



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, March 10, 2020; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton and Yee
Clerk: Alberto Quintanilla

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Projects: (SFMTA) District 3 Pedestrian Safety Improvements (NTIP Capital) (\$819,000) and Mission Street Excelsior Safety Project (\$1,000,000)	
9. Amend the Adopted Fiscal Year 2019/20 Budget to Increase Revenues by \$2.1 Million, Decrease Expenditures by \$71.9 Million and Decrease Other Financing Sources by \$67.0 Million for a Total Net Increase in Fund Balance of \$7.0 Million - ACTION*	131
10. Approve San Francisco's Draft Plan Bay Area 2050 Fiscally Constrained Project List - ACTION*	147
11. Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Ghilotti Construction Company, Inc., in an Amount not to Exceed \$29,684,453,	



- Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements, and Authorize an Additional Construction Allotment of \$10,961,417, for a Total Construction Allotment Not to Exceed \$40,645,870, for the Southgate Road Realignment Improvement Project - **ACTION*** **165**
- 12.** Extend the Vision Zero Committee of the Transportation Authority Until December 31, 2020 - **ACTION*** **181**

Other Items

13. 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.

14. Public Comment

15. Adjournment

*Additional Materials

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

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DRAFT MINUTES

Citizens Advisory Committee

Wednesday, February 26, 2020

1. Committee Meeting Call to Order

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

CAC members present: Ranyee Chiang, John Larson, Jerry Levine, Stephanie Liu, Danielle Thoe, Sophia Tupuola and Rachel Zack (7)

CAC Members Absent: David Klein (entered during Item 2), Kevin Ortiz (entered Item 9), Robert Gower and Peter Tannen (4)

Transportation Authority staff members present were Michelle Beaulieu, Anna LaForte, Maria Lombardo, Alberto Quintanilla and Lily Yu

2. Chair's Report - INFORMATION

Chair Larson provided a report from last week's Policy Advisory Committee meeting for the Downtown Congestion Pricing Study and noted that there would be a minor contract amendment and update on the study at March CAC. He reported that members of the Muni Reliability Working Group provided an update to the Board at their February 25, 2020 meeting and informed the CAC that Alberto Quintanilla, Clerk of the Board, had emailed the CAC a link to the meeting for anyone who was interested in hearing the presentation. Chair Larson said an update on the Central Subway project would be provided at the March CAC meeting and informed the CAC that a copy of the Executive Director's Report from the February 25, 2020 Board meeting had been placed in-front of them for their reference.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the January 22, 2020 Meeting - ACTION**
4. **Information on Findings of the Clean Miles Standard - INFORMATION**
5. **State and Federal Legislation Update - INFORMATION**
6. **San Francisco Muni Reliability Working Group Update - INFORMATION**
7. **Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION**
8. **Citizens Advisory Committee Appointment - INFORMATION**

Regarding the Muni Reliability Working Group, Edward Mason, member of the public, said that the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA) and Planning Department all needed to meet periodically to develop a strategy for the city. He said the biggest issue was the Planning Department taking the developers requests without reviewing the impact on development.

David Klein moved to approve the Consent Agenda, seconded by Sophia Tupuola.



The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Thoe, Tupuola and Zack (8)

Absent: CAC Members Gower, Ortiz and Tannen (3)

End of Consent Agenda

Chair Larson called Items 9, 10 and 11 together.

- 9. Update on the San Francisco Municipal Transportation Agency's Siemens Light Rail Vehicle Procurement - INFORMATION**
- 10. Independent Management and Oversight Report on the San Francisco Municipal Transportation Agency's Siemens Light-Rail Vehicle Procurement - INFORMATION**
- 11. Adopt a Motion of Support for the Allocation of \$60,732,027 in Prop K Sales Tax Funds, with Conditions, for the Light-Rail Vehicle Procurement - ACTION**

Eric Cordoba, Deputy Director for Capital Projects, introduced the items.

Julie Kirschbaum, SFMTA Director of Transit, Bob Sergeant, Director of Rail and Transit, West, at T.Y. Lin International, and Anna LaForte, Deputy Director for Policy and Programming presented the items.

Stephanie Liu asked if the blue seats were for special needs persons and for confirmation that the blue seats were not materially different from the other seats.

Ms. Kirshbaum replied in the affirmative to both questions.

Jerry Levine asked what the outcome was of the February 25 Board meeting in regard to the Light Rail Vehicle (LRV) procurement items.

Ms. LaForte said the general feedback from the Board was positive and noted that representatives from transit workers union Local 250A were present and expressed appreciation for being involved in the discussion. She said one outstanding issue raised came from Commissioner Fewer in regard to the timeline for the redesign and repair of the couplers to address the issue of the shear pins breaking under certain conditions.

Jerry Levine asked if the Board approved the Prop K allocation request for the LRV procurement.

Ms. LaForte clarified that the Board had not considered the request, but would be hearing the item during the March Board meeting cycle.

Jerry Levine asked where the costs of modification 6 and 7 overlapped.

Ms. Kirschbaum clarified that the \$53 million was built into the overall funding package of \$1.2 billion. She said \$200 million was coming from Prop K, of which about \$60 million still remained to be allocated.

Rachel Zack asked when the hydraulic unit failure was fixed.

Ms. Kirschbaum said she believed that it had been fixed for 90 days, but would need to look up the exact date.

David Klein asked if the SFMTA had a warranty for replacement shear pins.

Ms. Kirschbaum said the vehicles had a 5-year warranty that were component specific



and that Siemens was responsible for replacing the shear pins until a solution was found. She noted that once a fix was identified and the repair made, the 5-year warranty period would restart.

Stephanie Liu asked why the seats had to be lowered by two inches and how the data was collected to determine the original height of the chairs.

Ms. Kirshbaum said the seating height was set by the train box, noting that it was how the train communicated with the automatic train control system in the subway. She added that the original height of the seats met the industry requirements and the mockup of the vehicle showed no issues. She said the lowering of the seats was requested by customers because they were sliding on the benches, which she observed might not have come up until the public was able to use vehicles in service.

Stephanie Liu asked if there were any lessons learned regarding user testing and collecting data prior to implementation.

Ms. Kirschbaum said a mockup was done prior to implementation but would need to get back to the CAC with a response regarding lessons learned.

Jerry Levine asked if Siemens had contracts with other transit operators that had similar vehicles and if that would make it easier or more difficult to get spare parts.

Mr. Sergeant said Siemens provided vehicles to large transit operators worldwide but noted that operators customized their vehicles to meet their specific environments. He also said most of the parts were not available in large quantities due to the fact that Siemens received most of the parts from sub-suppliers.

David Klein said there was tremendous amount of internal analysis like distance of failure and asked if there had been an analysis comparing the metrics of Breda and Siemen vehicles.

Ms. Kirschbaum said some research was done to explain why performance improvement was a curve and added that Calgary, Canada had a similar 18 month reliability program with Siemens. She said she was not aware of other transit operators with the same performance requirement to meet and sustain the 25 thousand miles requirement.

Mr. Sergeant said he was not aware of another city that had the same type of requirement. He said it was difficult to compare Breda and Siemens vehicles.

Ms. Kirschbaum said Bredas never met performance goals and wanted to make sure that that lesson learned was applied to the Siemens vehicles. She added that performance specifications were created for each part of the Siemens vehicles.

Ranyee Chiang asked if T.Y. Lin's oversight was completed or continuing.

Ms. LaForte said T.Y. Lin's report was complete but that there was an oversight protocol that would be recommended as a condition of the Prop K allocation request for phases 1 and 2.

Danielle Thoe asked for further information regarding the expected start of coupler repair in June 2020.

Ms. Kirschbaum said one of the things staff was doing to respond to Commissioner Fewer's request regarding the couplers, was to get a more detailed timeline from Siemens of when they expected to have a design solution. She said the SFMTA would have a better idea next week and would share Siemens timeline with Transportation



Authority staff.

Danielle Thoe requested that the timeline be shared with the CAC.

Chair Larson asked why the procurement of the 151 LRVs was broken down between 50 and 101 vehicles. He asked if that was being done because the vehicles needed two different seat design types.

Ms. Kirschbaum said the reason the SFMTA broke it into two sets was because it was going to take more time to do the engineering for the double seats, which were much heavier than a single seat. She said the seats hanging from the side of the train car and make it a lot easier to keep the trains clean. She added that the heavier weight of the double seats meant that Siemens needed to rethink the engineering of the car shell.

Ranyee Chiang asked if the oversight protocol prior to T.Y. Lin's oversight work could be explained.

Maria Lombardo said the T.Y. Lin oversight request was initiated as a result of the LRV service issues that were identified in 2019. She said that for major capital projects like Central Subway and the Downtown Extension, the Transportation Authority established enhanced oversight protocols given the cost and complexities of the projects. Ms. Lombardo said a lesson learned for staff is that vehicle procurements also require an enhanced oversight protocol and said that the CAC should expect to see that going forward.

David Klein asked if the T.Y. Lin report would continue to lead oversight of the LRVs or if it was a one time report.

Ms. Lombardo said that T.Y. Lin was asked to address a list of issues highlighted by the Board, assess the problems, the proposed solutions, and the party responsible for paying the costs. She said that the final report documented this effort and its findings, and it include some recommendations related to fully addressing the issues raised, and for oversight of the LRVs going forward.

Chair Larson asked if the difficulty for disabled riders to get around the circular or curved entrance was identified as an issue when reexamining the layout of the LRVs.

Ms. Kirschbaum said the SFMTA did an intercept survey and two focus groups in English and Cantonese. She said the general consensus from the focus groups was that riders in wheelchairs did favor the layout. She noted that Siemens did a modest redesign to provide more room but were limited in what they could do given the pinch point at the vehicle doors.

During public comment Edward Mason said the 54% approval rate for longitudinal seats was not overwhelming and requested that the new LRVs have the following: room for pull cord; a predominant display of date, time and location; more priority seating at the doors and clear display of car numbers. He asked why there was a specification for bicycles on the LRVs when the plan was to expand space for more riders. He also stated that the articulation noise was loud from the wheels on the subway. Mr. Mason was surprised there was no standard for the seats and asked why the Man/Woman book was used to design the seats as opposed to the Department of Defense's specifications.

Robin Kropp said she was injured on one of the new bench seats and after that interviewed people about the new cars. She said half the people were fine and the



other half had issues with the height of the seats and benches. She requested additional blue seating on the new vehicles and said elderly and disabled riders needed transverse seating. She said she interviewed another 400 riders last March and got a 50/50 split in regard to preference of forward or sideway facing seats. She asked if there was a fund for free paratransit for those who can no longer ride public transportation.

Kevin Ortiz acknowledged the public comments in regard to public transit safety for the elderly. He asked for clarification on the use Education Revenue Augmentation Fund (ERAF) funds in the LRV4 funding plan as show on slide 19 of the presentation.

Ms. Kirschbaum said the Controller's Office instructed the SFMTA to treat the ERAF fund as a one time funding source to help close the project funding gap and noted that this was SFMTA's share of the ERAF funds.

Kevin Ortiz said there was major funding issues for teachers in the city and did not feel comfortable using ERAF funds, that were designed for education, on a transit project. He asked if the ERAF funding being used on the project could be reallocated into education.

Ms. Kirschbaum said the funds that were given to the SFMTA were from the city's general fund, but said she could bring back the request to the SFMTA.

Kevin Ortiz said looking forward it would be prudent to not rely on ERAF funding in the future because it may not be available.

Ms. Kirschbaum clarified that the ERAF funds shown in the LRV4 funding plan were from the previous budget and did not project into future ERAF funding.

Kevin Ortiz requested to see a list of future projects that used ERAF funding and asked if it could be presented to the CAC.

Chair Larson said he could note the request at the March 10, 2020 Board meeting during the CAC report.

Ms. LaForte said Transportation Authority staff would follow up with the CAC.

Rachel Zack moved to approve Item 11, seconded by Jerry Levine.

Item 11 was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (9)

Absent: CAC Members Gower and Tannen (2)

12. Adopt a Motion of Support for the Allocation of \$1,000,000, with Conditions, for the Mission Street Excelsior Safety Project - ACTION

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

Jerry Levine asked if there were walk signs at each corner or markings in the intersection to let pedestrians know they can walk when pedestrian scrambles were implemented. He said pedestrian scrambles were confusing without proper signage and markings.

Ms. LaForte acknowledged that the CAC had previously suggested educating the public when new traffic signals were designed and implemented.



Dustin White, SFMTA Project Manager, said there were a couple of different ways that pedestrian scrambles could be implemented and that the simplest form did not provide diagonal crossing. He said the simplest form allowed all four lights of straight line pedestrian walking to proceed at the same time, which allowed pedestrians to walk without any vehicular turning. He said the second type of pedestrian scramble allowed diagonal pedestrian walking and required the SFMTA to install four additional countdown signals that were directed to face diagonal movement.

Danielle Thoe said she had reached out to Commissioner Haney and the Tenderloin Safety Task Force and was told they were working on educating the public in regard to pedestrian scrambles. She said in terms of adding the diagonal crossing sign, the infrastructure in the Tenderloin was too old to implement a third crossing sign. She highlighted that pedestrian safety projects were being implemented in silos and should include infrastructure upgrades.

Rachel Zack asked if it was correct that pedestrians should not cross diagonally when there was no diagonal crossing striping.

Mr. White replied in the affirmative.

During public comment Robin Kropp said the public was confused by the new scrambles and said they were especially confusing in the Tenderloin.

Danielle Thoe asked if the allocation of the District 3 pedestrian safety funding could be conditioned to include education being put forward with signage and having staff available when implemented.

Chair Larson clarified that the District 3 request was going directly to the March 10, 2020 Board meeting and was just an information item at CAC, but noted that he could pass along her request during the Board's CAC report.

Ranyee Chiang moved to approve the item, seconded by Sophia Tupuola.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (9)

Absent: CAC Members Gower and Tannen (2)

13. Adopt a Motion of Support for the Adoption of a Support Position for the Seamless Transit Principles - ACTION

Michelle Beaulieu, Senior Transportation Planner, and Ian Griffiths, Policy Director with Seamless Bay Area, presented the item per the staff memorandum.

