the mobility management activities and outreach efforts, replicate the program in additional clinics, and for SFMTA to coordinate with SFPDH to develop a sustainable funding source to address transportation in accessing healthcare. SFMTA will expand mobility management activities by engaging and sharing transportation service information with seniors and individuals with disabilities in Communities of Concern.

The following demographic information provides an overview of the patients who receive care at the Potrero Hill Health Center.

### Race/Ethnicity:

- 39% Hispanic
- 25% African American
- 14% White
- 11% Asian
- 6% Other or more than one race
- 5% Decline to state

**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

**Health Insurance:**

- Approximately 80% of PHHC patients have Medi-Cal and/or Medicare
- 15% of patients are covered under Healthy San Francisco as they are not eligible for the Affordable Care Act
- 6% of patients are uninsured

**Income:**

- About 75% of patient population is below 138% of the federal poverty level

The following demographic information provides an overview of the patients who receive care at the Southeast Health Center.

**Race/Ethnicity:**

- 50% African American
- 23% Asian
- 10% Hispanic
- 8% White
- 9% Other or more than one

**Health Insurance**

- Virtually all SHC patients have Medi-Cal or Healthy San Francisco
- Most seniors are dual enrolled with Medicare

**Income**

- About 50% of patients are at or below the poverty line
- More than 80% of patient population is below 138% of the federal poverty level

Eligibility for the two-part program to be funded by SF LTP is described below:

**Part 1: Eligibility for Patients to Receive Counseling from the Transportation Liaison**

PHHC and SHC staff will capture every patient's transit needs during admission and clinic appointments. Clinic staff will refer patients to the transportation liaison for assistance if a patient demonstrates one or more of the following:

- Trouble getting to that day's appointment
- Trouble getting to a follow up appointment
- Trouble getting to a service needed (enrollment location, pharmacy, grocery store)

The transportation liaison will then meet with referred patients in person or over the phone and assist them in understanding their transportation options and enrolling in programs and services. This is vital for patients who may have been unaware of paratransit options, have had difficulty navigating the process on their own, or are ineligible for traditional services and need gap assistance via Paratransit Plus.

**Part 2: Determining which Patients are Eligible for Paratransit Plus 2.0**

Patients eligible for Paratransit Plus under this program will demonstrate the following:

- Patient has already been referred to the transportation liaison by clinic staff for meeting criteria in Part 1 above.

**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

- Patient is ineligible for ADA paratransit.
- Transportation liaison has determined, based on interview, that other non-ADA transportation services/options do not meet health needs or reduce transportation barriers (Free Muni, travel training, etc.) to healthcare. The liaison's assessment will explore:
  - Patient's knowledge of public transit system
  - Frequent healthcare-related origins and destinations and their proximity to public transit
  - Patient's ability to traverse the terrain required to reach frequent and necessary healthcare destinations by public transit
  - Patient's ability to transfer buses/trains required to reach frequent and necessary healthcare destinations by public transit
  - Time a patient must travel to reach frequent and necessary healthcare destinations by public transit. The goal, per California Code of Regulations, is that a patient should not have to travel more than 30 minutes by any mode to reach health care services.

Table 1. Proposed Paratransit Plus Service compared to Existing Paratransit Plus and the SF Paratransit taxi programs:

	<b>Paratransit Plus 2.0 (Proposed SF LTP Community Health Mobility Navigation Project)</b>	Paratransit Plus (Current Program)	SF Paratransit Taxi
Eligibility	<b>Only clients attending services at either PHHC or SHC</b>	Non-ADA eligible individuals who have difficulties with certain types of trips; generally, 85+ years old	ADA eligible individuals
Monthly Allotment	<b>\$120 per month</b>	\$60 per month	\$90-\$330 per month (depending on trip needs)
User Fee	<b>\$6 for every \$30 worth of taxi value</b>	\$6 for every \$30 worth of taxi value	\$6 for every \$30 worth of taxi value
Service Restrictions	<b>May only use the service to attend healthcare services at a list of designated area (trips must either originate or end at these locations)</b>	May use taxi service for any trip	May use taxi service for any trip
Application Process	<b>Must apply through the transportation liaison at either PHHC or SHC</b>	Must have completed the ADA Paratransit process and been denied ADA Paratransit; eligibility subject to eligibility analyst evaluation	Must have completed the ADA Paratransit process and been approved



**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

**Reporting and Performance Metrics:**

As a condition of receiving SF LTP funds, project sponsors will be required to provide quarterly progress reports to the Transportation Authority. SFMTA will report on the effectiveness of the projects with the following performance metrics:

- HIPAA compliant data to track patient-liaison encounters
- New enrollment in Paratransit Plus and other SFMTA services
- Trip data tracked through the SF Paratransit taxi debit card program
- Information on missed appointments, related health care costs, and self-reported health outcomes
- Number of taxi trips completed by clients to and from medical services to demonstrate improved access

The transportation liaison will conduct initial and follow-up assessments to provide an ongoing understanding of transportation barriers to accessing care so SFMTA and SFDPH can improve services during the pilot.

As a part of this project, SFDPH will work with clinic staff and SFMTA to use methods developed with funding from the US Department of Health & Human Services to calculate costs of missed appointments before and after project implementation, as well as patient surveys to assess impacts on health associated with the project implementation.

**Schedule and Cost:**

	Project Cost			
	FY 19/20	FY 20/21	FY 21/22	Total
Transportation Liaison (.75 FTE at \$20/hr + annual trainings)	\$33,200	\$33,200	\$33,200	\$99,600
Paratransit Plus Taxi Allotment	\$108,000	\$108,000	\$108,000	\$324,000
SFDPH Research Analyst	\$25,000	\$25,000	\$25,000	\$75,000
<b>Total Cost</b>	<b>\$166,200</b>	<b>\$166,200</b>	<b>\$166,200</b>	<b>\$498,600</b>

**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
SF LTP Cycle 1	Planned	\$396,300	79.5%
Taxi Revenue	Planned	\$64,800	13%
SFDPH	Planned	\$37,500	7.5%
		<b>Total Funding</b>	<b>\$498,600</b>

**Letters of Support:** Supervisor Shamann Walton, District 10; Angie Miller, MD, San Francisco Department of Public Health, Potrero Hill Health Center Medical Director; Dr. Keith Seidel, San Francisco Department of Public Health, Southeast Health Center Medical Director; Shireen McSpadden, Department on Aging and Adult Services Executive Director; Marie Jobling, Community Living Campaign Executive Director; Roland Wong, Paratransit Coordinating Council Chair.

**San Francisco Community Health Mobility Navigation Project:  
Removing Health Care Transportation Barriers for Low Access Neighborhoods**

**Medical Service Referral Locations**

Name	Location Address	City	State	Zip Code
Zuckerberg San Francisco General Hospital	1001 Potrero Ave	San Francisco	CA	94110
UCSF Mission Bay	1825 4th St	San Francisco	CA	94158
UCSF Parnassus	505 Parnassus Ave	San Francisco	CA	94143
CPMC Mission Bernal	3555 Cesar Chavez	San Francisco	CA	94110
Laguna Honda	375 Laguna Honda Blvd	San Francisco	CA	94116
San Francisco VA Medical Center	4150 Clement St	San Francisco	CA	94121
Potrero Hill Health Center	1050 Wisconsin St	San Francisco	CA	94107
Southeast Health Center	2401 Keith St	San Francisco	CA	94124

**San Francisco Community Health Mobility Navigation Project:  
Removing Health Care Transportation Barriers for Low Access Neighborhoods**

**Preliminary List of Approved Pharmacies**

#	Name	Pharmacy Name/Provider ID	Address	City	State	Zip Code
1	WALGREENS #4570	WALGREENS #4570 - 0500202	3001 TARAVAL ST	San Francisco	CA	94116
2	WALGREENS #2152	WALGREENS #2152 - 0500632	1899 FILLMORE ST	San Francisco	CA	94115
3	WALGREENS #6625	WALGREENS #6625 - 0501569	2141 CHESTNUT STREET	San Francisco	CA	94123
4	WALGREENS #4231	WALGREENS #4231 - 0501571	2690 MISSION	San Francisco	CA	94110
5	WALGREENS #890	WALGREENS #890 - 0501595	135 POWELL	San Francisco	CA	94102
6	WALGREENS #887	WALGREENS #887 - 0502193	1524 POLK STREET	San Francisco	CA	94109
7	CMHS PHARMACY SERVICES	CMHS PHARMACY SERVICES - 0503789	1380 HOWARD ST	San Francisco	CA	94103
8	WALGREENS #2153	WALGREENS #2153 - 0505226	790 VAN NESS AVE	San Francisco	CA	94102
9	WALGREENS #4680	WALGREENS #4680 - 0508171	730 MARKET ST	San Francisco	CA	94102
10	WALGREENS #4492	WALGREENS #4492 - 0508892	33 DRUMM ST	San Francisco	CA	94111
11	WALGREENS #4275	WALGREENS #4275 - 0509616	456 MISSION ST	San Francisco	CA	94105
12	WALGREENS #4609	WALGREENS #4609 - 0511370	1301 MARKET ST	San Francisco	CA	94103
13	WALGREENS #3358	WALGREENS #3358 - 0511647	1301 FRANKLIN STREET	San Francisco	CA	94109
14	WALGREENS #3707	WALGREENS #3707 - 0513881	2100 WEBSTER ST	San Francisco	CA	94115
15	DANIELS PHARMACY	DANIELS PHARMACY - 0514643	943 GENEVA AVE	San Francisco	CA	94112
16	WALGREENS #2521	WALGREENS #2521 - 0514706	300 MONTGOMERY ST	San Francisco	CA	94104
17	WALGREENS #3849	WALGREENS #3849 - 0514782	745 CLEMENT ST	San Francisco	CA	94118
18	SFSU, STUDENT HEALTH SERVICES PHARMACY	SFSU, STUDENT HEALTH SERVICES PHARMACY - 0515188	1600 HOLLOWAY AVE, STUDENT HEALTH SERVICES PHARMACY	San Francisco	CA	94132
19	SAFEWAY PHARMACY #1507	SAFEWAY PHARMACY #1507 - 0515796	2020 MARKET STREET	San Francisco	CA	94114
20	WALGREENS	WALGREENS - 0517613	1344 STOCKTON STREET	San Francisco	CA	94133
21	WALGREENS #4259	WALGREENS #4259 - 0518196	2145 MARKET ST	San Francisco	CA	94114
22	WALGREENS #3185	WALGREENS #3185 - 0518209	825 MARKET STREET	San Francisco	CA	94103
23	WALGREENS #3475	WALGREENS #3475 - 0518235	25 POINT LOBOS AVE	San Francisco	CA	94121
24	WALGREENS #896	WALGREENS #896 - 0518502	3601 CALIFORNIA ST	San Francisco	CA	94118
25	CVS PHARMACY #02708	CVS PHARMACY #02708 - 0519655	445 CASTRO ST	San Francisco	CA	94114
26	VISITACION VALLEY PHARMACY	VISITACION VALLEY PHARMACY - 0524783	100 LELAND AVE	San Francisco	CA	94134
27	GOLDEN GATE PHARMACY	GOLDEN GATE PHARMACY - 0529303	1836 NORIEGA ST	San Francisco	CA	94122
28	SAFEWAY PHARMACY #1711	SAFEWAY PHARMACY #1711 - 0531310	15 MARINA BLVD	San Francisco	CA	94123
29	SAFEWAY PHARMACY #1490	SAFEWAY PHARMACY #1490 - 0533097	2300 16TH ST	San Francisco	CA	94103
30	WELLMANS PHARMACY #2	WELLMANS PHARMACY #2 - 0538807	728 PACIFIC AVE, STE 110	San Francisco	CA	94133
31	FRANKLIN PHARMACY	FRANKLIN PHARMACY - 0539556	1508 FRANKLIN ST	San Francisco	CA	94109
32	WALGREENS #3383	WALGREENS #3383 - 0539695	141 KEARNY STREET	San Francisco	CA	94108
33	WALGREENS #3869	WALGREENS #3869 - 0539758	1750 NORIEGA STREET	San Francisco	CA	94122
34	WALGREENS #4558	WALGREENS #4558 - 0542096	300 GOUGH ST	San Francisco	CA	94102
35	COSTCO PHARMACY	COSTCO PHARMACY - 0543795	450 10TH STREET	San Francisco	CA	94103
36	B AND B PHARMACY	B AND B PHARMACY - 0544014	1727 FILLMORE ST	San Francisco	CA	94115
37	CENTRAL DRUG STORE	CENTRAL DRUG STORE - 0544189	4494 MISSION ST	San Francisco	CA	94112
38	CHINESE HOSPITAL PHARMACY	CHINESE HOSPITAL PHARMACY - 0544204	845 JACKSON ST	San Francisco	CA	94133
39	MISSION NEIGHBORHOOD HEALTH CENTER PHARMACY	MISSION NEIGHBORHOOD HEALTH CENTER PHARMACY - 0544874	240 SHOTWELL ST	San Francisco	CA	94110
40	TORGSYN DISCOUNT PHARMACY	TORGSYN DISCOUNT PHARMACY - 0545775	5614 GEARY BLVD	San Francisco	CA	94121
41	WALGREENS #2866	WALGREENS #2866 - 0546765	1363 DIVISADERO ST	San Francisco	CA	94115
42	SUTTER PROFESSIONAL PHARMACY	SUTTER PROFESSIONAL PHARMACY - 0550815	2300 SUTTER ST, SUITE 101	San Francisco	CA	94115
43	POST DIVISADERO MEDICAL PHARMACY	POST DIVISADERO MEDICAL PHARMACY - 0550853	2299 POST ST, SUITE 109	San Francisco	CA	94115
44	ALTO PHARMACY	ALTO PHARMACY - 0552403	1400 TENNESSEE ST, UNIT 2	San Francisco	CA	94107
45	UCSF AMBULATORY CARE CENTER OUTPATIENT	UCSF AMBULATORY CARE CENTER OUTPATIENT - 0552441	505 PARNASSUS AVE, M39	San Francisco	CA	94143
46	WALGREENS #5487	WALGREENS #5487 - 0552528	5300 3RD ST	San Francisco	CA	94124
47	WALGREENS #3624	WALGREENS #3624 - 0558037	275 SACRAMENTO ST	San Francisco	CA	94111
48	SAFEWAY PHARMACY #0964	SAFEWAY PHARMACY #0964 - 0558241	4950 MISSION ST	San Francisco	CA	94112
49	WALGREENS #6291	WALGREENS #6291 - 0559748	116 NEW MONTGOMERY ST	San Francisco	CA	94105
50	LAGUNA HONDA HOSPITAL PHARMACY	LAGUNA HONDA HOSPITAL PHARMACY - 0561250	375 LAGUNA HONDA BLVD	San Francisco	CA	94116
51	WALGREENS #2705	WALGREENS #2705 - 0567113	2050 IRVING STREET	San Francisco	CA	94122
52	PARNASSUS HEIGHTS PHARMACY	PARNASSUS HEIGHTS PHARMACY - 0567341	350 PARNASSUS AVE, STE 100	San Francisco	CA	94117
53	WALGREENS #3711	WALGREENS #3711 - 0567389	1189 POTRERO AVENUE	San Francisco	CA	94110
54	SAN FRANCISCO GENERAL HOSPITAL PHARMACY	SAN FRANCISCO GENERAL HOSPITAL PHARMACY - 0569511	1001 POTRERO AVE	San Francisco	CA	94110
55	WALGREENS #4318	WALGREENS #4318 - 0572366	4129 18TH ST	San Francisco	CA	94114
56	CLAY MEDICAL PHARMACY	CLAY MEDICAL PHARMACY - 0574942	929 CLAY ST	San Francisco	CA	94108
57	WALGREENS #1241	WALGREENS #1241 - 0576061	1201 TARAVAL ST	San Francisco	CA	94116
58	WALGREENS #1126	WALGREENS #1126 - 0576162	1979 MISSION ST	San Francisco	CA	94103
59	WALGREENS #1120	WALGREENS #1120 - 0576857	4645 MISSION ST	San Francisco	CA	94112
60	WALGREENS #1327	WALGREENS #1327 - 0577481	498 CASTRO STREET	San Francisco	CA	94114
61	SAFEWAY PHARMACY #0995	SAFEWAY PHARMACY #0995 - 0578332	1335 WEBSTER ST	San Francisco	CA	94115
62	WALGREENS #1283	WALGREENS #1283 - 0579776	500 GEARY ST	San Francisco	CA	94102
63	WALGREENS #5599	WALGREENS #5599 - 0579916	2120 POLK ST	San Francisco	CA	94109
64	WALGREENS #1403	WALGREENS #1403 - 0580248	3201 DIVISADERO ST	San Francisco	CA	94123
65	WALGREENS #1393	WALGREENS #1393 - 0581238	1630 OCEAN AVE	San Francisco	CA	94112
66	AHF PHARMACY	AHF PHARMACY - 0581985	4071 18TH ST	San Francisco	CA	94114
67	WALGREENS #1054	WALGREENS #1054 - 0585161	3398 MISSION ST	San Francisco	CA	94110
68	JOES PHARMACY	JOES PHARMACY - 0587002	5199 GEARY BLVD	San Francisco	CA	94118
69	WALGREENS #1626	WALGREENS #1626 - 0587343	2494 SAN BRUNO AVE	San Francisco	CA	94134
70	THOUSAND CRANES PHARMACY	THOUSAND CRANES PHARMACY - 0590566	1832 BUCHANAN ST, SUITE 203	San Francisco	CA	94115