Jerry Levine said he was pleased to see the resolution and shared that he started working on transit in 1984 and the first project he worked was to try to consolidate 27 transit agencies. He said he would be happy to provide any help or historic insights if needed.

Ranyee Chiang said she was excited to see the principles and asked how much of the plan was mapped out to achieve the principles, which seemed complicated.

Mr. Griffiths said the principals provided policy direction and guidance for staff. He said the proposed bill would define seamless transit and expectations/standards for each participating transit agency. Mr. Griffiths said the bill, when amended, would initiate a 1-2 year task force that would assess the 27 transit agencies and recommend



a set of legislative reforms to create clarity and capacity to deliver a seamless system.

Sophia Tupuola asked if the task force would ensure that communities of concern (COC) would be relieved of their social isolation and if there would be data to demonstrate improvement in those areas.

Mr. Griffiths said the task force was temporary and had the goal of establishing a permanent regional transit governance structure. He said there was recommendation that COC representatives be included on the task force, as part of the legislative bill. He added that the driving goals of Seamless Transit were equity and improving access overall and that it would be easier to see that once the amended bill comes out in print.

Stephanie Liu asked if there was any opposition or any roadblocks.

Mr. Griffiths said there was not any current opposition to the legislation and said one roadblock was the need to convince the public and transit agencies that this attempt to unify all 27 transit agencies would work, unlike prior attempts.

Stephanie Liu asked what was being done differently compared to past attempts.

Mr. Griffiths said they had studied past attempts and saw the importance of building public support early on. He said they were building followers on social media and asking the public to draft letters of support. Building a grassroots coalition would be key.

Rachel Zack said it was important to build a geographically diverse public coalition and asked what role the Metropolitan Transportation Commission (MTC) had played to date.

Mr. Griffiths said Seamless staff had been speaking to MTC throughout the process and that noted that MTC did not have the mandate to lead the initiative and that MTC staff had noted that legislation would be helpful. He said looking ahead, the task force would look at all agencies, not just MTC, and evaluate best practices to recommend a new structure.

There was no public comment.

Jerry Levine moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (9)

Absent: CAC Members Gower and Tannen (2)

14. Adopt a Motion of Support for the Approval of San Francisco's Draft Plan Bay Area 2050 Fiscally Constrained Project List - ACTION

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff memorandum.

Ms. Lombardo said over the next few months there would be a push to advance equity across all levels.

During public comment Edward Mason asked what the population carrying capacity was in San Francisco and said needed to be a realization that businesses needed to pay their fair share of all the requirements being put on the individual property



owners. He said that growth was not funding growth.

Kevin Ortiz moved to approve the item, seconded by Ranyee Chiang.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (8)

Absent: CAC Members Gower, Klein and Tannen (3)

15. Adopt a Motion of Support for the Amendment of the Adopted Fiscal Year 2019/20 Budget to Increase Revenues by \$2.1 Million, Decrease Expenditures by \$71.9 Million, and Decrease Other Financing Sources by \$67.0 Million for a Total Net Increase in Fund Balance of \$7.0 Million - ACTION

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

Chair Larson said it looked like the usual issue with slow project delivery, which was frustrating, but also allowed the Transportation Authority to save on financing costs.

There was no public comment.

Danielle Thoe moved to approve the item, seconded by Stephanie Liu.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Larson, Levine, Liu, Thoe and Tupuola (6)

Abstain: CAC Member Ortiz (1)

Absent: CAC Members Gower, Klein, Tannen and Zack (4)

16. Introduction of New Business - INFORMATION

Jerry Levine reiterated his prior request for an introductory presentation from SFMTA Executive Director Jeffrey Tumlin.

Chair Larson seconded the request to have Director Tumlin appear before the CAC at a future meeting.

Kevin Ortiz echoed the Director Tumlin request and reiterated a previous request for a map of geofenced Transportation Network Company (TNC) areas and the process required to geofence different sections of the city. He requested information on current and future transportation projects in the city that use ERAF funds and an update on the 16th Street Improvement Project.

Chair Larson seconded the request for an update on the 16th Street Improvement Project.

Danielle Thoe asked if staff could indicate who drafted agenda items and who would be presenting the items at the CAC.

Stephanie Liu reiterated a request for information and/or a presentation on how the various public agencies work together and on transportation funding.

Chair Larson asked if bike lanes were specifically for non-motorized vehicles or if vehicles like scooters were allowed to use bike lanes.

17. Public Comment

During public comment Edward Mason provided an update on idling commuter



shuttle buses, buses with no license plates or no permits and additional violations.

Jackie Sachs requested a Central Subway and Other 9 to 5 project update.

18. Adjournment

The meeting was adjourned at 8:31 p.m.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 25, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Preston, Peskin, Walton and Yee (7)

Absent at Roll Call: Commissioners Stefani (entered during Item 2), Ronen (entered during Item 3), Safai (entered during Item 13) and Mar (4)

Commissioner Walton moved to excuse Commissioners Mar and Safai, seconded by Commissioner Preston. Commissioner Mar and Safai were excused without objection.

2. Chair's Report - INFORMATION

Chair Peskin reported that California Public Utilities Commission (CPUC) Commissioner Shiroma had proposed a ruling to reverse the CPUC's policy on the confidentiality of Transportation Network Company (TNC) data. In California, TNCs such as Lyft and Uber, are regulated by the CPUC and are required to submit annual reports to the CPUC. He said despite the city's advocacy, calling for making these data available, the CPUC's policy and practice on TNC data had been to presume filings from TNCs to be confidential. He said Commissioner Shiroma's proposed decision on data confidentiality now proposed to treat these data as public by default. Chair Peskin said he applauded and fully supported Commissioner Shiroma's proposal and validated the Board's views on how and why the California Public Records Act favors and even mandates disclosure, cautions companies against making over-broad claims of confidentiality, and opens the door to making past filings public.

Chair Peskin said the availability of TNC trip data was critical to the city's ability to understand where and when TNCs operate and how they affect congestion. Trip data can also shed light on whether TNCs are serving people equitably, and what safety impacts they may have. He said while this was a preliminary decision as of yet, he was glad to see this proposal from Commissioner Shiroma and urged the full Commission to adopt the new policy as soon as possible.

Chair Peskin reported that Mayor Breed announced her support for developing a congestion pricing program in San Francisco to address the negative effects of growing traffic congestion, particularly in Downtown and SoMa areas. She emphasized that the program must be based in fairness and equity by considering those who are least able to pay or have limited transportation options, and that revenue should be directed back towards building a world-class transportation system. He said he agreed and looked forward to partnering with Mayor Breed in supporting Transportation Authority staff as they continue the Downtown Congestion Pricing Study.



Chair Peskin said he wanted to underscore the importance of moving forward with the Downtown Rail Extension project, a lynchpin of the region's vision for a more seamless and connected Bay Area. He said Director Chang informed him that the partners had had fruitful discussions and that the Board can expect to see the 6-party memorandum of understanding for advancing that project agendized at the Transbay Joint Powers Authority very soon. He said getting it done timely was an essential step toward the city's ability to grow resources for rail in this region.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

During public comment Francisco Da Costa said the coronavirus should motivate the city to come up with models in place that could potentially affect public transportation. He suggested that the topic be part of a future agenda.

Consent Agenda

4. **Approve the Minutes of the February 11, 2020 Meeting - ACTION**
5. **[Final Approval] Appoint Peter Tannen to the Citizens Advisory Committee - ACTION**
6. **[Final Approval] State and Federal Legislation Update - ACTION**
7. **[Final Approval] Approve the 2020 State and Federal Legislative Program**
8. **[Final Approval] Allocate \$5,832,072, with Conditions, in Prop K Sales Tax Funds for Seven Requests - ACTION**
9. **[Final Approval] Adopt Fiscal Year 2020/21 Transportation Fund for Clean Air Local Expenditure Criteria**
10. **[Final Approval] Authorize the Executive Director to Execute Eight Project Delivery Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State and Federal Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project - ACTION**
11. **[Final Approval] Authorize the Executive Director to Execute Amendment No. 5 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$400,000, to a Total Amount Not to Exceed \$1,995,000, and Extend the Agreement Through June 30, 2022 for Operations and Maintenance Services for the New Vista Point at Pier E2 - ACTION**

There was no public comment.

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

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

Ayes: Commissioners Fewer, Haney, Mandelman, Preston, Peskin, Ronen, Stefani, Walton and Yee (9)

Absent: Commissioners Mar and Safai (2)



End of Consent Agenda

Chair Peskin called Item 12 and Item 13 together.

12. **Update on the San Francisco Municipal Transportation Agency's Siemens Light-Rail Vehicle Procurement - INFORMATION**
13. **Independent Management and Oversight Report on the San Francisco Municipal Transportation Agency's Siemens Light-Rail Vehicle Procurement - INFORMATION**

Eric Cordoba, Deputy Director for Capital Projects, introduced the items.

Julie Kirschbaum, Director of Transit at the San Francisco Municipal Transportation Agency (SFMTA), and Bob Sergeant, Director of Rail and Transit, West, at T.Y. Lin International presented the items.

Chair Peskin asked if the improvement in the performance of the Phase 1 Siemens Light Rail Vehicles (LRVs) with regard to Median Distance Between Failures (MDBF) included vehicles removed from service for flat wheels.

Ms. Kirschbaum responded that it did not include service calls due to flat wheels. She clarified that for the Siemens LRVs the MDBF measure was evaluated based exclusively on failures due to mechanical problems resulting from problems that were the contractual responsibility of the manufacturer. She said flat wheels, which resulted from the SFMTA's policy that operators use the alternate emergency braking system, were outside of Siemens' range of responsibility. Similarly, something like a control board locking up the vehicle's traction power due to operator error was not Siemens' responsibility and the lost service time was not included when calculating the vehicle's contribution to the fleet's MDBF.

Chair Peskin asked if borrowing parts from Vehicle 2033 was necessitated by problems with Siemens' ability to obtain replacement parts when needed.

Ms. Kirschbaum answered that Siemens did not know where defects would materialize until the vehicles had some experience operating in San Francisco, so Siemens could not initially have replacement parts at the ready.

Chair Peskin asked if the SFMTA had already purchased Vehicle 2033, since it was not operational.

Ms. Kirschbaum answered that the SFMTA had not purchased Vehicle 2033, that Siemens owned it and was using it for parts. She said the SFMTA would only pay for it after it had been fully restored and gone through the SFMTA's full acceptance testing program.

Chair Peskin asked if the six LRVs out of service while awaiting new wheels would be outfitted with track brakes prior to being placed in service.

Ms. Kirschbaum answered in the affirmative, and said the SFMTA wanted to make sure the new wheels would be protected from further damage.

Chair Peskin invited Roger Marengo, President of Transit Workers Union Local 250A, to share his experience with the Siemens LRVs and whether the modifications were beneficial.

Mr. Marengo stated that the mechanical and performance issues covered in Ms. Kirschbaum's update were being resolved satisfactorily. He advocated that in future



vehicle procurements the SFMTA's policy should be to include the union from the beginning of the project rather than at the end. He suggested that the experience of the men and women who operated the vehicles on the actual streets of San Francisco was at least as important as conclusions drawn from simulators.

Gary Coward, Muni Operator, said the working relationship with the SFMTA's engineering staff was much improved, and echoed Mr. Marengo's opinion that it was critical to utilize operator experience early in the procurement process.

Telesia Telsee, Muni Operator, said she was one of the original operators of the SFMTA's Siemens LRVs, and expressed strong approval for the upgrades that had been implemented. She also said operators differed in their opinions, but believed that once they became familiar with the new vehicles they would find them to be far superior.

Chair Peskin thanked the operators for their public comment and said the approval of the people who operated the vehicles day in, and day out was an excellent sign of progress.

Commissioner Fewer asked for confirmation that Siemens was replacing the coupler shear pins on the in-service Phase 1 LRVs every ninety days.

Ms. Kirschbaum confirmed.

Commissioner Fewer said it was not sustainable to replace the shear pins at that rate.

Ms. Kirschbaum clarified that Siemens is responsible for covering the cost of the shear pins, which are expensive.

Commissioner Fewer asked how long the process to replace the shear pins required, and whether it required a vehicle to be removed from revenue service.

Ms. Kirschbaum said the SFMTA staff would follow up with the Board to provide details on the shear pin replacement process and time required. She said the LRVs were not removed from service to replace the shear pins, and said the process was included with the preventative maintenance schedule for each vehicle. Ms. Kirschbaum did not anticipate that the replacement regimen would continue for multiple cycles because Siemens now had defined the problem and would likely produce a design solution without delay. But she said that until a solution had been successfully tested with the same instrumentation that was used to diagnose the problem, SFMTA would hold Siemens to its commitment to replace the pins on a 90-day cycle.

Chair Peskin said before the Board approved funding for the next phase of the contract it would need assurances that the shear pin problem would be fixed.

Commissioner Preston asked if the SFMTA planned changes to its policies to ensure that operators were involved earlier in a procurement process for new vehicles.

Ms. Kirschbaum thanked Commissioner Preston and said the SFMTA would operationalize his feedback. She clarified that there had been operator input upfront, including part of the design phase and all of the testing, though not a deep dive such as the one to which the operators had recently been contributing.

During public comment Eileen Boken stated that while buses had a lifespan of 12 to 14 years, LRV lifespans were double those of buses. She suggested new LRVs



undergo a more rigorous review process than that used for new buses. She said Calgary, Canada's rollout of very similar LRVs had gone much more smoothly, and suggested that SFMTA look to Calgary process as an example.

Francisco Da Costa said the oversight consultant contracted by the Transportation Authority hadn't provided the real information about the Siemens LRVs. He said the Board had only received reports on the real situation from the operators, and said the presentations that the SFMTA Director of Transit provided to the Transportation Authority differed from those she presented to the SFMTA Board.

14. San Francisco Muni Reliability Working Group Update - INFORMATION

Chair Peskin commented that the Mayor, Supervisors Mandelman, Safai and himself had joined with the Controller's Office, SFMTA staff, and experts from other transit agencies conduct an evaluation into muni reliability, which he noted was really helpful and informative, as they tackles issues ranging from the operator shortage to transit capacity under market street to automated train control systems.

Peg Stevenson, Director at City of San Francisco Controller's Office, presented the item.

Chair Peskin said the exercise was done with hopes of having the attendance of the new SFMTA Director, but Director Jeffrey Tumlin was not officially serving his new role at that time.

Julie Kirschbaum, Director of Transit at the SFMTA, presented the item.

Commissioner Safai commented that he appreciated the hard work the working group undertook. He called out the findings on operator shortage and vehicle maintenance issues, and requested Director Tumlin's presence at a future board meeting to discuss his plan to address these issues.

Ms. Stevenson noted that Julie Kirschbaum's portion of the presentation would help answer Commissioner Safai's questions.

Commissioner Fewer suggested that SFMTA look into how work commutes affect transit operators daily and how it may contribute the operator shortage the agency was currently experiencing. She asked if any surveys had been conducted around workforce and workforce housing. Commissioner Fewer also noted that the lack of experienced drivers could be decreased by incentivizing operators to stay with the agency longer, looking into issues like housing, retirement benefits, subsidies for housing, paid internships, and increased opportunities for city employment that are imperative to City operations. She also inquired of the status of the recently hired Human Resources personnel to recruit for the agency. Commissioner Fewer offered to work with SFMTA staff on the hiring practices to secure more experienced candidates into the Muni family with a pipeline development, informed by thinking outside of the box.

Ms. Kirschbaum answered that in District 1, there was opportunity to possibly fill more maintenance positions through Washington High School's summer intern program, in which candidates got real hands-on experience in a field of which the students may not have previously considered, and it created a pipeline into apprenticeship into the agency. She also stated that the agency was excited to be a part of the pipeline, seeing that there will always be a need for that type of highly skilled and paid



workforce; and that further workforce investment will be needed into the future.

Commissioner Mandelman echoed the appreciation for the working group, noting that the 18 to 24 month timeframe for recommendations purposely didn't deeply address budget concerns with the group acknowledging that large amounts of funding, including local contribution, were expected for the necessary solutions to be implemented over the next decades. He also commented that the group could redouble its efforts to address the SFMTA operator shortage by taking advantage of local opportunities to increase resources.

Ms. Kirschbaum concurred with Commissioners Fewer and Mandelman and highlighted the challenge of needing more resources to deliver the SFMTA's goal of excellent transit service, but also noted that the structural deficit was increasing faster than revenues controlled by SFMTA.

Commissioner Walton commented that the city needed to be aggressive in its outreach recruitment strategies to increase operators, apprenticeships, and pathway programs by working with City College (of San Francisco) and city workforce providers. He also expressed that a recruitment plan should be documented so that the Board could know how exactly to support and help the SFMTA in its employment efforts.

Ms. Kirschbaum agreed.

Commissioner Preston expressed his appreciation for the city's transit riders and operators who experience the frustration of street congestion, echoed Commissioner Safai's request for Direct Tumlin to attend a future board meeting, and asked if there was a commitment in the budget process to reflect fully funding all hiring shortfalls needed to be addressed by summer of 2021.

Ms. Kirschbaum stated that the SFMTA board was deeply committed and focused on operator hiring and had strongly endorsed their staff's recruitment efforts to fill vacancies, bringing the agency on track to address the operator shortage. She also noted that the SFMTA board was currently reviewing the hiring and budgeting proposals presented by staff, that they received the same presentation the Transportation Authority Board had received, and most likely would support implementing the recommendations of the working group.

Commissioner Preston commented that funding should start with these types of recommendations and the city should be aggressively pursuing the revenue needed to implement the goals, and expressed concerns about encouraging reduction of ridership. He asked for clarification on the SFMTA's position on incentivizing ridership or increased demand.

Ms. Kirschbaum explained that generating ridership through excellent service was the agency's goal and delivery, but also did not want to increase the operator shortage until the problem was solved. She noted that the agency is de facto experiencing a 2-3% service cut due to missed runs due to the operator shortage.

Commissioner Preston expressed appreciation for the clarification and shared the SFMTA's goals of increasing ridership, noting that this aspect was an integral part of city's work. He commented on fare increases resulted in suppressed ridership and raised concerns about relying on this method to raise operating revenues. Commissioner Preston asked if the agency was looking at the demand and needs of



the system in its determination to increase fares.

Ms. Kirschbaum challenged the assumption, stating her observation that Muni riders are much more sensitive to reliable and frequent service when making a travel decision than on fares, noting that Muni has discounted fares for those who need them and depend on transit to get around. Ms. Kirschbaum continued noting that fare indexing is currently part of SFMTA's fare policy and that the working group scope didn't address this topic as it was focused on excellent service. She that the SFMTA Board is reviewing feedback from the public and will discuss the fares as part of the budget process.

Commissioner Preston agreed that service was the biggest driver of ridership, but aggressively seeking funding was better than trying to have riders pay more and that fare income should not be a tradeoff with decreasing service.

Commissioner Safai commented on the staffing portion, noting that SFMTA's human resources was not yet fully staffed and that it was important to include the union on hiring discussions for operators and a crucial aspect of coming up with a successful hiring plan, as well as helping to avoid many of the problems the agency experienced with the purchase of vehicles. He asked that when Director Tumlin comes to a future meeting, he reports on the specifics of the SFMTA's hiring plan.

Ms. Kirschbaum acknowledged the comments and also stated that all the hiring information was available on the City Controller's website. She noted that the operators were the best ambassadors for the work and could also help with some of the partnerships that Commissioner Walton discussed in promoting the field as a career path.

Commissioner Yee suggested that the SFMTA look for and contract with recruiting organizations that could walk candidates through the process of becoming operators, noting that young people get stuck after the internship, without connections to employment as an operator and the agency has to look at how to close the gap. He asked the SFMTA to let the Transportation Authority Board know how they could help in the process.

Ms. Kirschbaum agreed that a continuous pipeline was critical in closing those hiring gaps. She also clarified that the SFMTA's human resources department was very focused on the operator hiring, having doubled the staff in 2019, and implementing resources like City Drive, which helps drivers obtain a commercial permit. She commented the other vacancy challenges were what the working group helped the agency to articulate.

Commissioner Safai asked for Director Tumlin to report back to the Board on the average hiring process time and if it's being accelerated to fill the vacancies.

Chair Peskin expressed that the Board would continue to work with the SFMTA for years to come on the issues. He also noted that, having helped the SFMTA develop its legislative authority in 2007, the entire city was invested in helping the SFMTA and in improving Muni's reliability, and that the SFMTA should seek more counsel within City Hall and from other city agencies.

During public comment, Roger Marengo, President of Transit Operators Union, commented that the recent round of negotiations last year helped with the operator shortage, in terms of wages and wage progression. He also noted the amount of



assaults had not decreased and wanted to highlight these issues to the Board.

Francisco Da Costa asked if the Board provided the Muni Reliability Working Group feedback throughout the process. He spoke to his dissatisfaction with Muni service and its lack of cleanliness.

Eileen Boken stated that she attended regional sub-committee meetings and that the final report excluded many recommendations that were highlighted at those meetings. She spoke against the SFMTA's current culture.

Christopher Peterson commented that Muni reliability also depended on cooperation with partner agencies throughout the region, noting the lack of transit-first policies throughout the region and urgency to address climate crisis matters. He asked that the Board use both its formal and informal authority to ensure all agencies respect transit-first mandates, especially tackling transit improvement controversies with genuine advocacy rather than more process and delays, to keep up with climate crisis needs.

15. Information on Findings of the Clean Miles Standard - INFORMATION

Chair Peskin continued the item without objection.

There was no public comment.

Other Items

16. Introduction of New Items - INFORMATION

There were no new items introduced.

17. Public Comment

There was no public comment.

18. Adjournment

The meeting was adjourned at 12:19 p.m.



RESOLUTION APPOINTING ONE MEMBER TO THE CITIZENS ADVISORY COMMITTEE OF
THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from the term expiration of a member who is seeking reappointment; and

WHEREAS, At its March 10, 2020 meeting, the Board will review and consider all applicants' qualifications and experience and appoint one member to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints one member to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

AGENDA ITEM 4

DATE: February 25, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 3/10/20 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the CAC requiring Board action. The vacancy is the result of the term expiration of John Larson (District 7 resident), who is seeking reappointment. There are currently 36 applicants to consider for the open seat.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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DISCUSSION

BACKGROUND.

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.



PROCEDURES.

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2019/20 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of CAC Members
- Attachment 2 - Matrix of CAC Applicants
- Attachment 3 - CAC Applications

Attachment 1 (Updated 2.25.20)
CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 20
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 20
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 20
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 21
Ranyee Chiang	F	A	4	Central Sunset	Environment, Neighborhood, Public Policy	Mar 19	Mar 21
Danielle Thoe	F	C	6	Tenderloin	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 19	Oct 21
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 19	Dec 21
Stephanie Liu	F	A	5	Western Addition	Environment, Neighborhood, Public Policy	Dec 19	Dec 21
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 22
A - Asian	AA - African American	AI - American Indian or Alaska Native	C - Caucasian	H/L - Hispanic or Latino			
	NH - Native Hawaiian or Other Pacific Islander	NP - Not Provided (Voluntary Information)					

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 2.25.20)

APPLICANTS

Name Gender Ethnicity District Neighborhood Affiliation/Interest

1	Nancy Arms Simon*	NP	NP	10	Bayview	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2	Philip Bailey*	M	C	5	Cole Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3	Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4	Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
5	Harold Flowers*	NP	NP	9	Sunset District	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
6	Jane Ginsburg*	F	C	5	Lower Haight/Duboce Park	Environment, Neighborhood, Public Policy, Senior Citizen
7	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
8	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
10	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
11	Matthew Laroche*	M	C	4	Outer Sunset	NP
12	John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy
13	John Lisovsky*	M	C	5	Panhandle	Environment, Labor, Neighborhood, Public Policy
14	Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
15	Trey Matkin*	M	C	5	Hayes Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
16	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
18 Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy
19 Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood
20 Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
21 Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
22 Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
23 Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
24 John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
25 Sarah Rogers*	F	C	9	Bernal Heights	Environment, Neighborhood, Public Policy
26 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
27 Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
28 Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
29 Adrienne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy
30 Emily Sun*	F	NP	5	Hayes Valley	Environment, Neighborhood, Public Policy
31 Eric Tucker*	M	C	10	Visitacion Valley	Business, Environment, Neighborhood, Public Policy
32 Peter Wilson*	M	C	5	Alamo Square	Environment, Labor, Neighborhood
33 Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
34 Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

35 David Young* NP NP 6 SOMA Business, Environment, Neighborhood, Public Policy

36 Bozhao Yu M A 1 Lone Mountain Business, Environment, Neighborhood, Public Policy

A - Asian AA - African American AI - American Indian or Alaska Native C - Caucasian H/L - Hispanic or Latino

NH - Native Hawaiian or Other Pacific Islander NP - Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.

Citizens Advisory Committee

APPLICANTS

Updated 2.25.2020

*Applicant has not appeared before the Board.

No.	Name	District	Neighborhood	Affiliation/Interest	Page
1	Gordon Crespo*	7	Midtown Terrace	Environment, Public Policy	1
2	John Larson	7	Miraloma Park	Environment, Neighborhood, Public Policy	3



San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

Gordon	Crespo	Male	Not Provided
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
7	Midtown Terrace	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94131
STREET ADDRESS OF HOME	CITY	STATE	ZIP
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

A native San Franciscan and retired Architect (30 years). As a result of my alarm in regards to San Francisco's housing crisis I formed a 501(c)(3) corporation, The Golden Gate Foundation, whose mission is to get more affordable housing built. Efficient public transport is a key part of effective affordable housing strategy.

Statement of objectives:

Get a better understanding of how monies are directed to transportation projects, how this agencies efforts are coordinated with SFMTA and, most importantly, offer my to help an agency many know nothing about but that is doing good for a city I absolutely love.

Please select all categories of affiliation or interest that apply to you:

<input type="checkbox"/>	Business
<input type="checkbox"/>	Disabled
<input checked="" type="checkbox"/>	Environment
<input type="checkbox"/>	Labor
<input type="checkbox"/>	Neighborhood
<input checked="" type="checkbox"/>	Public Policy
<input type="checkbox"/>	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Gordon Patrick Crespo

2/15/2018

NAME OF APPLICANT

DATE



San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

John	Larson	Male	Not Provided
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
7	Miraloma Park	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94127
STREET ADDRESS OF HOME	CITY	STATE	ZIP
6	Civic Center	REDACTED	john.larson@jud.ca.gov
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
455 Golden Gate Ave	San Francisco	CA	94012
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I have served as the CAC Chair for the last two years and as the District 7 representative on the CAC for six years. I have continued to try to run the CAC meetings in a timely manner while working to make sure that all voices are heard and issues are presented in a clear and understandable manner. In addition, I have represented the CAC in making the Chair's Report before the Transportation Authority Board where I have highlighted areas of public interest gleaned from public comment at the CAC meetings as well as key issues surfaced at the meetings by CAC members. As Chair, I can deploy an understanding of the budgetary and decision-making processes of the Transportation Authority to facilitate discussion. I also know the value of the rules of order to keeping a meeting on track, balanced with a sense of humor to keep the meeting relaxed and engaging.

Statement of objectives:

I believe that a public-centered process always results in more successful long-term results for policy-makers and the public they serve. The Citizens Advisory Committee represents an opportunity for residents to have a direct impact on the transportation policies and planning decisions that will affect them. As Chair of the CAC I want to focus on accountability and equitable distribution of resources across all supervisorial districts. I am a 22+ year resident of Miraloma Park and West Portal and I have worked in the Civic Center for over 20 years. Living on the Westside in District 7 and working in Civic Center I have a global view of the transportation needs of the City and County. As the city has grown over this time and entire new neighborhoods have been created, it is important that when making recommendations to the Authority that the outer districts of the city also have their voices heard and their needs met. I will continue to work to ensure that the diverse perspectives of San Franciscans are heard, especially those people living in transportation corridors in the underserved neighborhoods of San Francisco.

Some of the specific policy areas and objectives that continue to be important to me are:

Accountability: oversight of funding and progress on Van Ness BRT, Better Market Streets, the beginnings of Geary BRT, and ongoing monitoring of MUNI, BART and the Transbay Transit Center funding.