**San Francisco Community Health Mobility Navigation Project:  
Removing Health Care Transportation Barriers for Low Access Neighborhoods**

**Preliminary List of Approved Pharmacies**

71	WELLMANS PHARMACY#1	WELLMANS PHARMACY#1 - 0591316	1053 STOCKTON ST	San Francisco	CA	94108
72	CHARLIE'S PHARMACY	CHARLIE'S PHARMACY - 0591897	1101 FILLMORE ST	San Francisco	CA	94115
73	NORTH EAST MEDICAL SERVICES PHARMACY	NORTH EAST MEDICAL SERVICES PHARMACY - 0592522	1520 STOCKTON ST	San Francisco	CA	94133
74	WALGREENS #2005	WALGREENS #2005 - 0593221	2550 OCEAN AVENUE	San Francisco	CA	94132
75	WALGREENS #2088	WALGREENS #2088 - 0594805	1333 CASTRO STREET	San Francisco	CA	94114
76	WALGREENS #2125	WALGREENS #2125 - 0596099	320 BAY STREET	San Francisco	CA	94133
77	SAFEWAY PHARMACY #0985	SAFEWAY PHARMACY #0985 - 0596467	2350 NORIEGA ST	San Francisco	CA	94122
78	SAFEWAY PHARMACY #0909	SAFEWAY PHARMACY #0909 - 0596823	730 TARAVAL ST	San Francisco	CA	94116
79	WALGREENS #2244	WALGREENS #2244 - 0598055	3801 THIRD ST	San Francisco	CA	94124
80	SAFEWAY PHARMACY #0785	SAFEWAY PHARMACY #0785 - 0598550	850 LA PLAYA ST	San Francisco	CA	94121
81	RELIABLE REXALL SUNSET PHARMACY	RELIABLE REXALL SUNSET PHARMACY - 5600437	801 IRVING ST	San Francisco	CA	94122
82	WALGREENS #6557	WALGREENS #6557 - 5600920	199 PARNASSUS AVE	San Francisco	CA	94117
83	WALGREENS #7043	WALGREENS #7043 - 5601922	459 POWELL ST	San Francisco	CA	94102
84	WALGREENS #1297	WALGREENS #1297 - 5613256	670 4TH ST	San Francisco	CA	94107
85	WALGREENS #7044	WALGREENS #7044 - 5613547	88 SPEAR ST	San Francisco	CA	94105
86	SAFEWAY PHARMACY #2606	SAFEWAY PHARMACY #2606 - 5614044	298 KING STREET	San Francisco	CA	94107
87	WALGREENS #7150	WALGREENS #7150 - 5614753	965 GENEVA AVE	San Francisco	CA	94112
88	WALGREENS #1109	WALGREENS #1109 - 5617709	5260 DIAMOND HEIGHTS BLVD	San Francisco	CA	94131
89	LUCKY PHARMACY	LUCKY PHARMACY - 5625605	1515 SLOAT BLVD	San Francisco	CA	94132
90	LUCKY PHARMACY	LUCKY PHARMACY - 5625631	1750 FULTON ST	San Francisco	CA	94117
91	WALGREENS #11385	WALGREENS #11385 - 5626772	1580 VALENCIA ST	San Francisco	CA	94110
92	SAFEWAY PHARMACY #2646	SAFEWAY PHARMACY #2646 - 5628891	735 7TH AVE	San Francisco	CA	94118
93	CVS PHARMACY #07955	CVS PHARMACY #07955 - 5630492	2025 VAN NESS AVE	San Francisco	CA	94109
94	WALGREENS #10044	WALGREENS #10044 - 5632357	45 CASTRO ST	San Francisco	CA	94114
95	WALGREENS #13666	WALGREENS #13666 - 5633676	1300 BUSH ST	San Francisco	CA	94109
96	WALGREENS #13667	WALGREENS #13667 - 5633688	5280 GEARY BLVD	San Francisco	CA	94118
97	WALGREENS #13668	WALGREENS #13668 - 5633690	1496 MARKET ST	San Francisco	CA	94102
98	WALGREENS #13670	WALGREENS #13670 - 5633715	200 W PORTAL AVE	San Francisco	CA	94127
99	WALGREENS #13583	WALGREENS #13583 - 5634820	901 HYDE ST	San Francisco	CA	94109
100	NEMS-SAN BRUNO PHARMACY	NEMS-SAN BRUNO PHARMACY - 5636139	2574 SAN BRUNO AVENUE	San Francisco	CA	94134
101	WALGREENS #9886	WALGREENS #9886 - 5636571	3400 CESAR CHAVEZ	San Francisco	CA	94110
102	NEMS-NORIEGA PHARMACY	NEMS-NORIEGA PHARMACY - 5637066	1400 NORIEGA ST	San Francisco	CA	94122
103	SCRIPTSITE PHARMACY	SCRIPTSITE PHARMACY - 5638183	870 MARKET ST STE 1028	San Francisco	CA	94102
104	CVS PHARMACY #02852	CVS PHARMACY #02852 - 5639577	731 MARKET ST	San Francisco	CA	94103
105	CVS PHARMACY #04675	CVS PHARMACY #04675 - 5640936	377 32ND AVE	San Francisco	CA	94121
106	CVS PHARMACY #07657	CVS PHARMACY #07657 - 5642916	351 CALIFORNIA ST	San Francisco	CA	94104
107	COMMUNITY, A WALGREENS PHARMACY #15296	COMMUNITY, A WALGREENS PHARMACY #15296 - 5643398	2262 MARKET ST	San Francisco	CA	94114
108	WALGREENS #15127	WALGREENS #15127 - 5643855	1175 COLUMBUS AVE	San Francisco	CA	94133
109	CVS PHARMACY #10035	CVS PHARMACY #10035 - 5644061	581 MARKET ST	San Francisco	CA	94105
110	CVS PHARMACY #17623	CVS PHARMACY #17623 - 5644578	789 MISSION ST	San Francisco	CA	94103
111	CVS PHARMACY #01983	CVS PHARMACY #01983 - 5644770	701 PORTOLA DR	San Francisco	CA	94127
112	CVS PHARMACY #10080	CVS PHARMACY #10080 - 5646192	1059 HYDE ST	San Francisco	CA	94109
113	CVS PHARMACY #04770	CVS PHARMACY #04770 - 5647877	1101 MARKET ST	San Francisco	CA	94103
114	CVS PHARMACY #10188	CVS PHARMACY #10188 - 5647992	499 HAIGHT ST	San Francisco	CA	94117
115	CVS PHARMACY #17625	CVS PHARMACY #17625 - 5648603	2675 GEARY BLVD	San Francisco	CA	94118
116	MISSION WELLNESS PHARMACY	MISSION WELLNESS PHARMACY - 5649059	2424 MISSION ST	San Francisco	CA	94110
117	WALGREENS #15331	WALGREENS #15331 - 5649794	500 PARNASSUS AVE, J LEVEL, ROOM MU-145	San Francisco	CA	94143
118	CVS PHARMACY #10189	CVS PHARMACY #10189 - 5650468	1285 SUTTER ST	San Francisco	CA	94109
119	CVS PHARMACY #17672	CVS PHARMACY #17672 - 5653642	225 BUSH ST. #100	San Francisco	CA	94104
120	CVS PHARMACY #10622	CVS PHARMACY #10622 - 5656268	995 MARKET ST	San Francisco	CA	94103
121	CVS PHARMACY #10330	CVS PHARMACY #10330 - 5656446	3600 GEARY BLVD	San Francisco	CA	94118
122	CVS PHARMACY #17674	CVS PHARMACY #17674 - 5656686	1830 OCEAN AVE	San Francisco	CA	94112
123	CVS PHARMACY #10164	CVS PHARMACY #10164 - 5657866	601 MISSION ST	San Francisco	CA	94105
124	WALGREENS #16373	WALGREENS #16373 - 5658010	550 16TH ST, ROOM 1200	San Francisco	CA	94158
125	NEMS - CLEMENT PHARMACY	NEMS - CLEMENT PHARMACY - 5658995	1019 CLEMENT ST	San Francisco	CA	94118
126	CVS PHARMACY #10368	CVS PHARMACY #10368 - 5659339	400 SUTTER ST	San Francisco	CA	94108
127	MISSION WELLNESS PHARMACY	MISSION WELLNESS PHARMACY - 5662021	350 PARNASSUS AVE STE 505	San Francisco	CA	94117
128	CVS PHARMACY #17709	CVS PHARMACY #17709 - 5663225	233 WINSTON DR	San Francisco	CA	94132
129	CVS PHARMACY #05131	CVS PHARMACY #05131 - 5663869	1900 19TH AVE	San Francisco	CA	94116

Attachment 4  
 San Francisco Lifeline Transportation Program (SF LTP) Cycle 1  
 Summaries of Projects Recommended for Funding

## Elevator Attendant Initiative

**Sponsor:** Bay Area Rapid Transit, with the  
 San Francisco Municipal Transportation Agency

**Recommended SF LTP Cycle 1 Programming:** \$2,600,000

**Recommended Phase:** Operations

**Districts:** 3, 6

### Scope:

The Bay Area Rapid Transit (BART) and the San Francisco Municipal Transportation Agency (SFMTA) and the non-profit Hunters Point Family will continue elevator attendant services during the 21-hour period that the Powell Street and Civic Center stations are open to the public. The 21-hour day is broken up into three seven-hour shifts and a total of approximately 18 attendants and 5 substitutes have been hired to cover these shifts. Two attendants are stationed at the Powell Street station, two at the Civic Center station and one is assigned to “roam” between the two stations. The attendants oversee the operation and cleanliness of each elevator within the stations, providing clean and functioning elevators for BART and SFMTA customers, particularly disabled passengers, seniors, and families with strollers, who cannot use the stairs within the station. Powell Street and Civic Center stations are located in Communities of Concern.