Pedestrian Safety: continued support of Vision Zero goals.

Planning for the future: enhancements of subway, light rail, historic streetcar lines and bus rapid transit while highlighting displacement and affordability impacts that come with development, land use and transportation policy decisions.

Please select all categories of affiliation or interest that apply to you:

<input type="checkbox"/>	Business
<input type="checkbox"/>	Disabled
<input checked="" type="checkbox"/>	Environment
<input type="checkbox"/>	Labor

X	Neighborhood
X	Public Policy
	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

John Larson

3/6/2020

NAME OF APPLICANT

DATE



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 2828 (FRIEDMAN) AND A CONDITIONAL SUPPORT WITH AMENDMENTS POSITION ON AB 2824 (BONTA)

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 new support position on AB 2828 (Friedman) and a new conditional support with amendments position on AB 2824 (Bonta) as shown in Attachment 1; and

WHEREAS, At its March 10, 2020 meeting, the Board reviewed and discussed AB 2828 (Friedman) and AB 2824 (Bonta); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on AB 2828 (Friedman) and a new conditional support with amendments position on AB 2824 (Bonta); and be it further

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

Attachment:

1. State Legislation - March 2020

State Legislation - March 2020

(Updated March 2, 2020)

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

Staff is recommending a new support position on Assembly Bill (AB) 2828 (Friedman), a new conditional support with amendments position on AB 2824 (Bonta), and new watch positions on AB 2121 (Friedman), AB 2176 (Holden), and AB 2305 (Ting), as show in **Table 1**.

Table 2 provides updates on AB 1350 (Gonzalez), AB 2012 (Chu), AB 2057 (Chiu) and Senate Bill (SB) 278 (Beall), on which the Transportation Authority has previously taken positions this session or added to our watch list.

Table 3 shows the status of active bills as of the beginning of 2020 on which the Board has already taken a position.

Table 1. New Recommended Positions

Recommended Positions	Bill # Author	Title and Update
Watch	AB 2121 Friedman D and Ting D	<p>Traffic Safety.</p> <p>This bill would require that Caltrans convene regular meetings of external design experts to provide input to the state Highway Design Manual, require that the state track bicycle and pedestrian related crashes, and provide a pathway for a 5-year extension of the establishment of speed limits, if a registered engineer finds an increase in crashes along a section of highway.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) is working with Assemblymember Friedman’s office and staff from other cities in the state on potential amendments to this bill. This may include changes to increase flexibility of speed limit setting on the high-injury network, to create new prima facie zones in business districts, and to include the consideration of vulnerable road users in engineering and traffic studies, all to help further movement toward the city’s Vision Zero goals.</p>
Watch	AB 2176 Holden D	<p>Free student transit passes: eligibility for state funding.</p> <p>Similar to AB 1350 (Gonzalez) for youth and AB 2012 (Chu) for seniors (see Table 2), this bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs, which serves as the basis for these sources’ formula distribution to operators.</p> <p>The SFMTA already has a free transit pass program for low- and moderate-income seniors and persons aged 18 and younger, as well as a \$40 transit pass discount for all youth and seniors. The SFMTA also partners with secondary education institutions (SF State, University of San Francisco, Conservatory of Music) on a Class Pass program for reduced fares for enrolled students.</p> <p>We are concerned that the bill does not currently identify funding that would offset lost fare revenue. SFMTA estimates that the fiscal impact would be approximately \$18 million annually for just the students currently participating in the Class Pass program plus City College. Administration costs would likely</p>

		exceed \$500k a year.
Watch	AB 2305 Ting D	<p>Vehicles: local regulation of traffic: private roads.</p> <p>This is currently a spot bill. At the end of the 2019 legislative session, the Governor vetoed AB 1605 (Ting), which would have authorized the San Francisco Board of Supervisors to implement a pilot paid reservation system on the Lombard Crooked Street. The Transportation Authority's 2018 study demonstrated that a paid reservation system would be most effective at managing traffic on the street and would have generated revenues to cover the program costs. We are working with Supervisor Stefani's office, Assemblymember Ting's office, and the Governor's office to consider legislation authorizing a pilot no-fee reservation system. This bill may serve as the vehicle for such a bill.</p>
Conditional Support with Amendments	AB 2824 Bonta D	<p>San Francisco-Oakland Bay Bridge: public transit: greenhouse gases.</p> <p>This bill would state the intent of the Legislature to enact future legislation pertaining to the issue of high carbon emissions and inefficient public transit across the San Francisco-Oakland Bay Bridge to create a more environmentally sustainable, equitable, and efficient approach to transportation. Specifically, the author has indicated he will introduce amendments that specifically seek the authorization and implementation of a bus-only lane.</p> <p>We applaud efforts to expedite buses on the bridge, which would serve travelers to and from the East Bay as well as improve the connection between San Francisco and Treasure Island. With transbay BART service currently operating at 110% of capacity during peak travel times, the region must identify near and mid-term options to effectively and efficiently deliver additional bus service across the bridge as well improve service for existing riders. The Metropolitan Transportation Commission (MTC) recently identified improvements at the West Grand, I-580, and I-80 approaches to the Bay Bridge as projects that would have the most immediate impact on bus travel time and reliability. We propose to conditionally support this legislation and to work with the author, MTC, and our east bay colleagues as the bill's substantive language is developed to ensure it advances near-term operational fixes and provides the authorization and resources for the region to develop and implement a comprehensive strategy for more transformative improvements, which could include a new bus-only lane.</p>
Support	AB 2828 Friedman D	<p>Traffic safety.</p> <p>This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This was one of the recommendations from the Zero Traffic Fatalities Task Force, and would allow regular review of the state's design standards, and allow professionals to advise on best practices. A similar requirement is included in AB 2121 (Friedman and Ting).</p>

Table 2. Notable Updates on Bills in the 2019-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	AB 1350 Gonzalez D AB 2012 Chu D	<p>Free youth and senior transit passes: eligibility for state funding.</p> <p>These bills would require transit agencies to offer free transit passes to persons under 18 years of age (AB 1350) and to persons over 65 years of age (AB 2012) in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program.</p> <p>The SFMTA already provides free transit passes for low- and moderate- income youth (age 18 and younger) and seniors. Youth and seniors of all incomes are eligible to receive a \$40 discount on a monthly pass. We are concerned that the bill does not currently identify funding that would offset lost fare revenue. Since we last reported on these bills, SFMTA has estimated that the cost of implementing AB 1350 would be around \$2 million per year and the cost of implementing AB 2012 would be a little over \$5 million per year. This is a significant cost especially considering the challenges SFMTA is facing with its structural operating deficit, but lower than extending these transit programs to a new population, as AB 2176 would (see above). SFMTA continues to work with the California Transit Association which is compiling statewide fiscal impacts to provide feedback to the authors of these bills.</p>
Watch	AB 2057 Chiu D	<p>San Francisco Bay Area: public transportation.</p> <p>This is currently a spot bill, which specifies the author's intent to put in place reforms to make the region's transit system easier to use with a more seamless experience for transit riders. Assemblymember Chiu is working with Seamless Bay Area, a nonprofit sponsor of the legislation, as well as with public agencies and other stakeholders on substantive language for the bill which will be introduced at a later date.</p> <p>Since last month, we have continued our conversations with the author and Seamless Bay Area about their plans for this bill. Seamless Bay Area has asked the Board to adopt a set of seamless transit principles, which are intended to help the region pursue a seamlessly integrated, world-class transit system. As part of agenda item #6, we recommend adopting a support position for the Seamless Transit Principles put forth by Seamless Bay Area with the caveat that both the task force we understand will be proposed by AB 2057 and any subsequent Transit Network Manager have a composition that reflect where the region's transit ridership is currently strong and be guided by a principle to enhance and optimize and avoid harming the region's core transit systems (Muni, BART, AC Transit). See agenda item 6 for more details.</p>
Watch	SB 278 Beall D	<p>Metropolitan Transportation Commission (MTC).</p> <p>As we reported last month, this bill is currently a placeholder, which the author intends to amend at a later date to establish a regional transportation measure for the nine county Bay Area. We are working with San Francisco agencies and other stakeholders to ensure the bill's policies and expenditure plan will promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system. In particular, we are advocating for the measure to support San Francisco's priorities such as a regional means-based fare program, BART and Muni core capacity programs, transit operations,</p>

		<p>as well as other key projects such as the Downtown Extension and US 101/I-280 Express Lanes with Bus Service.</p> <p>Proponents for FASTER Bay Area have been working with housing advocates to incorporate housing expenditures into a potential one cent sales tax, while the latter continue to develop a potential stand alone housing measure consistent with AB 1487 (Chiu, 2019) to keep both options on the table. We understand that the details of a potential joint measure are still being worked out, but that proponents are considering a measure with no expiration date for the one cent sales tax and are estimating it could generate \$106 billion in the first 40 years. The FASTER proponents have put forward a proposal for a mandatory transportation demand management program on the part of Bay Area businesses over a certain size. We have heard that this will include requiring businesses to offer pre-tax commuter benefits to their employees as well as additional benefits, such as transit passes or commuter shuttles, or allow businesses to pay into a fund to be administered by MTC and/or the Air District. We are still waiting to receive more details on this proposal.</p> <p>We will continue to engage with our partner agencies and local and regional stakeholders to provide our feedback on all aspects of this bill, as we continue to work with Caltrain, the City/SFMTA, and two other Caltrain member counties (San Mateo and Santa Clara) on a possible 1/8-cent sales tax for the November 2020 ballot if this regional transportation measure does not seek the same ballot. The Caltrain sales tax authority was provided by SB 797 (Hill, 2017).</p>
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Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

No changes to bill status since February 11 update to the Transportation Authority Board.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 3/4/2020)
Support	AB 40 Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project	Dead
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary Committee
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: motorized carrying devices.	Senate Rules
	AB 1112 Friedman D	Shared mobility devices: local regulation.	Senate Transportation
	AB 1964 Frazier D	Autonomous vehicles.	Assembly Transportation
	SB 50 Wiener D	Planning and zoning: housing development: streamlined approval: incentives.	Dead
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Dead

	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead
	AB 1848 Lackey R	High-speed rail: Metrolink commuter rail system.	Assembly Transportation

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2019. Bill status at a House's "Desk" means it is pending referral to a Committee.

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RESOLUTION ADOPTING A SUPPORT POSITION FOR THE SEAMLESS TRANSIT PRINCIPLES

WHEREAS, The Transportation Authority 's mission is to make travel safer, healthier, and easier for all; and

WHEREAS, The San Francisco Bay Area is facing a series of interrelated crises, including increasing congestion, rising pollution, decreasing affordability, and widening inequality, which are exacerbated by an inadequate public transportation system; and

WHEREAS, There are currently 27 transit agencies operating in the Bay Area, and residents have consistently identified the lack of coordinated information and difficult transfers between operators as a barrier to increasing their use of transit; and

WHEREASE, Using public transit in the Bay Area can require using multiple transit systems operated independently, paying multiple separate fares, and navigating different wayfinding systems; and

WHEREAS, Climate change is a significant challenge facing the Bay Area, and reducing greenhouse gas emissions from the transportation sector will require a significant increase in the number of residents and workers taking transit rather than a single occupancy vehicle for more of their trips; and

WHEREAS, Low-income transit riders are more reliant on public transit, with 60% percent of low-income households in the region not having access to a private vehicle, and low-income transit riders make more intra-agency transit transfers than high-income riders; and

WHEREAS, A more seamless-to-the-customer public transit system with integrated transit fares has the potential to both benefit low-income transit riders and attract new riders; and

WHEREAS, The Seamless Transit Principles proposed by Seamless Bay Area, are as follows:

1. Run all Bay Area transit as one easy-to-use system
2. Put riders first
3. Make public transit equitable and accessible to all



4. Align transit prices and passes to be simple, fair, and affordable
5. Connect effortlessly with other sustainable transportation
6. Plan communities and transportation together
7. Prioritize reforms to create a seamless network; and

WHEREAS, Seamless Bay Area is simultaneously sponsoring Assembly Bill (AB) 2057 (Chiu), currently a spot bill, with the intent of establishing a task force to develop recommendations that would improve coordination and oversight of the Bay Area's regional transit system; and

WHEREAS, It is imperative that the region's largest jurisdictions and transit operators' interests are appropriately represented on this task force given that the region's three largest transit operators - Muni, BART and AC Transit, carry 80% of the region's transit riders; and

WHEREAS, There is risk that reconciling the region's disparate transit fare and subsidy policies could inadvertently harm these core systems; and

WHEREAS, Should the task force recommend the creation or designation of a Transit Network Manager, the governance of that body should also reflect the strong transit ridership in the region's core; and

WHEREAS, At its February 26, 2020 meeting, the Transportation Authority Citizens Advisory Committee reviewed and discussed the Seamless Transit Principles proposed by Seamless Bay Area and unanimously adopted a motion of support for the adoption of the subject resolution of support for those principles; and

WHEREAS, At its February 11, 2020 meeting, the Board reviewed and discussed the Seamless Transit Principles; now, therefore let it be

RESOLVED, That the Transportation Authority hereby adopts a support position for the Seamless Transit Principles listed herein, and agrees to be publicly listed as a supporter; and be it further

RESOLVED, That the Transportation Authority recommends that any Task Force or Transit Network Manager formed through legislation be structured in a way that reflects where transit ridership is strong and be guided by a principle to enhance and optimize, and



avoid harming, the region's core transit systems (Muni, BART, AC Transit); and be it further

RESOLVED, That the Transportation Authority affirms its commitment to working collaboratively with State agencies, the Metropolitan Transportation Commission, Bay Area transit operators, and other local and regional agencies and stakeholders to develop a highly integrated regional transit system that provides convenient, seamless, and affordable transit for customers.



Memorandum

AGENDA ITEM 6

DATE: February 28, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 3/10/2020 Board Meeting: Adopt a Support Position for the Seamless Transit Principles

RECOMMENDATION Information Action

Adopt a support position for the Seamless Transit Principles.

SUMMARY

Seamless Bay Area is a non-profit organization whose mission is to transform the Bay Area's public transit system into a world-class, unified, equitable, and widely-used system by building a diverse movement for change and promoting policy reforms. Seamless Bay Area is seeking resolutions of support for their seven Seamless Transit Principles (Attachment 1). At a high level, these principles are consistent with San Francisco's transportation policies, particularly around transit-first and climate change goals, though we have some concerns with the details of implementation across the region's 27 transit operators, which have very different operating and financial profiles. Seamless Bay Area is also sponsoring Assembly Bill (AB) 2057 (Chiu), which is currently a spot bill that specifies the author's intent to put in place seamless transit reforms. We support the high level Seamless Bay Area principles with the caveat that both the task force that we understand will be proposed by AB 2057 and any subsequent Transit Network Manager have a composition that reflect where the region's transit ridership is currently the strongest, e.g. Muni, BART and AC Transit carry 80% of all the region's transit trips - and be guided by a principle to enhance and optimize, and avoid harming the region's core transit systems. These principles can help inform our state legislative advocacy this session, as well as ongoing planning work related to Plan Bay Area 2050 and the city's long-range transportation planning work.

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



BACKGROUND

In October-November 2019, the FASTER Bay Area and Voices for Public Transportation coalitions made presentations to the Transportation Authority Board and Citizens Advisory Committee about their proposals for potential new revenue measures for public transit in the Bay Area. The FASTER proposal, which was further along in its development, is estimated to bring as much as \$100 billion in new funding primarily for transit. Both groups are working toward a potential November 2020 ballot measure and recognize that they will need to come together to support one measure that can reach the required 2/3 voter approval threshold. Any such regional transportation revenue measure requires authorization by the State Legislature and the Governor. SB 278 (Beall) is currently the placeholder for a regional transportation revenue measure, and as of mid- February, the FASTER proponents have begun discussions with housing advocates about potentially splitting a 1-cent sales tax measure between housing and transportation projects. This conversation is ongoing, and we will continue to track SB 278's development and advocate for the measure to support San Francisco's priorities such as a regional means-based fare program, BART and Muni core capacity programs, transit operations, and other key projects such as the Downtown Caltrain Extension and US 101/I-280 Express Lanes with Bus Service.

As these revenue conversations continue, Seamless Bay Area is making a related but independent proposal to establish a state-sanctioned task force to study the Bay Area's 27 transit systems, establish policy direction and set goals to help create a more seamless network from the user's perspective, and create a Transit Network Manager role to establish leadership to coordinate between the existing transit agencies toward meeting the seamless network goals. Seamless Bay Area is sponsoring AB 2057 (Chiu), which as noted above is currently a spot bill that specifies the author's intent to put in place reforms that will make the region's transit system easier to use with a more seamless experience for transit riders.

To date, several advocacy and governmental organizations have taken actions to support the Seamless Transit Principles including SPUR, San Francisco Transit Riders, TransForm, the City of Berkeley and the Cities Association of Santa Clara County. Seamless Bay Area has made requests of numerous other city, county and transit agency boards including the San Francisco Municipal Transportation Agency (SFMTA) Board.

DISCUSSION

As noted above, the Seamless Transit Principles, at a high-level, are consistent with San Francisco's Transit-First policy, climate goals, and other transportation policies and priorities. We are recommending that the Board adopt the attached resolution (Attachment 2), expressing support for these principles with an important caveat pertaining to composition of the anticipated task force and future Transit Network Manager. We have discussed the resolution with Seamless Bay Area representatives, and our Technical Working Group, which includes the SFMTA, BART, and other San Francisco and regional agencies.



Implementing a truly seamless regional transit network with so many different transit operators, is no easy task. To provide some real leadership and momentum to effect the desired changes, Seamless Bay Area has been developing a proposal for state legislation that would form a state task force and designate a Transit Network Manager to work with the transit operators and other stakeholders to identify the needed changes, an implementation strategy, etc. We are conceptually supportive of the state task force and Transit Network Manager concepts, but will want to work with the legislature and relevant stakeholders on the details. For example, we have concerns about the governance structure for both groups. In Bay Area regional conversations, the voices of the urban core communities and large transit operators are often drowned out by suburban and ex-urban communities and small suburban transit operators. SFMTA, for example, has approximately 45% of the region's transit ridership, but may have the same vote as an agency with 4% or less of the region's ridership. Similarly, the big three cities (San Francisco, Oakland and San Jose) house approximately 30% of the Bay Area's residents, but are often outnumbered by many smaller cities and suburban communities on boards and commissions such as ABAG, where each jurisdiction is given equal footing.

Another area that should receive further discussion is the funding required to implement Seamless Bay Area's Transit Network Manager proposal. The Transit Network Manager role would require staffing and resources. More significantly, implementing uniform fare discounts and affordable fare programs such as an accumulator pass that caps the daily or monthly fare a rider pays, will necessarily impact transit operators' farebox revenues, and without assurances to help those agencies' bottom line, this proposal would face strong resistance from transit operators.

MTC is currently leading a Transit Fare Coordination and Integration study, to look at ways to make the region's transit network better coordinated, to identify practical steps toward integrating operations of the various transit agencies into a customer-focused network with a more affordable and intuitive fare structure. This process is important to help the region understand how transit fare policies are set. For example, Caltrain has 70% farebox recovery, Muni has a 29% farebox recovery ratio while AC Transit has 20% and VTA 12% (according to MTC's Vital Signs website). Furthermore, per-boarding costs vary across agencies, with AC Transit at \$5.15 and Muni at \$2.41. Setting a base fare without considering the agencies' disparate costs could have major impacts on the transit operators' ability to provide service to their customers. Changes to fares has an outsized influence on agencies that rely more heavily on farebox receipts. At the same time, these agencies are under increasing pressure to develop lifeline fares and/or pass products to help with affordability.

Finally, we understand that AB 2057 (Chiu) will include a proposal to create a base local bus fare. This idea should be approached cautiously and be guided by the findings of MTC's Transit Fare study, and by a conversation about regional values and principles, such as the importance of transit affordability. This conversation is needed to help reconcile the wide range of fare and subsidy policies in the region. This will also help set parameters that should anchor the effort to find a solution (e.g. do no harm to existing transit operations levels by keeping budgets whole). This may mean that solutions should assume new money only, and should require matching funds be provided by a jurisdiction if existing sources of money are



used. Otherwise, a base fare system could, for example, reward suburban jurisdictions for their historic lack of investment, and reduce funds to major operators whose jurisdictions' residents have been investing in transit service for years.

Next Steps.

We will continue to engage with our Board, transit operators, and partners as this proposal moves forward, and convey our positions to Assemblymember Chiu's office and the state legislature as AB 2057, SB 278, and other legislation that relates to these principles. Similarly, we will keep the principles in mind as we continue to provide input to Plan Bay Area 2050 and advance the Connect SF long-range transportation planning program.

FINANCIAL IMPACT

None. The recommended action would have no impact on the Transportation Authority's budget.

CAC POSITION

The CAC was briefed on this item at its February 26, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Seamless Transit Principles
- Attachment 2 - Draft resolution of support

ATTACHMENT 1

The Seamless Transit Principles Viewable at: www.seamlessbayarea.org/seamless-transit-principles**1) Run all Bay Area transit as one easy-to-use system**

Public transit should work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.

**2) Put riders first**

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political and bureaucratic barriers to provide an excellent and seamless customer experience.

**3) Make public transit equitable and accessible to all**

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.

**4) Align transit prices and passes to be simple, fair, and affordable**

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Cost-effective monthly passes should work across the Bay Area and should be widely available to individuals, employers, and schools.

**5) Connect effortlessly with other sustainable transportation**

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.

**6) Plan communities and transportation together**

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable housing and job opportunities, and reduces car travel and greenhouse gas emissions.

**7) Prioritize reforms to create a seamless network**

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California megaregion must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!



RESOLUTION ALLOCATING \$60,732,027 IN PROP K SALES TAX FUNDS, WITH CONDITIONS,
FOR LIGHT RAIL VEHICLE PROCUREMENT

WHEREAS, On April 23, 2019, the Board continued consideration of the San Francisco Municipal Transportation Agency's (SFMTA's) request for \$62.7 million in Prop K funds for the Siemens Light Rail Vehicle (LRV) Procurement, subject to an independent oversight effort to identify the root causes of problems with the LRVs delivered in Phase 1 of the project, effective fixes, and the extent of warranty coverage for these problems; and

WHEREAS, Over the last nine months, SFMTA staff has provided a series of presentations to the Transportation Authority Board providing updates on the LRV safety and reliability issues; and

WHEREAS, During the same timeframe, the Transportation Authority commissioned T.Y. Lin International to conduct an independent, in-depth review of the Siemens LRVs safety and reliability issue; and

WHEREAS, On February 25, 2019 T.Y. Lin International presented the findings and recommendations from its final report to the Transportation Authority Board, concluding that SFMTA and Siemens had made good progress resolving the issues, implementing upgrades and significantly improving reliability and making a number of recommendations reflecting lessons learned and the need for continued oversight through completion of the Phase 1 repairs and attainment of the reliability requirement related to Mean Distance Between Failures; and

WHEREAS, The SFMTA submitted a revised request for \$60.7 million in Prop K funds for the Light Rail Vehicle Procurement project, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form (Attachment 5); and

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



WHEREAS, SFMTA's request for Light Rail Vehicle Procurement requires a concurrent Prop K Strategic Plan amendment to advance \$96,661 in cash flow in the Purchase Additional Light Rail Vehicles category, \$17,183,425 in cash flow in the Vehicles-Muni category, and \$3,965,843 in cash flow in the Vehicles-Undesignated category, with corresponding amendments to the 5YPPs for each of the three categories, as detailed in the attached allocation request form; and

WHEREAS, The requested Strategic Plan amendment would result in a minor increase (0.18%) to the assumed level of financing costs for the Prop K program as a whole over its 30-year life; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$60,732,027 in Prop K funds, with conditions, for Light Rail Vehicle Procurement, as summarized 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, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed actions; and

WHEREAS, At its February 25, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; therefore, let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance the cash flow reimbursement schedule for a total of \$21.2 million in cash flow with corresponding 5YPP amendments to the Purchase Additional Light Rail Vehicles, Vehicles-Muni and Vehicles-Undesignated categories, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$60,732,027 in Prop K funds, with conditions, as summarized 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 project sponsors to comply with applicable law and adopted Transportation Authority policies and execute a Standard Grant Agreement 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. Request Summary
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2019/20
5. Allocation Request Form

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 60,732,027	\$ 1,126,960,331	84%	95%	Construction	Citywide
TOTAL					\$ 60,732,027	\$ 1,126,960,331	84%	95%	

Footnotes

¹ "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).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$60,732,027	Purchase 151 new Siemens Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that are approaching the end of their useful lives, and purchase an additional 68 LRVs to expand Muni's light rail fleet. The purchase includes all associated engineering, manufacture, testing, and warranties for the vehicles, as well as training, manuals, spare parts and special tools to support the new fleet. The new vehicles will improve reliability and be much easier to maintain, The SFMTA expects all of the new LRVs to be approved for service by December 2025, which reflects a 14-16 months of schedule savings compared to the original schedule.
TOTAL			\$60,732,027	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation Highlights
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 60,732,027	<p>Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) amendments: Recommended allocation is contingent on an amendment to the Prop K Strategic Plan and the relevant 5YPPs to advance \$96,661 in cash flow from FY23/24 to FY21/22 in the Purchase Additional Light Rail Vehicles category, advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21 in the Vehicles-Muni category, and advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21 in the Vehicles-Undesignated category. See Attachment 1 in allocation request form for details.</p> <p>Reimbursement of the first \$31,457,114 in Prop K funds is conditioned upon the Phase 1 vehicles (68 expansion) passing the Reliability Demonstration Test that demonstrates 25,000-miles Mean Distance Between Failures for a period of 6 consecutive months. See Attachment 2 in allocation request form for details.</p> <p>The allocation is conditioned upon implementation by the SFMTA and Transportation Authority of the Project Management Oversight Protocol for Siemens Light Rail Vehicle Procurement, for both Phases 1 and 2. See Attachment 3 in allocation request form for details.</p> <p>Recommended allocation requires SFMTA to provide a plan describing the preventative maintenance program for the Siemens LRVs by September 1. The plan will address replacement of components or sub-components that need to occur in advance of the vehicles' midlife overhaul, including cost and schedule.</p>
TOTAL			\$60,732,027	

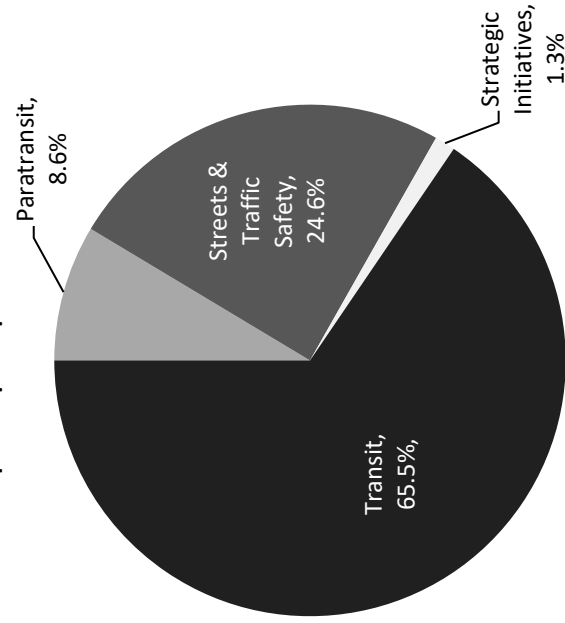
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20**

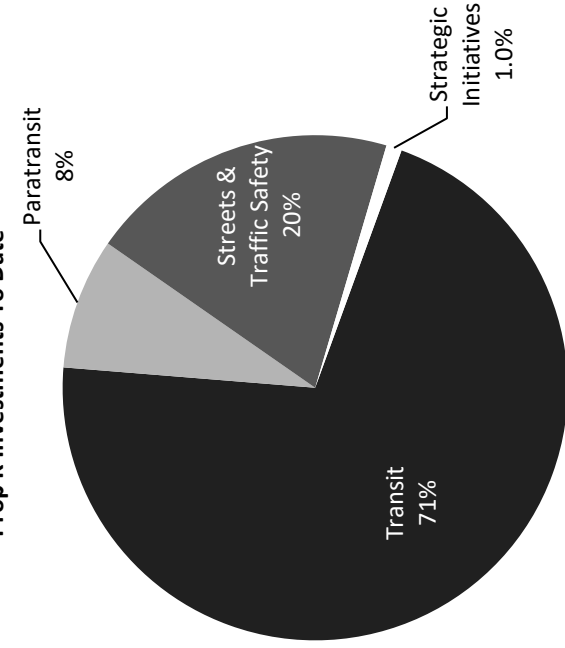
PROP K SALES TAX		\$40,000	\$25,000	\$15,000				
Total		FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 73,328,808	\$ 23,173,415	\$ 33,420,981	\$ 7,281,046	\$ 3,354,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Current Request(s)	\$ 60,732,027	\$ -	\$ 21,149,268	\$ 96,661	\$ 6,580,107	\$ 32,869,459	\$ 36,532	\$ -
New Total Allocations	\$ 134,060,835	\$ 23,173,415	\$ 54,570,249	\$ 7,377,707	\$ 9,934,729	\$ 35,560,081	\$ 2,727,154	\$ 717,500

The above table shows maximum annual cash flow for all FY 2019/20 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

FY of Allocation Action:	FY2019/20
Project Name:	Light Rail Vehicle Procurement
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Vehicles - Undesignated, Purchase Additional LRV's, Vehicles - MUNI
Current Prop K Request:	\$60,732,027
Supervisory District(s):	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, 24 of which will accommodate the opening of Central Subway, 4 for the Golden State Warriors Arena (Chase Center) in Mission Bay, and 40 for citywide service expansion.