The initial 6-month pilot program began in April 2018 and was extended by BART and the SFMTA through June 2019. The elevators in the program are used by more than 100,000 customers per month. According to BART staff, since the program began there have been zero incidents of needles, urine or feces in the elevators and the public has expressed support for the program. This request for funding would extend the project for an additional two years.

The goals of the Elevator Attendant Initiative are to improve access to fixed route transit, monitor and discourage undesirable activities in the elevator and station area, and provide a safer and cleaner experience for transit users.

The following are objectives related to the project goals:

- Objective 1: Provide elevator service to transit customers
- Objective 2: Improve cleanliness of the Powell Street and Civic Center stations
- Objective 3: Reduce elevator down time at the Powell Street and Civic Center stations

### Reporting and Performance Metrics:

As a condition of receiving SF LTP funds, project sponsors will be required to provide quarterly progress reports to the Transportation Authority. BART and SFMTA will report on the effectiveness of the projects with the following performance metrics:

**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

<b>Performance Metric</b>	<b>Description</b>	<b>Reporting Frequency</b>	<b>Goal</b>
Users Served	Number of users using elevators at each station, including number of disabled users, strollers, luggage, bicycles and carts.	Quarterly	Increase or maintain access to users, particularly disabled users
Biowaste Incidents	Number of incidents, per station, in which BART cleaning staff encounter needles or biowaste in an elevator.	Quarterly	Reduce biowaste incidents
Passenger Cleanliness Rating	Passenger ratings for station cleanliness (1-4 scale), including platform areas and other station areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings
Elevator Availability	Percent of the time station elevators are available for patron use during revenue service periods.	Quarterly	Increase elevator availability

**Schedule and Cost:**

	<b>Project Cost</b>		
	<b>FY 19/20</b>	<b>FY 20/21</b>	<b>Total</b>
Attendant Costs	\$838,000	\$838,000	\$1,676,000
Program Oversight, Weekly Reporting, Workforce Development, Other Grant Activities, Indirect Costs, Contingency	\$686,000	\$686,000	\$1,372,000
<b>Total Cost</b>	<b>\$1,524,000</b>	<b>\$1,524,000</b>	<b>\$3,048,000</b>

Attachment 4  
 San Francisco Lifeline Transportation Program (SF LTP) Cycle 1  
 Summaries of Projects Recommended for Funding

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
SF LTP Cycle 1	Planned	\$2,600,000	85.3%
BART Operating Funds	Planned	\$224,000	7.3%
SFMTA Operating Funds	Planned	\$224,000	7.3%
<b>Total Funding</b>		<b>\$3,048,000</b>	

**Hunters Point Family (HPF) Elevator Attendant Budget:**

Elevator Attendant Initiative: Powell Street & Civic Center Stations	Cost/ Person/ Hour	# Of Staff (FTE)	FY 19/20	FY 20/21	Total Cost (2 Years)
<b>A. Attendants Costs</b>					
Elevator Attendants 1 FTE each (\$16.50/hr)	\$ 16.50	5	\$ 630,630	\$ 630,630	\$ 1,261,260
Payroll taxes and stand in for absence due to illness/PTO			\$ 207,370	\$ 207,370	\$ 414,740
<b>Total:</b>			<b>\$ 838,000</b>	<b>\$ 838,000</b>	<b>\$ 1,676,000</b>
<b>B. Program Oversight, Weekly Reporting, Workforce Development, and other Grant Activities</b>					
HPF Executive Director	\$ 69	0.1	\$ 14,352	\$ 14,352	\$ 28,704
HPF Project Manager	\$ 36	0.25	\$ 18,720	\$ 18,720	\$ 37,440
HPF Lead Supervisor	\$ 30	1	\$ 62,400	\$ 62,400	\$ 124,800
HPF Site Supervisors	\$ 28	3	\$ 174,720	\$ 174,720	\$ 349,440
HPF Admin Asst	\$ 19	0.5	\$ 19,760	\$ 19,760	\$ 39,520
<b>Subtotal</b>			<b>\$ 289,952</b>	<b>\$ 289,952</b>	<b>\$ 579,904</b>
Employee Benefits & Taxes (28%)			\$ 81,187	\$ 81,187	\$ 162,373
<b>Total Personnel:</b>			<b>\$ 371,139</b>	<b>\$ 371,139</b>	<b>\$ 742,277</b>
Other Direct Costs			\$ 25,861	\$ 25,861	\$ 51,722
<b>Total:</b>			<b>\$ 397,000</b>	<b>\$ 397,000</b>	<b>\$ 794,000</b>
<b>TOTAL DIRECT COSTS:</b>			<b>\$ 1,235,000</b>	<b>\$ 1,235,000</b>	<b>\$ 2,470,000</b>
<b>C. Indirect Costs</b>					
Indirect Costs and Contingency			\$ 289,000	\$ 289,000	\$ 578,000
<b>TOTAL DIRECT AND INDIRECT COSTS:</b>			<b>\$ 1,524,000</b>	<b>\$ 1,524,000</b>	<b>\$ 3,048,000</b>



**Attachment 4**  
**San Francisco Lifeline Transportation Program (SF LTP) Cycle 1**  
**Summaries of Projects Recommended for Funding**

**Letters of Support:** Supervisor Aaron Peskin, District 3; Supervisor Matt Haney, District 6; Annette Williams, SFMTA Accessible Services Program; Tracy Everwine, Mid-Market Community Benefit District Executive Director; Tracy Everwine, Civic Center Community Benefit District Executive Director; Randall Glock, BART Accessibility Taskforce Chair; Nicole Bohn, San Francisco Mayor's Office on Disability Director.

Attachment 5  
San Francisco Lifeline Transportation Program (SF LTP) Cycle 1  
Staff Recommendation <sup>1</sup>

Rank <sup>1</sup>	Sponsor Agency <sup>2</sup>	Project Name	Total Project Cost	SF LTP Funds Requested	SF LTP Funds Recommended	District(s)	Notes
1	SFMTA	Continuing Late Night Transit Service to Communities in Need	\$3,763,158	\$1,609,700	\$1,609,700	8, 9, 10, 11	<b>We recommend fully funding this project.</b> This project was the only application for transit service. Lifeline funds from the former regional LTP established late night Muni service on the 44 O'Shaughnessy and the 48 Quintara/24th Street lines and funded the service through June 30, 2019. This grant would continue that service for two additional years. The project serves multiple Communities of Concern and Muni Equity Strategy neighborhoods.
2	SFMTA	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods	\$498,600	\$396,300	\$396,300	citywide	<b>We recommend fully funding this project.</b> The project ranked second because it will address a significant unmet mobility need for low-income San Franciscans who need help with getting transportation to medical services. The project will benefit Communities of Concern, and addresses a gap in healthcare access identified in MTC's Coordinated Public Transit-Human Services Transportation Plan.
3	BART	Elevator Attendant Initiative	\$3,048,000	\$2,600,000	\$2,600,000	3, 6	<b>We recommend fully funding this project.</b> The project ranked third because it does not directly provide transit service that increases mobility for low income persons, which the Transportation Authority identified as the highest priority project type for SF LTP Cycle 1 funds. According to BART, the two stations in the program - Powell and Civic Center - serve a large share of low income riders. Forty percent of riders boarding at these two stations come from a home origin with an annual household income under \$50,000, and more than half are minorities.
<b>Total:</b>			<b>\$7,309,758</b>	<b>\$4,606,000</b>	<b>\$4,606,000</b>		
					<b>Contingency<sup>3</sup></b>		
					<b>Total Recommended + Contingency</b>		
					<b>\$351,640</b>		
					<b>\$4,957,640</b>		

<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest. See Attachment 4 for details.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (SFMTA).

<sup>3</sup> Due to the uncertainty of forecasting State Transit Assistance (STA) revenues, the Transportation Authority will use the contingency funds to backfill the recommended projects if revenues come in lower than projected. Any unused contingency funds will be used for Cycle 2. We anticipate releasing a call for projects for Cycle 2 SF LTP in spring 2020.



# Memorandum

**Date:** March 18, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 04/09/19 Board Meeting: Approval of San Francisco Lifeline Transportation Program Cycle 1 Program of Projects

**RECOMMENDATION**    ☐ Information    ☒ Action

Approve San Francisco Lifeline Transportation Program (SF LTP)  
 Cycle 1 Program of Projects

**SUMMARY**

We are recommending programming \$4,606,000 in SF LTP Cycle 1 funds to three projects, leaving \$351,640 as contingency in case actual LTP revenues come in lower than projected:

Bay Area Rapid Transit District (BART)

- Elevator Attendant Initiative (\$2,600,000)

San Francisco Municipal Transportation Agency (SFMTA)

- Continuing Late Night Transit Service to Communities in Need (\$1,609,700)
- San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (\$396,300)

The SF LTP supports projects that improve mobility for low-income residents by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes. As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for administering the SF LTP and selecting projects to receive these funds, consistent with the Board approved Fiscal Years 2018/19 and 2019/20 State Transit Assistance (STA) County Block Grant Program Framework (Attachment 2). We released a call for projects on January 14, 2019 and received three applications in response. An evaluation panel comprised of Transportation Authority and AC Transit staff evaluated the projects based on the Board adopted prioritization criteria, which gives priority to transit service projects that benefit low-income populations. Brief project descriptions are provided in Attachment 3, a map of the projects is in Attachment 4, and project summaries with more detail on scope, schedule, cost and funding are in Attachment 5.

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

**DISCUSSION****Background.**

In February 2018, the Metropolitan Transportation Commission (MTC) established a transit-focused STA County Block Grant program to be administered by CMAs. MTC used to distribute these funds via a regional paratransit program, a northern counties/small transit operators program, and a regional Lifeline Transportation Program (LTP). MTC provided the CMAs with a portion of the funds from the regional LTP. Attachment 1 shows the projects that the Transportation Authority funded through the prior regional LTP program and their current status (i.e. completed or underway). The new STA County Block Grant program allows each county to determine how best to invest in paratransit, transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the amount that each county would have received in Fiscal Year 2018/19 under the former regional programs. For the first two years of the new block grant program, San Francisco is expected to receive \$8,262,733 based on revised STA revenue projections released by MTC in February 2019.

STA is a flexible transit funding program that can be used for a wide range of transit-related capital and operating purposes. CMAs have flexibility to program funds to a wide variety of project types including: new, enhanced, or restored transit service; transit stop enhancements; shuttle service; and mobility management. Only transit operators are eligible to receive funds.

In December 2018, the Transportation Authority Board approved an STA County Block Grant Framework to distribute 40% of the funds to the SFMTA's paratransit program consistent with what SFMTA would have received under the prior regional paratransit program. The Board approved the remaining 60% for the new SF LTP modelled on the former regional LTP.

**Estimated Available Funds.**

STA funds are generated by the sales tax on diesel fuel. STA annual funding amounts are projections and annual amounts may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of revenues generated.

Since the December 2018 Board meeting, the State has increased its FY 2019/20 STA revenue projections, resulting in an additional \$596,718 for San Francisco, increasing the total amount from \$7,666,015 to \$8,262,733. After applying the Board adopted framework to the additional revenues, this increased the amount of funds available for SF LTP Cycle 1 from \$4,599,609 to \$4,957,640.

Table 1 on the following page compares the revised to the original STA estimate and shows the breakdown of how much is available for SFMTA's paratransit program and the SF LTP.

The Board adopted framework establishes a 10% local match requirements for the SF LTP.

<b>Table 1.</b> <b>Estimated STA County Share Block Grant Funds for San Francisco for Fiscal Years 2018/19 – 2019/20</b>			
	Revised Estimate (February 2019)	Original Estimate (November 2018)	Increase / (Decrease)
STA Revenues (FY 2018/19)	\$3,813,938	\$3,813,938	No change
STA Revenues (FY 2019/20)	\$4,448,795	\$3,852,077	\$596,718
<b>Total STA Funds</b>	<b>\$8,262,733</b>	<b>\$7,666,015</b>	<b>\$596,718</b>
40% - SFMTA Paratransit Program	\$3,305,093	\$3,066,406	\$238,687
60% - SF LTP Cycle 1	\$4,957,640	\$4,599,609	\$358,031

### **Prioritization Process.**

In response to the call for projects for SF LTP funds, we received three project applications, requesting \$4,606,000, which at the time exceeded the original fund estimate by about \$6,000. Attachment 3 provides a brief description of the applications received, Attachment 4 maps the three projects and shows their proximity to San Francisco's Communities of Concern, and Attachment 5 contains project summary sheets with scope, schedule, cost and funding information.

After ensuring that all three proposed projects were eligible for STA funds, we convened an evaluation panel including representatives from AC Transit and the Transportation Authority. The evaluation panel reviewed the applications and scored them according to the Board adopted prioritization criteria. Consistent with the adopted framework, we gave the highest priority to projects that fund transit service that directly increases mobility for low income persons since STA is the only discretionary funding source that the Transportation Authority can use to fund transit service. In addition, transit service projects provide an opportunity for a broad geographic distribution of benefits to Communities of Concern.

The prioritization criteria also gave priority to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan, Muni Service Equity Strategy, or other substantive local planning efforts involving focused, inclusive engagement to low-income populations, as well as other factors such as project readiness, cost-effectiveness, and geographic diversity.

### **Staff Recommendations.**

With the revised STA projections, we have enough revenues to recommend fully funding all three candidate projects, leaving \$351,640 as contingency in case actual LTP revenues come in lower than projected. We will apply any unused contingency funds toward Cycle 2. Our staff recommendation is summarized in Attachment 5, with the projects listed in order of highest to lowest ranked project.

As a condition of receiving LTP funds, project sponsors will be required to provide quarterly progress reports to the Transportation Authority. We are also recommending that sponsors report on the

effectiveness of the projects. We have reviewed the proposed metrics with the project sponsors and they are listed at the end of the project summary for each project in Attachment 5.

**Next Steps.**

After the Transportation Authority approves the SF LTP program of projects, we will submit it to MTC for review and approval, anticipated by June 2019.

**FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's budget associated with the recommended action.

**CAC POSITION**

The CAC considered this item at its March 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – San Francisco Projects Funded Through Regional Lifeline Transportation Program

Attachment 2 – Fiscal Years 2018/19 and 2019/20 STA County Block Grant Program Framework

Attachment 3 – Applications Received

Attachment 4 – Map of Proposed Projects Recommended for Cycle 1 SF LTP

Attachment 5 – Project Summary Sheets

Attachment 6 – Proposed Staff Recommendations

**Attachment 1.**  
**San Francisco Projects Funded Through Regional Lifeline Transportation Program**

Last update: March 2019

Project Sponsor <sup>1</sup>	Project Name	LTP Funding	Total Project Cost	SFCTA Concurrence of Transit Operators' Prop 1B priorities
<b>Cycle 1</b>				
<b>Completed</b>				
SFMTA	Muni Route 29 Service	\$946,222	\$1,182,778	
BVHPF	Bayview Hunters Point Community Transport	\$924,879	\$1,156,879	
SFMTA	Muni Route 109/Treasure Island	\$525,000	\$874,094	
THC	Outreach Initiative for Lifeline Transit Access	\$137,741	\$227,870	
SFMTA	Lifeline Fast Pass Distribution Expansion	\$219,334	\$274,166	
	<i>Cycle 1 Total</i>	<i>\$2,753,176</i>	<i>\$3,715,787</i>	
<b>Cycle 2</b>				
<b>Completed</b>				
SFMTA	Bus Service Restoration Project	\$1,698,272	\$2,309,000	
SFMTA	Route 108 Treasure Island Enhanced Service	\$1,165,712	\$1,708,866	
SFMTA	Persia Triangle Transit Access Improvements Project	\$802,734	\$1,003,418	X
SFMTA	Route 29 Reliability Improvement Project	\$695,711	\$1,672,560	
MOH/SFMTA	Hunters View Revitalization Transit Stop Connection	\$510,160	\$708,176	X
SFMTA	Randolph/Farallones/ Orizaba Transit Access Project	\$480,000	\$599,600	X
BART	Balboa Park Station-Eastside Connections Project	\$1,906,050	\$2,801,050	X
SFMTA	Balboa Park Station-Eastside Connections Project	\$1,083,277	\$1,354,096	X
<b>Work Progressing</b>				
SFMTA	Shopper Shuttle	\$1,560,000	\$1,872,000	
	<i>Cycle 2 Total</i>	<i>\$9,901,916</i>	<i>\$14,028,766</i>	
<b>Cycle 3</b>				
<b>Completed</b>				
SFMTA	Continuation of Bus Restoration	\$2,158,562	\$6,922,000	
SFMTA	Eddy and Ellis Traffic Calming Improvement	\$1,175,104	\$1,691,823	
SFMTA	Route 108 Treasure Island Enhanced Service	\$800,000	\$1,075,677	
SFMTA	Route 29 Reliability Improvement Project	\$800,000	\$4,058,492	
SFMTA	Free Muni for Low Income Youth Pilot (funded through a fund exchange)	\$400,000	\$9,900,000	
<b>Work Progressing</b>				
BART	Station Wayfinding and Bicycle Parking	\$2,143,200	\$2,679,000	X
SFMTA	8X Customer First	\$5,285,000	\$11,637,000	X
SFMTA	14-Mission Customer First	\$5,056,891	\$10,440,000	X
SFMTA	Mission Bay Loop	\$1,482,049	\$6,100,000	X
	<i>Cycle 3 Total</i>	<i>\$19,300,806</i>	<i>\$54,503,992</i>	
<b>Cycle 4</b>				
<b>Completed</b>				
SFMTA	Expanding Late Night Transit Service to Communities in Need	\$4,767,860	\$5,947,861	
<b>Work Progressing</b>				
SFMTA	Van Ness Bus Rapid Transit	\$6,189,054	\$162,072,300	X
BART	Wayfinding Signage and Pit Stop Initiative	\$1,220,233	\$2,525,291	X
SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements	\$375,854	\$477,309	
	<i>Cycle 4 Total</i>	<i>\$12,553,001</i>	<i>\$171,022,761</i>	
<b>Cycle 5</b>				
<b>Work Progressing</b>				
SFMTA	Expanding and Continuing Late Night Transit Service to Communities in Need	\$2,578,270	\$3,775,560	
SFMTA	Wheelchair Accessible Taxi Incentive Program	\$75,000	\$375,000	
SFMTA	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	\$32,462	\$562,500	
	<i>Cycle 5 Total</i>	<i>\$2,685,732</i>	<i>\$4,713,060</i>	
	<b>Grand Total</b>	<b>\$47,194,631</b>	<b>\$247,984,366</b>	

<sup>1</sup>Project sponsor acronyms include the Bay Area Rapid Transit District (BART), Bayview Hunters Point Foundation for Community Improvement (BVHPF), Mayor's Office of Housing (MOH), San Francisco Municipal Transportation Agency (SFMTA), and Tenderloin Housing Clinic (THC).



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RESOLUTION EXERCISING CONTRACT OPTION FOR ON-CALL PROJECT MANAGEMENT OVERSIGHT AND GENERAL ENGINEERING SERVICES IN AN AMOUNT NOT TO EXCEED \$4,000,000, FOR A COMBINED TOTAL CONTRACT AMOUNT NOT TO EXCEED \$10,000,000, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, In its three core roles – to plan, fund and deliver transportation improvements for San Francisco – the Transportation Authority has responsibility for project development, delivery, or delivery support and oversight of a wide range of projects covering all modes of surface transportation; and

WHEREAS, The Transportation Authority also has implementation responsibilities for several major capital projects; and

WHEREAS, On-call project management oversight and general engineering consultant services are intended to augment and complement the Transportation Authority's internal resources by providing specialized expertise, serving as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit; and

WHEREAS, The Transportation Authority is currently contracted with 28 firms on an on-call, task order basis for project management oversight and general engineering services due to the size and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts; and

WHEREAS, On February 28, 2017, through Resolution 17-25, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods,



for on-call project management oversight and general engineering services to 28 firms for a combined amount not to exceed \$6,000,000; and

WHEREAS, The consultant teams have provided assistance to various projects to date and utilized more resources than anticipated in order to bring projects closer to completion; and

WHEREAS, These projects included Yerba Buena Island Ramps, Bridge Structures and Southgate Road Realignment Projects; Project Management Oversight, which covers Caltrain Modernization, Central Subway, Transbay Transit Center, California High Speed Rail, and the Railyard Alternative and Benefits Study; U.S. 101/I-280 Managed Lanes Project; Freeway Corridor Management Study; and Downtown Extension, among others; and

WHEREAS, During Fiscal Year 2019/20, the consultant teams will continue to provide assistance as projects advance forward, in particular the Treasure Island Mobility Management Agency Program, U.S. 101/I-280 Managed Lanes Project, Yerba Buena Island Bridge Structures and Southgate Road Realignment Projects, and the Downtown Extension, among others; and

WHEREAS, The proposed action will add contract capacity of \$4,000,000, to a combined total contract amount not to exceed \$10,000,000, and exercise the first of two options of the initial contract; and

WHEREAS, The proposed Fiscal Year 2018/19 budget amendment includes sufficient funds to accommodate this year's activities, and sufficient funds will be included in future budgets; and

WHEREAS, The proposed contract option will be funded by a combination of federal and state grants, funding from other agencies, and Prop K funds; and

WHEREAS, At its March 27, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to execute contract options

for on-call project management oversight and general engineering services in an amount not to exceed \$4,000,000, for a combined total contract amount not to exceed \$10,000,000; and be it further

RESOLVED, That the Executive Director is authorized to 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 agreement amendments that do not cause the total contract value, as approved herein, to be exceeded and that do not expand the general scope of services.



# Memorandum

**Date:** March 28, 2019  
**To:** Transportation Authority Board  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 04/09/19 Board Meeting: Exercise Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000, for a Combined Total Contract Amount Not to Exceed \$10,000,000

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Execute contract option for on-call project management oversight and general engineering services in an amount not to exceed \$4,000,000, for a combined total contract amount not to exceed \$10,000,000, for the shortlisted firms</li> <li>• Authorize the Executive Director to modify contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></p> <p>We seek to exercise the first contract option with the 28 shortlisted firms for on-call project management oversight and general engineering services. The contract amount proposed is an annual limitation, as the professional support services are provided through contracts where costs are incurred only when the specific services are used. Consistent with the Transportation Authority's Procurement Policy, contracts, including all options therein, are generally limited to a maximum period of five years, after which they are re-bid.</p>	<p><input type="checkbox"/> Fund Allocation  <input type="checkbox"/> Fund Programming  <input type="checkbox"/> Policy/Legislation  <input type="checkbox"/> Plan/Study  <input type="checkbox"/> Capital Project Oversight/Delivery  <input type="checkbox"/> Budget/Finance  <input checked="" type="checkbox"/> Contract/Agreement  <input type="checkbox"/> Other:</p> <hr/>
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## DISCUSSION

### Background.

In its three core roles – to plan, fund and deliver transportation improvements for San Francisco – the Transportation Authority has responsibility for project development, delivery or delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as the Transbay Transit Center and downtown rail extension projects, Caltrain Modernization projects, and many transit, bike, pedestrian and streetscape projects led by the San Francisco Municipal Transportation Agency and others. In addition, the Transportation Authority has implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Interchange Improvement project, I-280/Interchange Modifications at Balboa Park, Vision Zero Ramp Intersections, Treasure Island Mobility Management Agency Infrastructure Projects, and planning and project development of freeway corridor management improvements.

On-call project management oversight and general engineering consultant services are intended to augment and complement the Transportation Authority's internal resources by providing specialized

## Agenda Item 8

expertise, serving as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit. The Transportation Authority has used on-call lists of engineering firms to expedite project delivery and expand the skillset and resources available. In addition to its involvement with the major capital projects listed above, the Transportation Authority oversees all other projects and programs in the Prop K and Prop AA Expenditure Plans; provides oversight and support for the Transportation Fund for Clean Air projects programmed by the Transportation Authority; and in its capacity as Congestion Management Agency, assists project sponsors in meeting timely use of funds by deadlines and delivering projects funded with federal, state or regional funds.

### **Contract Structure.**

The Transportation Authority is currently contracted with 28 firms on an on-call, task order basis for project management oversight and general engineering services due to the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts. The large number of firms contract with was the result of a new procurement technique of unbundling the scope of services and establishing an eligible list of specialty consultants, which allowed smaller firms to submit proposals independently. The 28 firms were pre-qualified in three major categories: 1) Project Management Oversight and Support Services, 2) Project Delivery and Project Controls Support Services, and 3) General Engineering Services. On February 28, 2017, through Resolution 17-25, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call project management oversight and general engineering services to the 28 firms listed in Attachment 1 for a combined amount not to exceed \$6,000,000.

### **Existing and Projected Need.**

The consultant teams have provided assistance to various projects to date and utilized more resources than anticipated in order to bring projects closer to completion. Projects included Yerba Buena Island Ramps, Bridge Structures and Southgate Road Realignment Projects; Project Management Oversight, which covers Caltrain Modernization, Central Subway, Transbay Transit Center, California High Speed Rail, and the Railyard Alternative and Benefits Study; U.S. 101/I-280 Managed Lanes Project; Freeway Corridor Management Study; and Downtown Extension, among others. During Fiscal Year 2019/20, the consultant teams will continue to provide assistance as projects advance forward, in particular the Treasure Island Mobility Management Agency Program, U.S. 101/I-280 Managed Lanes Project, Yerba Buena Island Bridge Structures and Southgate Road Realignment Projects, and the Downtown Extension, among others. The proposed action will add contract capacity and exercise the first of two options of the initial contract.