Detailed Scope, Project Benefits and Community Outreach

See UPDATED detailed scope description and project background, attached.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$62,767,638

Justification for Necessary Amendment

The SFMTA is requesting an amendment to the Prop K Strategic Plan to advance cash flow of \$96,661 for purchase of LRVs to expand the existing fleet from FY23/24 to FY21/22 in the Purchase Additional Light Rail Vehicles category (EP-15); advance cash flow of approximately \$17.2 million from FY2021/22 to FY2020/21 in the Vehicles-Muni category; and advance cash flow of approximately \$4 million from FY2022/23 to FY2020/21 in the Vehicles-Undesignated category.

The amendment would result in a minor 0.19% or \$5.3 million increase in finance costs to the Strategic Plan as a whole.

Detailed Scope, Project Benefits and Community Outreach

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 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 increased service demand for the Central Subway and Mission Bay. The contract also includes two options to acquire up to a total of 85 additional LRVs to meet projected future ridership growth and system capacity expansion needs through 2040. The SFMTA has already optioned the first 40 expansion vehicles and still reserves the right to option the remaining 45 expansion vehicles in the contract. The SFMTA procured an additional four expansion vehicles through a change order to the contract to accommodate an increase in ridership due to the construction of the Chase Center.

Highlights of the project are:

1. The project will grow SFMTA's LRV fleet by more than 45 percent and will help move the Agency forward toward achieving its strategic goal of creating a safer, more efficient and reliable transportation system.
2. The new vehicles are 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 are to maintain, and reliability will improve from the current Breda fleet level of approximately 5,000 miles between failures to a contractual requirement of 25,000 miles between failures.
5. LRVs are 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 postdelivery 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 San Francisco Municipal Transportation Agency (SFMTA) broke ground of 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 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 four cars funded out of the Mission Bay Transportation Improvement Fund to better serve the new Chase Center. This represents a total of 68 expansion cars, the last of which is expected to enter revenue service by summer 2020.

The SFMTA pursued a very aggressive manufacturing and delivery schedule: the SFMTA issued Notice to Proceed on September 19, 2014. The first vehicle was delivered in January 2017 and entered service in November 2017. The SFMTA achieved system-wide regular service in fall of 2018 and plans to accelerate the procurement of the second phase of the procurement: the purchase of 151 replacement light rail vehicles.

The SFMTA has worked with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to develop an accelerated procurement of 151 replacement light rail vehicles. Together, the three agencies have finalized a funding plan that provides the necessary funds on an accelerated schedule and also provides supplemental funding needed for change orders as well as escalation costs.

The revised timeline will accelerate delivery of the replacement vehicles by shortening the overall delivery window from six and a half years to 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 adequate condition. The primary tradeoff considered was financing costs needed to ensure cash is on hand to meet the proposed accelerated schedule. These costs reduce funds that would be available for other projects, including future vehicle procurements.

In developing this proposal, the SFMTA completed a cost-benefit analysis which was presented to the San Francisco Transportation Authority Board in Spring 2019. This analysis identified a range of potential savings (costs) of \$37 million (\$8 million). Costs are associated with Prop K financing, potential FTA financing and one-time cost for Siemens to re-tool production facilities to add production capacity. The benefits identified include dramatically reduced need for major system overhauls on the legacy Breda fleet, the reduction of risk associated with major component failures and parts obsolescence, and the comparatively significant, and growing, parts and labor costs of maintaining the Breda fleet over the next five to seven years. The upcoming replacement phase will provide critically needed relief for our aging light rail fleet and ensure that the SFMTA can continue to provide frequent, reliable and sustainable transportation to the residents and visitors of San Francisco.

Phase 2 Update (151 Replacement LRVs)

The change orders that will be incorporated into the next phase of the project address passenger feedback to improve comfort, others address issues raised by maintenance and operations staff to improve the operability and maintainability of the fleet over the next 25 years. The full list of these items and their anticipated associated costs can be viewed in *Scope Attachment A*. Noteworthy changes are highlighted in *Scope Attachment B*. They include changes to seating type and configuration based on extensive public outreach and feedback, updating the track brake design to address flattened wheels, as well as numerous maintenance-related requests to reduce the amount of time required to maintain the vehicles in a state of good repair. These change orders have been refined over the past eighteen months in collaboration with MTC and the SFCTA as well as with union leadership and operations and maintenance staff. It is important to note that these change orders differ from the ongoing warranty items, whose costs are borne solely by Siemens, that are briefly described below.

In April 2019, the project faced a series of significant setbacks which required renewed attention to the systems engineering and design. The project team worked collaboratively with Siemens to resolve the urgent issues of poor door sensitivity and failed coupler components, and all vehicles were retrofitted and returned to regular, unrestricted operations by July 2019. The couplers again faced challenges in December 2019 when we experienced a failure of the shear bolt in revenue service. On evaluation, Siemens determined the bolts to be safe for use in coupled vehicles if replaced every 120 days. At present, Siemens is developing an updated coupler design to permanently address this second failure and the fleet is operating without restrictions. These updated designs will be incorporated into the procurement at zero cost to SFMTA.

In addition to these high-profile mechanical issues, Siemens has redoubled efforts to improve the vehicle's overall reliability by continuing progress towards the contractual reliability standard of 25,000 miles between failures (MDBF). After a few challenges due primarily to a component called the hydraulic power unit (HPU) in May and June 2019, the reliability program has continued to make significant progress towards the reliability goals established by Siemens and the project team.

Note

For additional details on these issues, see the Independent Management and Oversight Report of the SFMTA's Siemens LRV procurement on the February 25, 2020 Transportation Authority Board agenda.

Supplemental Materials

Attachment A: Phase 2 Change Order Rough Order of Magnitude Costs

Attachment B: LRV4 Project Updates Included in Phase 2

Change Order	Mod 5	Mod 6	Mod 7	Total
Track brakes, remaining vehicles	\$470,000	\$1,280,000	\$2,940,000	\$4,690,000
Additional Flip Seats (Legacy item)	\$ -	\$700,000	\$ -	\$700,000
Interior Seating -Single Transverse 50 vehicles (2A)	\$ -	\$710,000	\$7,650,000	\$8,360,000
Interior Seating - Double Transverse 101 vehicles (2B)	\$ -	\$160,000	\$2,390,000	\$2,550,000
Interior Seating -Single Transverse retrofit 68 vehicles	\$ -	\$ -	\$7,460,000	\$7,460,000
Exterior Car shell Roof Access Steps (legacy item)	\$ -	\$830,000	\$ -	\$830,000
Illuminated and twisting PBEB	\$ -	\$140,000	\$ -	\$140,000
LRV4 Decals	\$ -	\$100,000	\$ -	\$100,000
MDS wireless communication to Wayside	\$ -	\$90,000	\$ -	\$90,000
Front step momentary switch	\$ -	\$70,000	\$ -	\$70,000
Relocation of clipper DCU	\$ -	\$60,000	\$ -	\$60,000
Rotation of CCTV firetide router	\$ -	\$30,000	\$ -	\$30,000
Replace door touch strips with passenger door open PBs	\$ -	\$ -	\$270,000	\$270,000
Provisions for ease of tire replacement	\$ -	\$ -	\$410,000	\$410,000
PIS 40 A pattern change	\$ -	\$ -	\$370,000	\$370,000
Corner Hatch additional retention clips	\$ -	\$ -	\$250,000	\$250,000
Self locking exterior EDR door	\$ -	\$ -	\$270,000	\$270,000
Televic PIS change items	\$ -	\$ -	\$190,000	\$190,000
Pre Wiring for Additional Clipper card readers	\$ -	\$ -	\$210,000	\$210,000
Lockable Convenience Outlet	\$ -	\$ -	\$160,000	\$160,000
TDR6 HDD Unmounted	\$ -	\$ -	\$40,000	\$40,000
Step Audible and visual alert 1.5s before moving	\$ -	\$ -	\$ -	\$ -
Bracket for 5lb Fire Extinguisher	\$ -	\$ -	\$ -	\$ -
Floor Hatch Fasteners to Philips head	\$ -	\$ -	\$ -	\$ -
Remove J Holder for Advertising placards	\$ -	\$ -	\$ -	\$ -
Reduce Deadman delay to zero seconds	\$ -	\$ -	\$ -	\$ -
Track Iron holder clips	\$ -	\$ -	\$ -	\$ -
Front door push button to Blue	\$ -	\$ -	\$ -	\$ -
Additional of door open Tape Switch	\$ -	\$ -	\$ -	\$ -
Passenger Emergency Stop PB	\$ -	\$ -	\$ -	\$ -
Total	\$470,000	\$4,170,000	\$22,610,000	\$27,250,000

Additional costs that are not design/engineering modifications:

	Mod 5	Mod 6	Mod 7	Total
Accelerated Schedule	\$ -	\$ 5,600,000	\$ 19,900,000	\$ 20,460,000

The accelerated delivery schedule timeline is demonstrated below, and will result in 14-16 months of schedule savings by compressing the delivery of the Siemens cars and subsequent retirement of the legacy Breda fleet:

Original	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Expansion	68													
Replacement					151									
Accelerated	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Expansion	68													
Replacement					151									

At the execution of the LRV4 project in 2014, the contract included provisions to provide opportunity for both sides to revisit the lessons learned during the Phase 1 Expansion and to incorporate changes into the Phase 2 Replacement. As we prepare to initiate Phase 2, we have reviewed the procurement, gathered substantial feedback from the public, staff, maintenance, and operations, to ensure the public benefit from these lessons learned.

Contract Mod 7. Includes three types of updates:

1. Design and engineering updates to correct warranty-related issues identified in Phase 1
2. Design and engineering updates to improve on the original design
3. An accelerated production and delivery schedule to enable a faster Phase 2 and an earlier retirement of our legacy Breda fleet

Beginning in April 2019, several maintenance and engineering items have come to public attention. To ensure clarity on what constitutes a change order, an item whose cost is borne by the SFMTA, and what constitutes a warranty item, an item whose cost is borne by Siemens, we are providing the following summary.

This list is not exhaustive of every change order or of every warranty item. However, it provides a background and summary for the items that, to date, have received elevated public scrutiny to provide clarity and improve comprehension of what items are included in the funding request and what items are subject to ongoing warranty claims.

WARRANTY ITEMS

Warranty items are those covered due to unexpected and premature failure of a component on the fleet. The LRV4 vehicle is covered by a five-year, all-inclusive warranty that begins at vehicle acceptance. This means that vehicles have a rolling deadline for warranty expiration based on the month and year they were accepted into service. Warranty items come at **zero cost** to the SFMTA, they are addressed by Siemens and its subcontractors.

Fleetwide Defects

The early stage of any fleet procurement faces unique challenges where components and designs are put into service and occasionally do not function as expected. This may result in premature failures of parts that sometimes may require a full fleetwide retrofit. The SFMTA has experienced several well-documented instances of both kinds of failure and has endeavored to minimize the impact to passengers by initiating stopgap measures wherever safe to do so while a longer-term fix is developed. Fleetwide defects are by nature impossible to prepare for. They are a systemic and unexpected malfunction that are impossible to predict and head off. In some cases, this has required the use of parts from non-commissioned vehicles, essentially “borrowing” parts to keep vehicles in service from a vehicle that is not currently used for service. This was most recently done by using parts from car 2033. In other cases, we have been able to access new parts via Siemens’ manufacturing line which has reduced the length of time between discovering an issue and installing either a short- or long-term fix to keep the fleet available for service. These defects are covered under warranty and diminish in number over time. Below is a list of major

fleetwide defects we experienced during Phase 1, all of which were covered under warranty. Each updated design will be incorporated into the original design and manufacture of the Phase 2 vehicles.

Auxiliary Power Supply

Description

The Auxiliary Power Supply (APS) Line Choke is on the roof of the car and is part of the vehicle power supply. It is **not** intended to be waterproof, as air circulation is critical, but should drain when wet.

Issue

During winter of 2018-2019 we experienced several failures and at least one instance of arcing. An analysis determined the mounting provided inadequate drainage, with water pooling in the unit resulting in the failures.

Resolution

Siemens updated the mounting design to improve drainage and outfitted all expansion vehicles with the correct mounting to resolve the issue. This design will be incorporated into the replacement phase production at no cost.

Pantograph

Description

Pantographs are the equipment on the top of the light rail vehicle that collects power from the overhead catenary and passes it to the vehicle.

Issue

A pantograph overheated and caused a fault while in service. An analysis determined that Nyloc nuts were inappropriately used, and that the design should move to an all-metal fastener and include additional shunts to provide a low-resistance path of the electric current to move safely.