Attachment 1 provides a summary of the task orders assigned to the consultant firms. The attachment also provides total task orders assigned to Disadvantaged Business Enterprise (DBE), Local Business Enterprise (LBE), and Small Business Enterprise (SBE) certified firms and shows projects and amounts by certified firm. DBE, LBE and/or SBE goals are calculated on an individual task order basis, based on the project's funding sources, specific scope of work and determination of subcontracting opportunities for each assignment of work. Total task orders assigned under this contract to date to DBE firms is \$3,397,885 or 59%, LBE firms is \$1,144,147 or 20%, and SBE firms is \$1,434,654 or 25%.

### **FINANCIAL IMPACT**

The proposed Fiscal Year 2018/19 budget amendment includes sufficient funds to accommodate this year's activities, and sufficient funds will be included in future budgets. The proposed contract option will be funded by a combination of federal and state grants, funding from other agencies, and Prop K funds.

**CAC POSITION**

The CAC was briefed on this item at its March 27, 2019 meeting and adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – On-call Project Management Oversight and General Engineering Task Orders

## Attachment 1

### On-call Project Management Oversight and General Engineering Assigned Task Orders

Prime Consultant <sup>1</sup>	Task Order Description	Subconsultants	Amount to Subconsultants	Total Task Order Amount
<b>Associated Right of Way Services, Inc. (SBE)</b>	19 <sup>th</sup> Avenue Combined City Project			\$55,813
	Lombard Street Corridor			\$6,739
<b>Brierley Associates Corporation</b>	Downtown Extension – Tunnel Options Study	Doctor Mole, Inc.	\$37,233	\$87,657
		Alta Engineering Group, Inc. (DBE, LBE, SBE)	\$5,287	
<b>Fehr &amp; Peers (LBE)</b>	Freeway Corridor Management Study	Emergent Transportation Concepts, LLC (DBE, SBE)	\$72,173	\$145,028
<b>HDR Engineering, Inc. (LBE)</b>	Yerba Buena Island West-Side Bridges	Riedinger Consulting (DBE)	\$22,350	\$300,000
		KL Bartlett Consulting (DBE, SBE)	\$13,200	
<b>HNTB Corporation (LBE)</b>	19 <sup>th</sup> Avenue Combined City Project			\$25,160
	Lombard Street Corridor			\$14,808
	Treasure Island Mobility Management Agency Program – Strategic Advisory Services	FRFS Consulting	\$127,404	\$542,770
		KL Bartlett Consulting (DBE, SBE)	\$46,584	
		Tollpoint LLC (DBE)	\$34,545	
<b>IDS California (DBE)</b>		Arup N. America (LBE)	\$27,300	\$97,460

<sup>1</sup> The following firms are under the on-call transportation project management oversight and general engineering contract but do not have executed task orders to date: AECOM, Biggs Cardosa Associates, Inc., Cardno, Inc., Ernst & Young Infrastructure Advisors, Kimley-Horn, Kittelson & Associates, Inc., McMillen Jacobs Associates, MNS Engineers, Inc. (formerly S&C Engineers, Inc.), Mott MacDonald, Overland, Pacific, & Cutler, Inc., Rajappan & Meyer Consulting Engineers, Inc., Silicon Transportation Consultants, Sperry Capital, Inc., Stantec Consulting Services, Inc., Traffic Technologies Inc.

## Attachment 1

Prime Consultant <sup>1</sup>	Task Order Description	Subconsultants	Amount to Subconsultants	Total Task Order Amount
Parisi Transportation Consulting (SBE)	Downtown Extension Project Delivery Review	Nossaman LLP (LBE)	\$37,500	\$99,908
		Permut Consult	\$4,000	
	District 9 Freeway Study	MSA Design and Consulting (LBE,SBE)	\$10,070	
		David J Powers & Associates, Inc. (DBE)	\$14,390	
		Associated Right of Way Services, Inc. (SBE)	\$4,693	
Parsons Transportation Group (LBE)	Yerba Buena Island/Treasure Island Multiuse Pathway	MGE Engineering, Inc. (DBE,SBE)	\$21,993	\$209,993
		Parikh Consultants (DBE,SBE)	\$13,073	
		David J. Powers & Associates, Inc. (DBE)	\$12,956	
		Eisen   Letunic (DBE)	\$13,986	
Parsons Transportation Group (LBE)	Van Ness Bus Rapid Transit Project			\$27,951
SENER Engineering and Systems, Inc.	Downtown Extension Project Delivery Review			\$35,905
T.Y. Lin International	Downtown Extension – Tunnel Options Study			\$112,159
WMH Corporation (SBE)	US 101/I-280 Managed Lanes Project	Associated Right of Way Services, Inc. (SBE)	\$2,708	\$700,000
		Circlepoint (SBE)	\$73,740	
		Emergent Transportation Concepts, LLC (DBE,SBE)	\$94,350	
		Fehr & Peers (LBE)	\$71,808	



Attachment 1

Prime Consultant¹	Task Order Description	Subconsultants	Amount to Subconsultants	Total Task Order Amount
		Gray-Bowen-Scott (SBE)	\$6,706	
		HNTB Corporation (LBE)	\$17,324	
		MGE Engineering, Inc. (DBE,SBE)	\$15,914	
		Rail Surveyors and Engineers, Inc. (DBE, SBE)	\$37,005	
		WRECO (DBE,SBE)	\$24,229	
WSP USA, Inc. (LBE)	Lombard Crooked Street Reservations and Pricing Study	CHS Consulting Group (DBE,LBE,SBE)	\$19,080	\$137,472
	Downtown Extension Project Delivery Review	McKinsey & Company	\$100,000	\$197,925
Zurinaga Associates (DBE)	Yerba Buena Island Ramps, Bridge Structures and Southgate Road Realignment Projects	KL Bartlett Consulting (DBE,SBE)	\$223,683	\$1,786,594
		PDM Group, Inc. (DBE)	\$1,307,251	
		Pendergast Consulting Group (DBE,SBE)	\$70,655	
		Cole Management & Engineering, Inc.	\$103,128	
	Project Management Oversight	KL Bartlett Consulting (DBE,SBE)	\$31,359	\$1,213,600
	Treasure Island Mobility Management Agency Program - Communications	KL Bartlett Consulting (DBE,SBE)	\$690	\$11,044
		Pendergast Consulting Group (DBE,SBE)	\$9,954	
Total Task Orders Allocated to Subconsultants			\$2,728,321	
Total Task Orders Awarded to Date				\$5,807,986
Total Task Orders Awarded to Disadvantaged Business Enterprise Firms				\$3,397,885

Attachment 1

Prime Consultant <sup>1</sup>	Task Order Description	Subconsultants	Amount to Subconsultants	Total Task Order Amount
	Total Task Orders Awarded Local Business Enterprise Firms			\$1,144,147
	Total Task Orders Awarded to Small Business Enterprise Firms			\$1,434,654
		Total Contract Amount		\$6,000,000

## RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2018/19 BUDGET

WHEREAS, In June 2018, through approval of Resolution 18-61, the Transportation Authority adopted the Fiscal Year (FY) 2018/19 Annual Budget and Work Program; and

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

WHEREAS, Revenue and expenditure revisions are related to sales tax revenue, interest revenue, program revenues, several capital project costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program (TFCA); Vehicle Registration Fee for Transportation Improvements Program (Prop AA), and Treasure Island Mobility Management Agency (TIMMA) Program; and

WHEREAS, Major changes in revenues and expenditures include the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement Project; Downtown Extension; U.S. 101/I-280 Managed Lanes; Prop K San Francisco Municipal Transportation Agency's (SFMTA's) vehicle procurements for motor coaches and trolley coaches; Prop K SFMTA's Van Ness Bus Rapid Transit Project; Prop AA SFMTA's Muni Metro Enhancements Project; Prop AA San Francisco Public Works' Haight Street Resurfacing and Pedestrian Lighting Project and Brannan Street Pavement Renovation Project; TFCA SFMTA's Alternative Fuel Taxicab Incentive Program; TIMMA Program and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2018/19 budget, as shown in Attachment 1; and

WHEREAS, At its March 27, 2019 meeting, the Citizens Advisory Committee considered the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2018/19 budget is hereby amended to increase revenues by \$12,647,789, decrease expenditures by \$46,269,902, and decrease



other financing sources by \$121,000,000, for a total net decrease in fund balance of \$62,082,309, as shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2018/19 Budget Amendment

**San Francisco County Transportation Authority**  
**Attachment 1**  
**Proposed Fiscal Year 2018/19 Budget Amendment**



Proposed Budget Amendment by Fund							Increase/ (Decrease)	Adopted Budget Fiscal Year 2018/19
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2018/19		
<b>Revenues:</b>								
Sales Tax Revenues	\$ 109,655,485	\$ -	\$ -	\$ -	\$ -	\$ 109,655,485	\$ 3,193,849	\$ 106,461,636
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000	-	4,930,000
Interest Income	2,510,000	-	1,500	10,000	-	2,521,500	1,976,222	545,278
Program Revenues	3,409	15,731,345	759,899	-	2,211,605	18,706,258	7,470,803	11,235,455
Other Revenues	51,635	-	-	-	-	51,635	6,915	44,720
<b>Total Revenues</b>	<b>112,220,529</b>	<b>15,731,345</b>	<b>761,399</b>	<b>4,940,000</b>	<b>2,211,605</b>	<b>135,864,878</b>	<b>12,647,789</b>	<b>123,217,089</b>
<b>Expenditures</b>								
Capital Project Costs	153,889,618	14,096,101	647,906	2,331,817	1,450,872	172,416,314	(46,480,280)	218,896,594
Administrative Operating Costs	5,447,016	4,257,232	47,494	238,025	760,733	10,750,500	-	10,750,500
Debt Service	33,622,628	-	-	-	-	33,622,628	210,378	33,412,250
<b>Total Expenditures</b>	<b>192,959,262</b>	<b>18,353,333</b>	<b>695,400</b>	<b>2,569,842</b>	<b>2,211,605</b>	<b>216,789,442</b>	<b>(46,269,902)</b>	<b>263,059,344</b>
<b>Other Financing Sources (Uses):</b>	<b>(2,621,988)</b>	<b>2,621,988</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(121,000,000)</b>	<b>121,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ (83,360,721)</b>	<b>\$ -</b>	<b>\$ 65,999</b>	<b>\$ 2,370,158</b>	<b>\$ -</b>	<b>\$ (80,924,564)</b>	<b>\$ (62,082,309)</b>	<b>\$ (18,842,255)</b>
Budgetary Fund Balance, as of July 1	\$ 139,735,841	\$ -	\$ 548,615	\$ 9,095,341	\$ -	\$ 149,379,797	N/A	\$ 27,035,737
Budgetary Fund Balance, as of June 30	\$ 56,375,120	\$ -	\$ 614,614	\$ 11,465,499	\$ -	\$ 68,455,233	N/A	\$ 8,193,482



# Memorandum

**Date:** March 28, 2019  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 04/09/19 Board Meeting: Proposed Fiscal Year 2018/19 Budget Amendment

**RECOMMENDATION**    ☐ Information    ☒ Action

Amend the adopted Fiscal Year (FY) 2018/19 budget to increase revenues by \$12,647,789, decrease expenditures by \$46,269,902 and decrease other financing sources by \$121,000,000 for a total net decrease in fund balance of \$62,082,309.

**SUMMARY**

Every year we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2018, through Resolution 18-61, the Board adopted the FY 2018/19 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2018/19 Budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2018/19 Budget be amended as shown in Attachment 1. For additional detail see Attachment 2 showing budget line item detail and Attachment 3 for detailed budget explanations by line item.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☒ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:

## DISCUSSION

### Background.

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

### Discussion.

The budget revision reflects an increase of \$12,647,789 in revenues, a decrease of \$46,269,902 in expenditures, and a decrease of \$121,000,000 in other financing sources for a total net decrease of \$62,082,309 in fund balance. These revisions include carryover revenues and expenditures from the prior period. The effect of the amendment on the adopted FY 2018/19 Budget in the aggregate line

## Agenda Item 9

item format specified in the Fiscal Policy is shown in Attachments 1 and 2. The detailed budget explanations by line item are included in Attachment 3.

Revenue and expenditure revisions are related to sales tax revenue, interest revenue, program revenues, several capital project costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program (TFCA); Vehicle Registration Fee for Transportation Improvements Program (Prop AA), and Treasure Island Mobility Management Agency (TIMMA) Program. Major changes in revenue and expenditure line items include the following:

- **Increase in Sales Tax Revenues and Interest Income**
- **New Funding**
  - Interstate 80/Yerba Buena Island Ramps Interchange Improvement Project
  - Downtown Extension
  - U.S. 101/I-280 Managed Lanes
- **Project Delays**
  - Prop K SFMTA's vehicle procurements for motor coaches and trolley coaches
  - Prop K SFMTA's Van Ness Bus Rapid Transit Project
  - Prop AA SFMTA's Muni Metro Enhancements Project
  - Prop AA SFPW's Haight Street Resurfacing and Pedestrian Lighting Project and Brannan Street Pavement Renovation Project
  - TFCA SFMTA's Alternative Fuel Taxicab Incentive Program
  - TIMMA Program

Additionally, other revenues, debt service expenditures and other financing sources need to be updated from the original estimates contained in the adopted FY 2018/19 budget.