Resolution

Siemens updated the design including new nut types and shunts. All expansion vehicles were retrofitted to resolve the issue. This design will be incorporated into the replacement phase production at no cost.

Door Sensitive Edges

Description

The LRV4 vehicles have a single panel door at the entrance adjacent to the operator cab located at either end of the vehicle.

Issue

In spring 2019, there were several instances of passengers whose hands became caught in the single panel doors located adjacent to the operator cab, but which were not registered as obstructions by the system. A review of the incidents and a subsequent analysis determined the single-panel doors to have inadequate sensitivity.

Resolution

Siemens added an additional sensitive edge to enhance the range of obstructions that could be sensed by the system. All expansion vehicles were retrofitted to resolve the issue. This design will be incorporated into the replacement phase production at no cost.

Coupler*Description*

The coupler is a vehicle component that allows for two or more trains to be joined under the control of a single operator. The SFMTA currently operates vehicles in two-car *consists* or couples, but the LRV4 vehicle is designed to operate up to four cars coupled together.

Issue

An operator reported a coupler failure, which, on inspection, showed a broken *shear bolt*. A shear bolt is a component within the coupler that is designed to fail first to protect the more complex and critical components within the coupler when it experiences undue strain. An analysis determined that a second component within the coupler, the mounting plate, did not have adequate clearance for horizontal swing, and was causing damage to other components within the coupler.

Resolution

Siemens updated the design and deployed the fix to the expansion vehicles. However, in December 2019, Siemens notified SFMTA that they believe additional work is required before this issue can be deemed resolved. That same day, an operator reported a failure of a coupler in the maintenance yard.

The SFMTA is currently replacing the shear bolts on a 120-day cycle while Siemens works with its subcontractor to address the issue and develop a long-term fix. The updated design will be applied to the expansion fleet and incorporated into the design and manufacture of the replacement fleet at no cost to the SFMTA.

Hydraulic Power Unit*Description*

The Hydraulic Power Unit (HPU) supports the hydraulic friction brakes.

Issue

During the latter half of 2019, the HPUs were failing in service at an extremely high rate that was resulting in service delays for passengers and dramatically reduced reliability figures for the LRV4 fleet. An analysis identified a component called the *motor driver board* to be the cause of these failures.

Resolution

Siemens developed an update to the motor driver boards and issued a Field Modification. All expansion vehicles were retrofitted to resolve the issue. This design will be incorporated into the replacement phase production at no cost.

NON-WARRANTY ITEMS DURING WARRANTY PERIOD

Non-warranty replacements are also common, even while a vehicle is under the warranty period. An example of this would be a vehicle collision, which is not covered by warranty but rather is the SFMTA's responsibility to resolve. For this reason, the SFMTA keeps its own spare parts in addition to relying on Siemens for warranty parts. The LRV4 contract calls for one spare train set of all major subsystems as part

of the Phase 1 Expansion phase procurement. The contract also provides a price list for specialized spare parts to expedite procurement in the event additional parts are required as well as an allowance for unanticipated future needs.

In addition to these contractual mechanisms for obtaining parts, the SFMTA benefits from the geographic proximity to the Siemens manufacturing plant in Sacramento, CA. Siemens constant production of light rail vehicles and ongoing relationships with subcontractors can improve lead times on particularly specialized parts. This has been especially useful in quickly addressing some non-warranty failures.

CHANGE ORDERS

Change orders are directions to Siemens from the SFMTA to make an alteration to the proposed or agreed-to design. These costs are borne by the SFMTA. The change orders included in Phase 2 via Contract Mod 7 are as follows:

Table 1: Contract Mod. 7 Change Orders

Update	Description	Client/Beneficiary
Track Brakes Installation, Phase 2	Adding track brakes to all 151 Phase 2 vehicles to alleviate flat wheels.	Maintenance
Implementation of Interior Seating – Phase 1 Single Transverse	Seat changes, retrofits 68 Phase 1 vehicles with single transverse seating and related reconfigurations.	Passenger
Implementation of Interior Seating – Phase 2 Single Transverse	Seat changes, production of first 50 Phase 2 vehicles with single transverse seating and related reconfigurations.	Passenger
Implementation of Interior Seating – Phase 2 Double Transverse	Seat changes, production for 101 Phase 2 vehicles with double transverse seating and related reconfigurations.	Passenger
Lockable Convenience Outlet	A lockable cover will be added to the convenience outlet for all 219 Vehicles.	Maintenance/Operations
Televisic Passenger Information System change items	Multiple Passenger Information System (PIS) enhancements to update the technology consistent with evolving needs and expectations.	Passenger
TDR6 HDD Unmounted	The TOD will display a message when the TDR6 HDD is unmounted to assist maintenance, troubleshooting, and verifying readiness for service for all 219 Vehicles.	Operations/Maintenance
Corner Hatch additional retention clips	The Corner Hatch will be modified to prevent it from quickly opening when unlocked for all 219 Vehicles.	Operations/Maintenance
Replace door touch strips with passenger door open PBs	On 151 Phase 2 vehicles only, each doorway shall have 'keep door open' push buttons instead of the touch strips	Passenger

Push to Close locking feature addition to exterior EDR door	The Exterior Manual Emergency Door Release access panel when include a locking feature when pushed closed for all 219 Vehicles.	Operations/ Maintenance
Pre-Wiring for Additional Clipper card readers	Wiring for additional Clipper card readers will be included on 151 Phase 2 Vehicles.	Passenger/ Operations
Provisions for ease of tire replacement	Wheel hubs specified in this change will be designed with a hole pattern for easier tire replacement and use with shop equipment on 151 Phase 2 Vehicles.	Maintenance
PIS 40 A pattern change	The Passenger Information System will be modified to allow remote and manual changes to information displays at any time.	Passenger/ Maintenance

DETAILED SUMMARY OF HIGH-PROFILE ITEMS THAT HAVE BEEN DISCUSSED PUBLICLY

Wheel Flat Spots/Track Brakes

Description

Light rail vehicles are equipped with wheels that contain a metal “tire” component. When the vehicle experiences a harsh stop, the tire can flatten out. While this does not pose a safety risk, a flattened tire will sound like a jackhammer as it rolls down the trackway, and in extreme cases, can cause undue wear to the track itself. It is practice to remove a vehicle with flattened wheels from service, which can negatively impact riders.

Issue

The design requirements levied upon Siemens required compliance with regulatory emergency brake rates and did not require specific technologies to achieve those rates. Siemens designed the vehicle to meet these requirements using industry standard solutions common in other municipalities. However, in SFMTA’s unique and challenging mixed-traffic conditions, Operators routinely use emergency braking. When the fleet was regularly used to support revenue service it became clear that the approved design using a single set of track brakes was not compatible with the operating environment and wheel flats were occurring at an unsustainable rate.

Resolution

To resolve this issue, the SFMTA initiated discussions with Siemens in 2018 to explore options for alterations to the track brake design. This new track brake design is included in the Mod 7 suite of change orders, it will be applied retroactively to the existing fleet of 68 expansion vehicles and will be incorporated into the production of the 151 Phase 2 replacement vehicles.

Cost and Funding

Because this is an operations and behavior issue, and not a mechanical fault or flaw, the SFMTA bears the full cost of this redesign and retrofit. The total cost associated with this change is \$5.1M. The SFMTA has already executed two contract modifications to begin design and procurement of this update. Mod 5 contributed \$470,000 and Mod 6 \$1.7M to this work. Mod 7, which is the subject of this request, will provide the final \$2.9M required.

Cameras/Monitors

Description

In developing the design of the vehicle, Siemens had to contend with significant grades and turns within the SFMTA light rail system. They proposed the application of rear-view camera monitors in place of physical external mirrors to reduce the amount of limited space given over to these external protrusions. Operators can view the exterior of the vehicle from a monitor in the cab rather than looking at the rear mirrors. Rear view monitors are used across the globe and are a relatively new, but not novel design feature.

Issue

In conversations with operators, through anonymous feedback, and in communications with the operators' union, it became clear that many operators felt the screens were too small to view the exterior of the vehicle. The LRV4 Project Team has worked with Siemens to prototype new and different monitors, which have a "pinch and zoom" feature that allow operators to zoom in on any camera view they would like to see more closely.

Resolution

Through several rounds of prototyping, the SFMTA has identified desired updates. However, to date, there remain refinements required with each of the prototypes. It was our intention to include an updated camera design to this Mod 7 suite of change orders. However, because the final design has not been determined, it will be held to a future, independent modification. There is no debate regarding the need for an updated camera configuration. However, it is essential all parties agree to the final design before it is executed.

Cost and Funding

Until the final design is selected, we will not have a cost estimate for this item.

Seats

Description

The SFMTA performed extensive outreach in 2014 ahead of the bid and award of the LRV4 contract, reaching more than 1,400 riders and asking their preferences across several design factors. This survey indicated approximately half of riders preferred side-running or *longitudinal* seating configuration, while the other half preferred front/back-facing or *transverse* seating configuration like the design on the Breda vehicles. The SFMTA determined to pursue a longitudinal design that also utilized benches rather than articulated individual seating. This is a common application in major cities world-wide and can improve the standing capacity and ease of access to the vehicles through wider aisles.

Issue

In early 2019, the SFMTA conducted a second survey of riders to identify areas of improvement. The new vehicles had been deployed system-wide for several months, and riders had become familiar with the new features. This on-board survey identified general apathy with the seating design, more specifically with the seating height and with the bench design. In a narrower focus group setting, and in follow up conversations with rider advocacy groups, it became clear that a group of riders, disproportionately those with mobility disabilities, had significantly higher rates of dissatisfaction with the seating design on board the vehicles.

To address their feedback, the SFMTA worked with Siemens to develop updated seating configurations, which were presented to numerous advocacy groups and publicly at both the SFMTA and SFCTA Board meetings.

Resolution

The SFMTA determined that an updated seating design that reintroduced the individual-style seating and added in transverse seating options would address the concerns raised during this secondary outreach. There will ultimately be two seating configurations with the 68 expansion vehicles and the first 50 replacement vehicles equipped with what is referred to as the *single transverse* design. The final 101 replacement vehicles will be equipped with the *double transverse* design.

Cost and Funding

During the development of the Phase 2 contract modification budget and funding plan, the SFMTA identified the need for some interior configuration updates to address public feedback. The cost estimate used in the discussions that occurred between spring 2018 and early 2019 did not account for the extensive change that was selected. The cost of these changes is a total of \$18.3M, this is broken down as follows:

- Retrofit (68): \$7.6M
- Single Transverse (50): \$2.3M
- Double Transverse (101): \$7.5M

Contract Mod 6 provided initial funding of approximately \$870,000 to begin design work on required for this change to move forward. Mod 7 will provide the remaining \$17.5M in funding.

PROJECT COST UPDATE BETWEEN APRIL 2019 and MARCH 2020

The total project cost inclusive of Contract Mod. 7 is \$1,126,960,331. Mod. 7 represents an increase in previously approved funding to account for three primary activities:

1. Change orders (as described above)
2. Accelerated production and delivery schedule
3. Escalation per the contract requirements

In April 2018, the SFMTA planned to initiate Phase 2, and provided a project budget of \$1,112,450,192. This current proposal represents a \$14,510,140 increase in the total cost. The primary driver of this increase was the final design selected for the seating retrofits, which were more substantial than previously anticipated. Approximately \$10M in this increase is attributable the cost of these changes above and beyond the estimate used to formulate the April 2019 budget. During the interim period, the escalation on the project has continued to fluctuate. We budgeted approximately \$4M in increased escalation costs due to changes in the macroeconomic indicators utilized in the calculation of escalation during this interim period.

These costs will be covered by MTC and the SFMTA under an agreement based on the rules established by the Transit Capital Priorities policies at a rate of approximately \$5.9M and \$8.6M respectively. This change is included in the overall project budget and funding plan.

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

FY of Allocation Action:	FY2019/20
Project Name:	Light Rail Vehicle Procurement
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	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			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

First replacement LRV will be placed in service in March 2021.
Last replacement LRV will be placed in service in March 2026.
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).