### **FINANCIAL IMPACT**

The proposed amendment to the FY 2018/19 budget would increase revenues by \$12,647,789, decrease expenditures by \$46,269,902, and decrease other financing sources by \$121,000,000, for a total net decrease in fund balance of \$62,082,309, as described above.

### **CAC POSITION**

The CAC was briefed on this item at its March 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Proposed Fiscal Year 2018/19 Budget Amendment

Attachment 2 – Proposed Fiscal Year 2018/19 Budget Amendment Line Item Detail

Attachment 3 – Fiscal Year 2018/19 Budget Amendment Explanations



**San Francisco County Transportation Authority**  
**Attachment 2**  
**Proposed Fiscal Year 2018/19 Budget Amendment**  
**Line Item Detail**

	Proposed Budget Amendment by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2018/19
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2018/19		
<b>Revenues:</b>								
Sales Tax Revenues	\$ 109,655,485	\$ -	\$ -	\$ -	\$ -	\$ 109,655,485	\$ 3,193,849	\$ 106,461,636
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000	-	4,930,000
Interest Income	2,510,000	-	1,500	10,000	-	2,521,500	1,976,222	545,278
Program Revenues								
Federal								
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	46,264	46,264	(1,251,596)	1,297,860
BART Travel Incentives Program	-	9,709	-	-	-	9,709	9,709	-
Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	5,542,435	-	-	-	5,542,435	5,542,435	-
Highway Bridge Program - Yerba Buena Island Bridge Structures	-	3,177,360	-	-	-	3,177,360	-	3,177,360
South of Market Freeway Ramp Intersection Safety Improvement Study	-	132,204	-	-	-	132,204	53,277	78,927
Strategic Highway Research Program	-	26,950	-	-	-	26,950	26,950	-
Surface Transportation Program 3% Revenue and Augmentation	3,409	2,649,369	-	-	-	2,652,778	930,917	1,721,861
State								
Planning, Programming & Monitoring SB45 Funds	-	136,944	-	-	-	136,944	136,944	-
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	362,511	-	-	-	362,511	362,511	-
Regional								
BATA - I-80/Yerba Buena Island Interchange Improvement	-	1,938,487	-	-	-	1,938,487	927,102	1,011,385
SF OEWD - South of Cesar Chavez Area Plan	-	110,000	-	-	-	110,000	-	110,000
SF Planning - Hub and Civic Center	-	4,540	-	-	-	4,540	4,540	-
SF Planning - ConnectSF	-	25,000	-	-	-	25,000	25,000	-
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	40,000	40,000	-
SF Planning & SFMTA - Travel Demand Modeling Assistance	-	250,000	-	-	-	250,000	-	250,000
SF Public Works - 19th Ave Combined City Project & Lombard Street VZ Project	-	25,146	-	-	-	25,146	25,146	-
SFMTA - Lombard Crooked St Reservations & Pricing System Development	-	192,358	-	-	-	192,358	(1,642)	194,000
San Mateo County Transportation Authority - U.S. 101/I-280 Managed Lanes	-	537,114	-	-	-	537,114	266,614	270,500
WETA - Solano Water Transit Study	-	19,685	-	-	-	19,685	19,685	-
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	2,165,341	2,165,341	302,647	1,862,700
TIDA - Yerba Buena Island Bridge Structures	-	411,661	-	-	-	411,661	-	411,661
Vehicle Registration Fee Revenues (TFCA)	-	-	759,899	-	-	759,899	-	759,899
Contributions								
Schmidt Family Foundation/The 11th Hour Project - TNC Research	-	125,000	-	-	-	125,000	50,000	75,000
Toyota Mobility Foundation - D10 Mobility Study	-	14,872	-	-	-	14,872	570	14,302
Other Revenues								
Clean Transportation Scavenger Hunt	4,915	-	-	-	-	4,915	4,915	-
San Francisco Dept of Environment - Shower Facilities	4,000	-	-	-	-	4,000	2,000	2,000
Sublease of Office Space	42,720	-	-	-	-	42,720	-	42,720
<b>Total Revenues</b>	<b>112,220,529</b>	<b>15,731,345</b>	<b>761,399</b>	<b>4,940,000</b>	<b>2,211,605</b>	<b>135,864,878</b>	<b>12,647,789</b>	<b>123,217,089</b>





San Francisco County Transportation Authority  
Attachment 2  
Proposed Fiscal Year 2018/19 Budget Amendment  
Line Item Detail

	Proposed Budget Amendment by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2018/19
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2018/19		
<b>Expenditures</b>								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	150,000,000	-	647,906	2,323,492	-	152,971,398	(54,860,501)	207,831,899
Technical Professional Services	3,889,618	14,096,101	-	8,325	1,450,872	19,444,916	8,380,221	11,064,695
<b>Administrative Operating Costs</b>								
Personnel Expenditures								
Salaries	1,617,041	2,758,668	32,296	161,857	498,168	5,068,030	-	5,068,030
Fringe Benefits	760,961	1,298,197	15,198	76,168	234,432	2,384,956	-	2,384,956
Pay for Performance	194,965	-	-	-	-	194,965	-	194,965
<b>Non-personnel Expenditures</b>								
Administrative Operations	2,692,549	200,367	-	-	22,533	2,915,449	-	2,915,449
Equipment, Furniture & Fixtures	114,500	-	-	-	-	114,500	-	114,500
Commissioner-Related Expenses	67,000	-	-	-	5,600	72,600	-	72,600
<b>Debt Service</b>								
Interest and Fiscal Charges	8,959,444	-	-	-	-	8,959,444	547,194	8,412,250
Revolving Credit Agreement Repayment	24,663,184	-	-	-	-	24,663,184	(336,816)	25,000,000
<b>Total Expenditures</b>	192,959,262	18,353,333	695,400	2,569,842	2,211,605	216,789,442	(46,269,902)	263,059,344
<b>Other Financing Sources (Uses):</b>								
Transfers in - Prop K Match to Grant Funding	-	2,621,988	-	-	-	2,621,988	272,967	2,349,021
Transfers out - Prop K Match to Grant Funding	(2,621,988)	-	-	-	-	(2,621,988)	(272,967)	(2,349,021)
Draw on Revolving Credit Agreement	-	-	-	-	-	-	(121,000,000)	121,000,000
<b>Total Other Financing Sources (Uses)</b>	(2,621,988)	2,621,988	-	-	-	-	(121,000,000)	121,000,000
<b>Net change in Fund Balance</b>	\$ (83,360,721)	\$ -	\$ 65,999	\$ 2,370,158	\$ -	\$ (80,924,564)	\$ (62,082,309)	\$ (18,842,255)
Budgetary Fund Balance, as of July 1	\$ 139,735,841	\$ -	\$ 548,615	\$ 9,095,341	\$ -	\$ 149,379,797	N/A	\$ 27,035,737
Budgetary Fund Balance, as of June 30	\$ 56,375,120	\$ -	\$ 614,614	\$ 11,465,499	\$ -	\$ 68,455,233	N/A	\$ 8,193,482
Includes Sales Tax, TFCA and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency								
Fund Reserved for Program and Operating Contingency	\$10,965,549	\$ -	\$75,990	\$493,000	\$ -	\$11,534,538		

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

<b>No.</b>	<b>Description</b>	<b>Adopted Budget FY 2018/19</b>	<b>Proposed Amendment Increase/ (Decrease)</b>	<b>Proposed Amended Budget FY 2018/19</b>	<b>Explanation</b>
1.	Sales Tax Revenue	\$106,461,636	\$3,193,849	\$109,655,485	Based on FY 2018/19 sales tax revenues earned through January 2019, we project sales tax revenues to increase compared to the budgeted revenues for FY 2018/19 by 3% or \$3.19 million. The majority of the increase is because the California Department of Tax and Fee Administration implemented a new system in May 2018 and changed its allocation method for the distribution of sales tax revenues. A portion of FY 2017/18 sales tax revenues normally received in September 2018 are now accounted for as part of FY 2018/19 revenues. This projection is aligned with the San Francisco Controller's Office's revised projection of its FY 2018/19 sales tax revenue.
2.	Interest Income	\$545,278	\$1,976,222	\$2,521,500	In November 2017, we issued Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Interest income has increased mainly due to a higher than anticipated bond proceeds bank balance as a result of the low number of invoices received from project sponsors. This amendment increases Interest Income by \$1,976,222.
<b>Program Revenues</b>					
3.	Treasure Island Mobility Management Agency (TIMMA) Program	Federal Revenues: \$1,297,860	\$(1,251,596)	\$46,264	The original work scope for FY 2018/19 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design, pending Board adoption of toll policies. We anticipated adoption of toll policies in December 2018; however, the TIMMA Board has requested analysis of additional toll policy alternatives. System Integration should not proceed until toll policies are adopted, now estimated for July 2019.  The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) funds need to be updated to reflect the reduced work scope and need in this fiscal year.
		Regional Revenues: \$1,862,700		\$2,165,341	

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
					The costs will be incurred and the revenue realized in FY 2019/20. At the same time, we have initiated the Autonomous Vehicle (AV) Shuttle pilot project, funded by ATCMTD funds with matching funds from the Treasure Island Development Authority (TIDA). This amendment reflects the cost and revenues associated with the launch of the AV Shuttle pilot, as well as rollover Regional funds from TIDA. This amendment decreases Federal Revenues by \$1,251,596 and increases and Regional Revenues by \$302,641. Corresponding Capital Project – Technical Professional Services Expenditures decreases by \$1,126,249, Administrative Operating – Non-personnel Costs decreases by \$33,267, and Administrative Operating – Personnel Costs shifts from TIMMA Program to Sales Tax Program by \$129,529 for a total decrease of \$1,289,045 in expenditures.
4.	I-80/YBI Improvement Project	Federal Revenues: \$0	\$5,542,435	\$5,542,435	We are working jointly with TIDA on the development of the I-80/YBI Ramps Improvement Project. The scope of the project includes 1) construction activities for the I-80/YBI Ramps project; 2) Vista Point improvements and maintenance; and 3) Southgate Road Realignment Improvements. We are in the process of closing out the I-80/YBI Ramps project. In addition, we are now preparing to begin right-of-way acquisition for the Southgate Road Realignment Improvements Project. In September 2018, through an amendment to the funding agreement with the Bay Area Toll Authority (BATA), BATA has committed an additional \$3,100,000, for a total amount not to exceed \$5,300,000, to the Transportation Authority for additional construction work. Through Resolution 19-49, the Board authorized the Executive Director to execute certain agreements and documents for the YBI Southgate Road Realignment Improvements Project
		State Revenues: \$0	\$362,511	\$362,511	

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
		Regional Revenues: \$1,011,385	\$927,102	\$1,938,487	in order for the project to proceed with the right-of-way and construction phases. We anticipate additional federal and state grant funds will be authorized in April/May 2019. This amendment increases Federal Revenues by \$5,542,435, State Revenues by \$362,511 and Regional Revenues by \$927,102. Corresponding Capital Project – Technical Professional Services Expenditures increases by \$6,832,048.
5.	South of Market Freeway Ramp Intersection Safety Improvement Study	Federal Revenues: \$78,927	\$53,277	\$132,204	This project expands upon the work of the Vision Zero Ramp Intersection Study Phase 1 to develop a prioritized set of short-, medium-, and long-term safety improvements at up to 10 ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. We have shifted budgeted expenditures from FY 2017/18 to FY 2018/19, reflecting a longer project initiation process than expected and more staff and consultant time spent later in the study timeline. The study is anticipated to be completed by April 2019, with the final report to be presented at the May Board meeting. This amendment increases both Federal Revenues and Capital Project – Technical Professional Services Expenditures by \$53,277.
6.	Strategic Highway Research Program	Federal Revenues: \$0	\$26,950	\$26,950	In fall 2014, the Federal Highway Administration (FHWA) awarded us, as part of a three-agency consortium, a \$700,000 grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. A portion of the activities in FY 2017/18 was deferred to FY 2018/19 in order to focus resources through the end of FY 2017/18 on other grants with earlier expiration dates. This amendment increases Federal Revenues by \$29,650. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$19,650 and

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
					increases Capital Project – Technical Professional Services Expenditures by \$10,000.
7.	Surface Transportation Program 3% Revenue and Augmentation	Federal Revenues: \$1,721,861	\$930,917	\$2,652,778	As the CMA for San Francisco, we receive federal Surface Transportation Program (STP3%) funds to support various planning and programming activities, including the San Francisco Transportation Plan and Congestion Management Program updates. The proposed increase in STP3% funds this year is mainly attributed to expenditure needs from the prior fiscal year now expected to expend in FY 2018/19, including work related to the U.S. 101/I-280 Managed Lanes project and Transportation Network Companies (TNC) Research, as well as increased level of effort on the Emerging Mobility Pilot Framework Study and startup costs associated with the Downtown Congestion Management Study. This amendment increases Federal Revenues by \$930,917. Corresponding Capital Project - Technical Professional Services Expenditures increases by \$261,987 and Administrative Operating - Personnel Costs shifts from Sales Tax Program to CMA Program by \$668,930.
8.	Planning, Programming and Monitoring SB45 Funds	State Revenues: \$0	\$136,944	\$136,944	The Planning, Programming and Monitoring SB45 Funds provides funding for project delivery support activities for several projects, including Caltrain Modernization and Central Subway. We were able to utilize other funding sources first in FY 2017/18 to preserve a portion of the Planning, Programming and Monitoring SB45 funds to be spent in FY 2018/19. This amendment increases State Revenues by \$136,944 and shifts Capital Project Costs – Technical Professional Services Expenditures from CMA Program to Sales Tax Program by \$136,944.
9.	ConnectSF				The Transportation Authority, the Planning Department, the San Francisco Municipal Transportation Agency (SFMTA), and the Office of Economic and

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

<b>No.</b>	<b>Description</b>	<b>Adopted Budget FY 2018/19</b>	<b>Proposed Amendment Increase/ (Decrease)</b>	<b>Proposed Amended Budget FY 2018/19</b>	<b>Explanation</b>
	ConnectSF (continued)	Regional Revenues: \$0	\$25,000	\$25,000	Workforce Development are partners on ConnectSF, the long-range transportation and land use planning effort for San Francisco. The agencies will conduct joint outreach for ConnectSF Phase 2, including the Needs Assessment, Network Development, Streets and Freeways Study and the Transit Corridors Study. In July 2018, through a Memorandum of Agreement (MOA) with the Planning Department, the Planning Department and the SFMTA have agreed to contribute up to \$100,000 for outreach consultant cost. We anticipate expending \$25,000 this year and will include the remaining contribution in next year's budget. This amendment increases Regional Revenues and Corresponding Capital Project – Technical Professional Services Expenditures by \$25,000.
10.	19 <sup>th</sup> Ave Combined City Project & Lombard Street Vision Zero Projects	Regional Revenues: \$0	\$25,146	\$25,146	San Francisco Public Works (SFPW) is providing funding for our guidance and assistance in the preparation of the Project Study Report-Project Report for the 19 <sup>th</sup> Avenue Combined City and the Lombard Street Vision Zero projects, required by Caltrans as part of the project approval process. At SFPW's request, we have agreed to continue providing assistance to both projects through the end of this fiscal year. This amendment increases Regional Revenues by \$25,146. Corresponding Capital Project – Technical Professional Services Expenditures increases by \$4,860 and Administrative Operating - Personnel Costs shifts from Sales Tax Programs to CMA Program by \$20,286.
11.	Transportation Demand Management (TDM) Program	Regional Revenues: \$0	\$40,000	\$40,000	The San Francisco TDM Program is the third component of the Transportation Sustainability Program that seeks to improve and expand upon San Francisco's transportation to help accommodate new growth. In March 2019, we executed an MOA with the Planning Department which allocates \$40,000 of the Planning Department's TDM Plan Application fees to support the TDM Program. This amendment increases Regional Revenues

**Attachment 3**  
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No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
					and corresponding Capital Project – Technical Professional Services by \$40,000.
12.	U.S. 101/I-280 Managed Lanes	Regional Revenues: \$270,500	\$266,614	\$537,114	The U.S. 101/I-280 Managed Lanes project seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. We are working on the Project Initiation Document (PID), required by Caltrans, which will refine a suite of alternatives for managed lanes in the U.S. 101/I-280 corridor between 5 <sup>th</sup> and King in downtown San Francisco and San Mateo County. The two counties entered into a cost-sharing agreement to split the expense of the PID phase. Additional funding from the San Mateo County Transportation Authority increases Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$266,614.
13.	TNC Research	Contribution: \$75,000	\$50,000	\$125,000	We are partnering with the Metropolitan Transportation Commission (MTC) to perform a comprehensive data collection effort that will capture important information about who uses TNCs, for what purposes, and many other important data items. The goal of the TNC data collection effort is to assemble demographic and travel diary survey data for both TNC users and non-users in order to support a broad range of activities, including TNC market analyses, mode choice model estimation, and equity analyses. We expect the final data set will be provided to us by June 30, 2019. A portion of the work was completed last year; however, due to the timing of invoice payments we are recognizing the revenues and expenditures in FY 2018/19. We are receiving a total of \$125,000 contribution from The Schmidt Family Foundation/The 11 <sup>th</sup> Hour Project in support of this effort. This amendment increases Program Revenue Contributions and corresponding Capital Project – Technical Professional Services by \$50,000.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
<b>Expenditures</b>					
14.	Sales Tax Program (Prop K) - Individual Project Grants, Programs & Initiatives Capital Project Costs	\$200,000,000	\$(50,000,000)	\$150,000,000	We developed the FY 2018/19 Prop K Capital Expenditures based on a review of the 2019 Prop K Strategic Plan Baseline, consultation with project sponsors, and evaluation of likely reimbursement needs based on project delivery schedules. Some of the main drivers of Prop K Capital Expenditures (and our sales tax revenue bond) are the SFMTA vehicle procurements for motor coaches and trolley coaches. In FY 2018/19, the SFMTA's reimbursement requests for these two procurements have been slower than anticipated. According to the SFMTA, this is caused, in part, by the SFMTA billing other non-Prop K sources first, and a longer than anticipated lag between when vehicles are placed into revenue service and when the Transportation Authority receives a reimbursement request. The latter may be due to the City's prolonged transition to a new accounting system as well as resource constraints within SFMTA accounting. In addition, we expect lower than anticipated reimbursements for the Van Ness Bus Rapid Transit project, which is behind schedule and also able to bill non-Prop K sources first. We still anticipate fully spending the bond proceeds within three years of issuance. Based on information provided by the SFMTA and our review of expenditure and reimbursement rates, we recommend a proposed amended Prop K Capital Budget Expenditures of \$150,000,000, a decrease of \$50,000,000 over the adopted budget of \$200,000,000.
15.	Transportation Fund for Clean Air Program - Individual Project Grants, Programs & Initiatives	\$877,154	\$(229,248)	\$647,906	Because this program is small and has few active projects at any given time, changes to the timing of cash flow needs for only a few projects can trigger the need to amend the annual capital budget. This fiscal year, lower than expected expenditures are largely attributed to three new 2018 projects that have yet to execute grant agreements as well as lower expenditure needs than assumed in the FY 2018/19 budget for the new 2018 projects, which was



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**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
	Capital Project Costs				done before the annual call for projects was completed and approved by the Board (i.e., we included a placeholder for new projects in the budget). Additionally, a prior year project, SFMTA's Alternative Fuel Taxicab Incentive Program has invoiced slower than anticipated, due to staff turnover at SFMTA and lower than anticipated demand for the incentives. This amendment decreases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$229,248.
16.	Vehicle Registration Fee for Transportation Improvement Program (Prop AA) – Individual Project Grants, Programs & Initiatives Capital Project Costs	\$6,954,745	\$(4,631,253)	\$2,323,492	For FY 2018/19, we have seen slower than anticipated expenditures from the three largest projects in the current budget, as well as delayed allocations for three projects initially programmed in Fiscal Years 2017/18 and FY2018/19. Lower expenditures are primarily due to delays in finalizing construction bid documents for SFMTA's Muni Metro Enhancements project due to unanticipated findings during design and the need to re-evaluate location of wayfinding signage, and delays to SFPW's Haight Street Resurfacing and Pedestrian Lighting project and Brannan Street Pavement Renovation project due to coordination with sewer work. This amendment decreases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$4,631,253.
17.	All Funds, Capital Project Costs - Technical Professional Services	\$11,064,695	\$8,380,221	\$19,446,916	We are anticipating higher expenditures than originally anticipated, which is primarily due to additional funding and required consultant efforts for several projects, noted above. Approximately \$6.8 million of the total proposed increase is for the I-80/YBI Improvement Project, as we are closing out the I-80/YBI Ramps project and preparing to begin right-of-way acquisition for the Southgate Road Realignment Improvements Project. In addition, \$550,000 of consultant costs will be expended on project delivery support and oversight services for the Downtown Extension project including the governance, oversight and project delivery study request by the Board. This

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year (FY) 2018/19 Budget Amendment Explanations**

No.	Description	Adopted Budget FY 2018/19	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY 2018/19	Explanation
					effort is funded by a Prop K appropriation, approved through Res. 19-02. This amendment increases Capital Project – Technical Professional Services by \$8,380,221.
18.	Debt Service Expenditures – Interest and Fiscal Charges	\$8,412,250	\$547,194	\$8,959,444	In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. The delay in capital project invoices postponed the timing of final repayment to the revolver credit loan agreement (Revolver). Through analysis of pending project invoices and outstanding funding requirements, we had accumulated sufficient funding and made the repayment against the remaining balance in December 2018. This amendment increases Debt Service Expenditures – Interest and Fiscal Charges by \$547,194.
19.	Revolving Credit Agreement Repayment	\$25,000,000	\$(336,816)	\$24,663,184	In April 2018, we substituted our existing \$140 million tax-exempt Revolver, which financed past capital expenditures, with a revolving credit facility with State Street and U.S. Bank National Association. We made the final repayment against the remaining balance in December 2018. This amendment decreases Revolving Credit Agreement Repayment by \$336,816 to match the actual payment amount.
20.	Draw on Revolver	\$121,000,000	\$(121,000,000)	\$0	Due to the proposed decrease of \$50,000,000 in Prop K Capital Expenditures for FY 2018/19, we do not anticipate the need to drawdown from the Revolver this FY. We will continue to monitor capital spending closely during the remainder of the year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.



# Memorandum

**Date:** April 1, 2019  
**To:** Transportation Authority Board  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** April 9, 2019 Board Meeting: Major Capital Project Update - Better Market Street

**RECOMMENDATION** ☒ Information ☐ Action

None. This is an information item.

**SUMMARY**

The Board required quarterly updates on the Better Market Street (BMS) project as a condition of approval of One Bay Area Grant (OBAG) funds. Led by the San Francisco Public Works (Public Works), the BMS project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, implementation of turn restrictions, and improvements of sidewalks, way-finding, lighting, landscaping, transit boarding islands, transit connections, and traffic signals. On February 27, 2019, the San Francisco Planning Department released the BMS Draft Environmental Impacts Report (DEIR) for Public Circulation. Comments on the DEIR may be submitted through 5:00pm on April 15, 2019. Public Works anticipates certification of CEQA environmental clearance by Fall 2019. The preliminary cost estimate for all phases of the project is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap (\$479 million). Public Works has developed a proposed phasing plan that could enable construction of Phase 1 (the segment between 5<sup>th</sup> and 8<sup>th</sup> streets) to start in Summer 2020, pending funding availability. Cristina Calderón Olea, Public Work's BMS Project Manager, will present this item and answer questions from the Board.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:

## DISCUSSION

### Background

*OBAG Reporting Condition:* The Transportation Authority Board programmed \$15.98 million in OBAG Cycle 2 funds to the BMS for the project's design phase. As a condition of receiving OBAG funds, all project sponsors are required to provide quarterly progress reports to the Transportation Authority through our grants Portal to assist with project delivery oversight and compliance with OBAG timely-use-of-funds requirements. In addition, the Board action required Public Works to provide quarterly

reports and semi-annual updates on the BMS to the Board, addressing any changes in project schedule and cost, in particular.

*BMS:* Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project will completely reconstruct 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features a new sidewalk-level cycle track, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between Public Works, which is the lead agency, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), the San Francisco County Transportation Authority, and the Planning Department, which is leading the environmental review.

Given the cost of the project and the length of the corridor, Public Works plans to design and construct the project in phases. Public Works has identified Phase 1 of the project and divided it into two sub-phases: Phase 1A is the segment of Market Street extending between 5<sup>th</sup> and 8<sup>th</sup> streets. Phase 1B includes the F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, passing in front of the Hibernia Bank and new Proper Hotel. The F-Loop will allow SFMTA to increase service on the busiest portion of the existing F-Market route by turning some vehicles at the new loop, rather than continuing to the current route terminus at Market and Castro streets.

As discussed below, pending funding availability, Public Works is proposing a phasing plan for design and construction that could allow them to advertise Phase 1A construction in Spring 2020 and begin construction by Summer 2020. The estimated cost for Phase 1 is \$127 million.

### **Status and Key Activities**

*Environmental Clearance and Preliminary Engineering:* BMS is currently undergoing environmental review under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The San Francisco Planning Department issued a Draft Environmental Impacts Report (DEIR) for public circulation on February 27, 2019. As noted above, the Planning Department will accept comments on the DEIR through April 15, 2019 at 5:00pm. The DEIR finds that the implementation of the BMS project would lead to significant impacts related to cultural resources, transportation and circulation, and noise while providing benefits that include up to 4 minutes of travel time savings on surface transit routes using Market Street, a fully accessible and ADA compliant sidewalk, streetscape, and boarding islands, a fully separated sidewalk level cycletrack, and the rehabilitation or replacement of all underlying infrastructure to a state of good repair.

As part of the environmental review process, the project team is proceeding with preliminary engineering design of the project. The design team has completed 15% plans for the entire project corridor, and 30% design for the Phase 1A improvements (5<sup>th</sup>-8<sup>th</sup> streets).

Public Works anticipates final certification of CEQA (EIR) documents in Fall 2019, pending public comment and input, and final certification of NEPA (Categorical Exclusion/Environmental Assessment) for Phase 1 in Winter 2019. *Project Phasing:* Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to minimize

construction impacts and disruptions. While complete project phasing will be developed following the project's 30% design, the project team has identified Phase 1. At their August 2017 meeting, the BMS Directors Group, composed of the directors of Public Works, SFMTA, Planning, SFCTA and SFPUC selected Market Street between 6<sup>th</sup> and 8<sup>th</sup> streets as Phase 1A of BMS implementation. This segment supports the Office of Economic and Workforce Development's Mid-Market/Tenderloin Strategy and compliments completed and planned private development along the corridor. At the January 2019 meeting, the Directors Group agreed to extend this priority segment another block to 5<sup>th</sup> Street to leverage public realm improvements required by adjacent developments, pending funding availability.

In addition to the improvements on and adjacent to Market Street itself, Phase 1 includes a new surface loop for use by SFMTA's F-Market historic streetcar service (Phase 1B, the F-Loop), described in more detail in the Background section above.

#### *Outreach:*

Public Works, Planning and SFMTA conducted additional outreach in March 2019 to notify the public of the release of the Draft EIR, including mailing and posting legal notices, bus cards on MUNI buses, posters on bus shelters, email to over 2,300 stakeholders on our email list, and postings on BMS website, SFMTA blog and Public Works newsletter. Additionally, the team presented an informational item at public hearings at the Historic Preservation Commission and Planning Commission during the public review period.

#### **Current Issues and Risks**

The BMS Project team is actively considering potential risks to the project scope, schedule, budget, and funding as the current environmental clearance and preliminary design stages advance. As project engineers acquire more information about utility locations, sub-sidewalk basements, and designs of other planned or ongoing projects in the project area, there is the potential that additional coordination and relocation work will be necessary, representing an increase in cost. Meanwhile, though the environmental review under CEQA has been conducted in close coordination with sponsor and reviewing agencies, the potential for significant public comment and feedback, which must be addressed, remains. Feedback that requires a revised design or re-evaluation of the environmental clearance could have schedule impacts.

With the completion of the 15% design for the entire corridor, and 30% design for Phase 1A, The BMS project team has developed updated cost estimates for the project and project components. The team has also engaged an independent cost estimating firm to review the designs and provide an outside estimate of project costs at this phase for comparison and analysis. The team and the consultant is currently working on the analysis and validation of the cost estimates. Following both cost estimating exercises, the team will work with the various design leads to identify areas for potential cost reduction through a value engineering process.

Larger trends also have the potential to impact the BMS project. A competitive construction environment exists across the Bay Area, resulting in construction bids on projects exceeding estimates developed in a slower market by close to 30%. Project cost engineers are aware of these challenges and will be using the most up-to-date bids when developing the 30% cost estimate that coincides with the completion of the environmental clearance. Additionally, estimates based on the 10% design show a significant funding shortfall as described in the next section. The proposed phasing of final design and construction for the project is one strategy that the project team is using to address the uncertainty with the timing of availability of funds for the project.

### **Project Schedule**

The revised project schedule through Phase 1A is included as Attachment 1. Upcoming project milestones for environmental review include anticipated final CEQA in Fall 2019 and NEPA certification in Winter 2019/20.

Preliminary design is progressing concurrently with the environmental review, with 30% design of the full corridor scheduled to be completed in July 2019 and final design for Phase 1A to be completed in Spring 2020 to allow advertisement for construction services. Under this schedule, Phase 1A construction could start in Summer 2020.

This schedule represents a one-month delay from anticipated completion of environmental review submitted as part of the OBAG 2 funding request for this project. However, under current projections, the schedule also anticipates that Phase 1 will begin construction in July 2020, 18 months ahead of the project schedule submitted as part of the OBAG 2 funding request. This acceleration of construction, subject to funding availability, is made possible by the strategy of phased design and construction, where final design for later phases continues while earlier phases are under construction. As noted above, the schedule is contingent upon funding availability. Public Works will develop schedule milestones for construction of the remainder of the corridor as the funding is programmed.

### **Project Cost and Funding**

The total project cost estimate, based on 10% design, is \$604 million. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project. Attachment 2 provides a project component summary of total project costs as shown in OBAG 2 request (rounded up). The current cost estimate is based on unit cost estimations of a typical design and will continue to be refined as engineering on the project progresses. Future cost estimates will also include a breakdown of project costs based on BMS streetscape, and transit costs; state of good repair work; and other infrastructure work that is being completed with the BMS project to maximize efficiency and minimize construction disruptions.

Attachment 3 shows the current funding plan for the BMS Project. The BMS project has secured \$114 million in funding from OBAG (subsequently exchanged with Prop K as explained below), Prop K and SFMTA's Prop A General Obligation bond, fully funding the project through the design phase. Since the last update, the BMS project also secured \$15 million from the federal BUILD grant program, and \$635,000 from BART for construction at 8<sup>th</sup> Street, Grove, Hyde and Market. The overall project funding gap is \$460 million.

As reported previously, in order to support the SFMTA's Central Subway project, the Transportation Authority Board approved a dollar-for-dollar fund exchange of \$15.98 million in BMS OBAG funds with Prop K funds from the discretionary guideways category. The BMS project is held harmless by the fund exchange and Public Works is able to expend Prop K funds as soon as July 1, 2019, following Board allocation of the funds. The fund exchange allows us to program the OBAG funds to the Central Subway project to help backfill the outstanding \$61 million in Regional Transportation Improvement Program funds that we owe the project. The MTC Commission has approved the fund exchange.

## Agenda Item 10

The BMS project has received \$27 million in programmed or allocated funding for the current planning and environmental clearance phases. So far, 65% of the environmental budget has been expended, and Public Works indicates that the project is on track to complete these phases within this budget.

An additional \$42 million in funding has been programmed for final design (enough to fully fund design) and \$82 million for construction which gets close to, but doesn't fully fund the project through Phase 1 construction estimated at \$127 million, including 5<sup>th</sup> to 8<sup>th</sup> streets and F-Loop at 10% design. Additionally, in 2018 we worked with Public Works and SFMTA to submit Initial Progress Reports to the MTC to indicate San Francisco's priorities for Regional Measure 3 bridge tolls, including BMS. Regional Measure 3 may be a good source to fill the Phase 1 funding gap given the revised anticipated advertisement date of Spring 2020 for Phase 1 construction.

**FINANCIAL IMPACT**

None. This is an information item.

**CAC POSITION**

None. This is an information item. We will provide this update to the CAC at its April 24 meeting.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Better Market Street Project Schedule  
Attachment 2 – Project Component Cost Breakdown  
Attachment 3 – Better Market Street Funding Plan

Attachment 1: Better Market Street Project Schedule through Phase 1 Construction – As of March, 2019

Activities	Calendar Year															
	2015				2016				2017				2018			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Planning + Environmental Review (current phases)													*			
CEQA (EIR) Approval																
NEPA (CE/EA) Approval																
Preliminary Engineering (30% of design) - Full Corridor																
Preliminary Engineering + Final Design (100% of design) - Phase 1 (5 <sup>th</sup> to 8 <sup>th</sup> streets)																
Phase 1A Construction (5 <sup>th</sup> to 8 <sup>th</sup> streets) <sup>1</sup>																

\* Anticipated public release of the Draft EIR (CEQA).

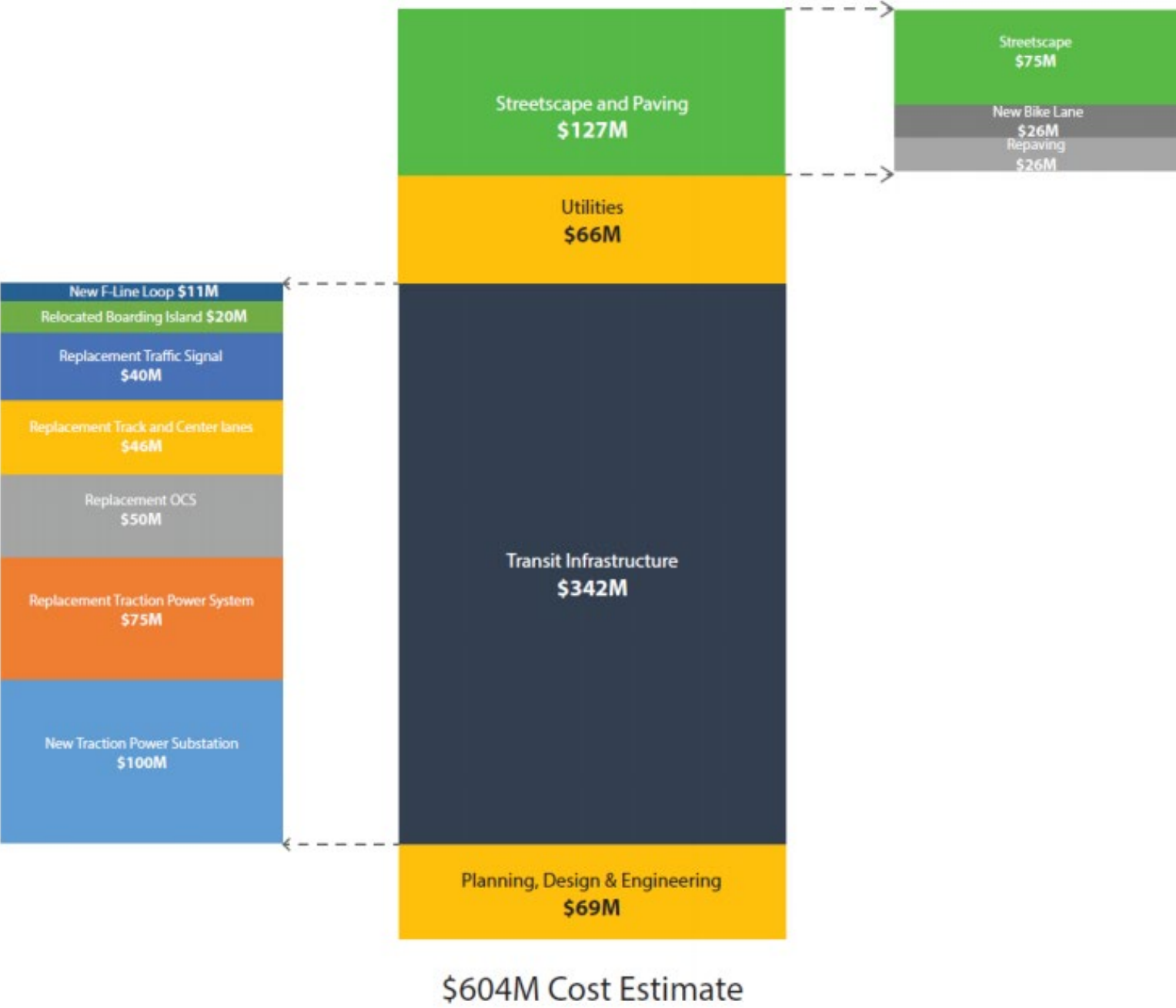
\*\*CEQA (EIR) Approval

\*\*\*NEPA (CE/EA) Approval

<sup>1</sup>Full corridor extends a 2.2 mile stretch of Market Street between Steuart Street and Octavia Boulevard. Phase 1 extends from 5<sup>th</sup> to 8<sup>th</sup> Streets.



**Attachment 2: Project Component Cost Breakdown**  
Based on 10% design



Attachment 3: Better Market Street Project Funding Plan

All amounts in \$1,000’s of \$

2014 10% COST ESTIMATE <sup>1</sup> (\$1000’s of \$)		Project Phases					Total by Segment
Phase		PLAN	ENV	PS&E	ROW	CON	
Planning/Conceptual Engineering		15,287					
Environmental Studies			11,355				
Design Engineering				42,039			
Phase 1 Construction (5 <sup>th</sup> to 8 <sup>th</sup> streets and F-Loop)						126,698	
Construction for Remainder of the Corridor						408,341	
Project Total		15,287	11,355	42,039	0	535,039	603,720

<sup>1</sup>As shown in the OBAG 2 grant application.

SECURED FUNDING (\$1000’s of \$)		Project Phases					Total by Fund Source
Fund Source	Status	PLAN	ENV	PS&E	ROW	CON	
General Fund	Allocated	2,480	2,620				5,100
Octavia Land Sales	Allocated		3,050				3,050
Market Octavia Impact Fees	Allocated		1,000				1,000
Transit Center Impact Fees	Programmed			2,000			2,000
Prop A GO Bond	Programmed	12,807	4,685	12,589		66,665	96,746
SFMTA Operating Fund	Programmed	3,000					3,000
BART (8 <sup>th</sup> /Grove/Hyde/Market)	Programmed			225		410	635
OBAG 2/Prop K Central Subway Fund Exchange <sup>1</sup>	Programmed			15,980			15,980
Prop K	Programmed			1,250			1,250
BUILD						15,000	15,000
Total Identified Funding by Phase		18,287	11,355	42,264	0	82,075	143,761
Phase 1 Construction – Unfunded Need:							44,623
Total Unfunded							459,959
Project Total							603,720

<sup>1</sup>See memo for details on OBAG 2/ Prop K fund exchange.

OTHER POTENTIAL FUND SOURCES (\$1000’s of \$)		
Fund Source		Funding Requested
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	OBAG 3 [FYs 2022/23-2026-27]	
State	Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls) – Phase 1 Construction	4,870
Regional	Regional Measure 3 (bridge tolls) – Future Phase Construction	15,130
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Transit Center Impact Fees	60,000