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Light Rail Vehicle Procurement
Grant Recipient:	San Francisco Municipal Transportation Agency

CURRENT PROP K REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Purchase Additional LRV's	\$0	\$96,661	\$0	\$96,661
PROP K: Vehicles - MUNI	\$0	\$50,089,416	\$0	\$50,089,416
PROP K: Vehicles - Undesignated	\$0	\$10,545,950	\$0	\$10,545,950
Phases in Current Request Total:	\$0	\$60,732,027	\$0	\$60,732,027

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$60,732,027	\$131,153,144	\$191,885,171
TIRCP	\$0	\$0	\$113,140,000	\$113,140,000
REVENUE BOND	\$0	\$0	\$145,050,650	\$145,050,650
REGIONAL MEASURE 3	\$7,122,556	\$0	\$0	\$7,122,556
OPERATING FUNDS	\$0	\$0	\$8,000,000	\$8,000,000
FTA OTHER	\$0	\$0	\$10,227,539	\$10,227,539
FTA FORMULA	\$0	\$516,648,275	\$0	\$516,648,275
CENTRAL SUBWAY (FTA, PTMISEA)	\$0	\$0	\$16,800,000	\$16,800,000
CCSF - ERAF ALLOCATION TO GENERAL FUND	\$0	\$19,000,000	\$19,247,904	\$38,247,904
BATA PROJECT SAVINGS	\$0	\$0	\$59,118,014	\$59,118,014
AB 664 BRIDGE TOLLS	\$0	\$20,720,222	\$0	\$20,720,222
Funding Plan for Entire Project Total:	\$7,122,556	\$617,100,524	\$502,737,251	\$1,126,960,331

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

Fund Source	March 2019	Current	Difference March '19 - Current	Status
MTC Funds				
FTA 5307/5337 funds, RM3 Fund Exchange	\$ 397,329,679	\$ 516,648,275	\$ 119,318,596	Committed per MTC Reso 4123, approved 12/18/13.
Regional Measure 3	\$ 108,435,990	\$ -	\$ (108,435,990)	Intent was to use RM3 funds, but more recent discussions with MTC indicated that Transit Capital Priority funds should be available to the project.
AB 664 Bridge Tolls	\$ 14,727,570	\$ 14,727,570	\$ -	Committed per MTC Resolution 4123, approved 12/18/13, Not allocated to date.
Bay Area Toll Authority (BATA) Project Savings	\$ 65,110,666	\$ 65,110,666	\$ -	Committed per MTC Resolution 4123, approved 12/18/13, \$59,118,014 allocated.
MTC Subtotal	\$ 585,603,905	\$ 596,486,511	\$ 10,882,606	

SFMTA Funds				
Prop K (151 replacement vehicles)	\$ 189,328,294	\$ 187,196,020	\$ (2,132,274)	Committed: \$126,560,654 allocated on 10/21/2014; \$60,635,366 request pending. ¹
Prop K (24 expansion vehicles)	\$ 4,592,490	\$ 4,689,150	\$ 96,660	Committed: \$4,592,490 allocated by SFCTA 10/21/2014, fully expended. \$96,661 request pending. ¹
Regional Measure 3 (RM3)	\$ -	\$ 7,122,556	\$ 7,122,556	This could be an exchange ²
Revenue Bond	\$ 145,050,650	\$ 145,050,650	\$ -	Committed per SFMTAB approval of SFMTA revenue bond series 2013, 2014 and 2017
TIRCP	\$ 113,140,000	\$ 113,140,000	\$ -	Committed per California Transportation Commission Master Agreement No. 64SFMTAMA
Educational Revenue Augmentation Fund (ERAF)	\$ 19,247,904	\$ 19,247,904	\$ -	Committed per City and County of San Francisco Ordinance 34-19, approved 2/26/19
Central Subway	\$ 16,800,000	\$ 16,800,000	\$ -	Committed/fully expended (\$10.08 million in FTA funds, \$6.72 million in PTMISEA funds)
Other - FTA §5307 (Old FTA transfer)	\$ 10,227,539	\$ 10,227,539	\$ -	Fully expended. See MTC Funding section above.
SFMTA Operating	\$ 8,000,000	\$ 8,000,000	\$ -	Committed/ fully expended
Educational Revenue Augmentation Fund (ERAF) Backfill	\$ 20,459,409	\$ 19,000,000	\$ (1,459,409)	See attached letter from Leo Levenson, 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 March 2020.
SFMTA Subtotal	\$ 526,846,286	\$ 530,473,819	\$ 3,627,533	
Total Funding	\$ 1,112,450,192	\$ 1,126,960,330	\$ 14,510,138	The SFMTA will bear \$5.9 M of the increased cost and MTC will bear \$8.5 M from the Transit Capital Priorities program (which includes FTA and AB 664 Bridge Toll match).

Expenditure Plan	Amount
EP 15	\$96,661
EP 17M	\$50,089,416
EP 17U	\$10,545,950
TOTAL	\$60,732,027

¹ Current allocation includes Prop K 5YPP Funding as follows:

² If RM3 does not clear remaining legal hurdles, SFMTA is responsible for identifying an alternate fund source.

REPLACEMENT LRVs	Local / MTC Split (75% MTC Max)	
	Amounts	Percentage
Local (non-TCP)	\$ 198,828,835	25.0%
MTC (TCP)	\$ 596,486,511	75.0%
Total	\$ 795,315,346	100.0%

This is consistent with MTC Res 4123 commitment to bear 75% of replacement car cost.

March 19, 2019

Tilly Chang, Executive Director
San Francisco County Transportation Authority
1455 Market St., 22nd 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

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 (CON)	\$1,126,960,331	\$60,732,027	negotiated contract with vendor + engineer's estimate
Operations	\$0	\$0	
Total:	\$1,126,960,331	\$60,732,027	

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

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

Expenses	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
68 Expansion	8,290,038	52,955,713	170,916,599	39,143,877	59,764,468	-	574,288	-	-	-	-	331,644,983
151 Replacement	6,568,322	15,696,363	5,633,420	19,905,041	29,522,756	100,580,220	116,331,020	118,291,332	147,829,822	155,609,307	79,347,744	795,315,348
Total	14,858,360	68,652,076	176,550,019	59,048,918	89,287,224	100,580,220	116,905,308	118,291,332	147,829,822	155,609,307	79,347,744	1,126,960,331
Cum. Expenses	14,858,360	83,510,436	260,060,455	319,109,373	408,396,597	508,976,817	625,882,125	744,173,457	892,003,279	1,047,612,587	1,126,960,331	

Revenues	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
MTC												
FTA Formula	-	-	-	-	13,220,000	-	113,635,101	67,336,982	89,571,273	153,537,174	79,347,744	516,648,275
RM3/FTA Swap	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Tolls	-	-	-	59,118,014	-	20,720,222	-	-	-	-	-	79,838,236
Fund Exchange	-	-	-	-	-	-	-	-	-	-	-	-
Total MTC	-	-	-	59,118,014	13,220,000	20,720,222	113,635,101	67,336,982	89,571,273	153,537,174	79,347,744	596,486,511

SFMTA												
Prop K (151 replacement vehicles)	-	-	-	-	-	72,737,442	9,271,657	46,988,501	58,161,888	36,532	-	187,196,020
Rev Bond	15,725,564	11,512,539	117,812,547	-	-	-	-	-	-	-	-	145,050,650
CCSF - ERAF	-	-	-	19,247,904	-	-	-	-	-	-	-	19,247,904
Prop K (68 expansion vehicles)	-	3,092,490	1,500,000	-	-	-	96,661	-	-	-	-	4,689,151
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
RM3	-	-	-	-	-	7,122,556	-	-	-	-	-	7,122,556
ERAF Backfill	-	-	-	-	19,000,000	-	-	-	-	-	-	19,000,000
Total SFMTA	75,134,103	14,605,029	177,404,547	49,914,904	19,000,000	79,859,998	9,368,318	46,988,501	58,161,888	36,532	-	530,473,820
Total Funding	75,134,103	14,605,029	177,404,547	109,032,918	32,220,000	100,580,220	123,003,419	114,325,483	147,733,161	153,573,706	79,347,744	1,126,960,331

Cumulative Revenues	75,134,103	89,739,132	267,143,679	376,176,597	408,396,597	508,976,817	631,980,236	746,305,719	894,038,880	1,047,612,587	1,126,960,331
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Annual Balance	60,275,743	(54,047,047)	854,528	49,984,000	(57,067,224)	-	6,098,111	(3,965,849)	(96,661)	(2,035,601)	-	-
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Cum. Balance	60,275,743	6,228,696	7,083,224	57,067,224	-	-	6,098,111	2,132,262	2,035,601	(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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Green highlighted: Prop K cash flow as revised per proposed Strategic Plan amendment

MAJOR LINE ITEM BUDGET FEBRUARY 10, 2020
Light Rail Vehicle Procurement - 151 LRVs Replacement and 68 Expansion

REPLACEMENT VEHICLES (151 LRVs)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Contract Payment Schedule	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 25,249,803	\$ 71,183,020	\$ 94,529,930	\$ 97,806,224	\$ 122,750,800	\$ 127,858,314	\$ 63,723,745	\$ 613,101,837
Project Development Cost Share* (219)	\$ 174,849	\$ 6,393,473	\$ 15,696,363	\$ 3,491,927	\$ 8,680,041	\$ 831,096	\$ -	\$ 1,175,352	\$ -	\$ -	\$ -	\$ -	\$ -
Project Development Cost Share~ (175)	\$ -	\$ -	\$ -	\$ 2,141,493	\$ -	\$ 348,756	\$ 14,064,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,554,372
Contract Subtotal	\$ 174,849	\$ 6,393,473	\$ 15,696,363	\$ 5,633,420	\$ 18,680,041	\$ 26,429,655	\$ 85,247,143	\$ 95,705,282	\$ 97,806,224	\$ 122,750,800	\$ 127,858,314	\$ 63,723,745	\$ 666,099,310
Other Costs													
Support Costs (7.5%)*	\$ -	\$ -	\$ -	\$ -	\$ 725,000	\$ 1,830,611	\$ 6,138,753	\$ 6,797,118	\$ 6,921,963	\$ 8,600,435	\$ 8,933,355	\$ 4,461,129	\$ 44,408,364
Taxes (8.75%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,960,701	\$ 9,140,952	\$ 8,789,377	\$ 10,547,252	\$ 12,656,703	\$ 8,086,227	\$ 54,181,212
Contingency (5%)	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,262,490	\$ 4,233,623	\$ 4,687,668	\$ 4,773,768	\$ 5,931,335	\$ 6,160,935	\$ 3,076,641	\$ 30,626,460
Other Costs Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 1,225,000	\$ 3,093,101	\$ 15,333,077	\$ 20,625,738	\$ 20,485,108	\$ 25,079,022	\$ 27,750,993	\$ 15,623,997	\$ 129,216,036
Cash Need (Grand Total)	\$ 174,849	\$ 6,393,473	\$ 15,696,363	\$ 5,633,420	\$ 19,905,041	\$ 29,522,756	\$ 100,580,220	\$ 116,331,020	\$ 118,291,332	\$ 147,829,822	\$ 155,609,307	\$ 79,347,742	\$ 795,315,346
Tentative LRV Delivery Schedule**					15	26	32	36	37	151 LRVs			

EXPANSION VEHICLES (68 LRVs)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Contract Payment Schedule	\$ 3,764,038	\$ 427,650	\$ 39,588,455	\$ 148,714,904	\$ 32,168,414	\$ 54,337,701	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 279,001,162
Project Development Cost Share* (219)	\$ 233,132	\$ 2,879,180	\$ 7,068,561	\$ 1,572,523	\$ 3,908,892	\$ 655,306	\$ -	\$ 529,298	\$ -	\$ -	\$ -	\$ -	\$ 16,846,892
Project Development Cost Share~ (175)	\$ -	\$ -	\$ -	\$ 340,370	\$ -	\$ 97,055	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,425
Contract Subtotal	\$ 3,997,170	\$ 3,306,830	\$ 46,657,016	\$ 150,627,797	\$ 36,077,306	\$ 55,090,062	\$ -	\$ 529,298	\$ -	\$ -	\$ -	\$ -	\$ 296,285,479
Other Costs													
Support Costs (7.5%)*	\$ 199,858	\$ 165,341	\$ 2,332,851	\$ 7,514,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,212,421
Taxes (8.75%)	\$ 339,759	\$ 281,080	\$ 3,965,846	\$ 12,774,431	\$ 3,066,571	\$ 4,674,406	\$ -	\$ 44,990	\$ -	\$ -	\$ -	\$ -	\$ 25,147,083
Contingency (5%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Costs Subtotal	\$ 539,617	\$ 446,421	\$ 6,298,697	\$ 20,288,802	\$ 3,066,571	\$ 4,674,406	\$ -	\$ 44,990	\$ -	\$ -	\$ -	\$ -	\$ 35,359,504
Cash Need (Grand Total)	\$ 4,536,787	\$ 3,753,251	\$ 52,955,713	\$ 170,916,599	\$ 39,143,877	\$ 59,764,468	\$ -	\$ 574,288	\$ -	\$ -	\$ -	\$ -	\$ 331,644,983
LRV Delivery Schedule			1	27	40	68 LRVs							
Total Net Cash Flow*	\$ 4,711,636	\$ 10,146,724	\$ 68,652,076	\$ 176,550,019	\$ 59,048,918	\$ 89,287,224	\$ 100,580,220	\$ 116,905,308	\$ 118,291,332	\$ 147,829,822	\$ 155,609,307	\$ 79,347,742	\$ 1,126,960,329

*Positive total net cash flow indicates expected savings

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Light Rail Vehicle Procurement
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$60,732,027	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$60,732,027	Total Prop AA Recommended:	\$0

SFCTA RECOMMENDATION

SGA Project Number:	117-910abc	Name:	Light Rail Vehicle Procurement - EP-17M
Sponsor:		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	FY 2023/24 +	Total
PROP K EP-117M	\$0	\$0	\$17,183,425	\$0	\$0	\$32,905,991	\$50,089,416

Deliverables

1. By September 1, 2020 SFMTA will provide a plan describing the preventative maintenance program for the Siemens light rail vehicles procured in Phases 1 and 2. This plan will address replacement of components or sub-components that will need to occur in advance of the vehicle's midlife overhaul, including cost and schedule. The preventative maintenance plan shall meet or exceed the original equipment manufacturer specifications outlined by Siemens. The plan will identify replacement parts with a long lead time for procurement and will provide the estimated lead time.

Special Conditions

1. Recommended allocation is contingent on an amendment to the Prop K Strategic Plan and 5-Year Prioritization Program to advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21 in the Vehicles – Muni category. See attached Strategic Plan amendment for details. See Attachment 1: Strategic Plan and 5YPP Amendments for details.
2. Reimbursement of the first \$31,457,114 in Prop K funds is conditioned upon the Phase 1 vehicles passing the Reliability Demonstration Test that demonstrates 25,000-miles Mean Distance Between Failures for a period of 6 consecutive months. See Attachment 2: SFMTA LRV4 Mean Distance Between Failures.
3. The recommendation is conditioned upon implementation of the attached Project Management Oversight Protocol for Siemens Light Rail Vehicle Procurement (Attachment 3), as funded by the subject request and previous Prop K allocations (SGAs 115-910002, 117-910054 and 117-910055).
4. The recommended allocation is contingent upon a commitment by the SFMTA to ensuring that warranty repairs and requirements of Contract Modifications 5-7 (covering the modifications for safety, design and performance) are included in Phase 2 vehicles.
5. Monthly progress reports may be calendared on a regular basis on the Transportation Authority Board and/or CAC meeting agendas, at the discretion of the Board Chair and Executive Director. Project updates may be consent items or discussion items with presentation by SFMTA staff. In either case SFMTA staff shall be in attendance to present or answer questions from Board and CAC members, if requested.
6. 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 expectations for their useful lives per FTA guidelines.
7. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

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

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	\$3,965,843	\$0	\$6,580,107	\$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 and 5-Year Prioritization Program to advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21 in the Vehicles – Undesignated category. See attached Strategic Plan amendment for details.						
2 - 7: See Special Conditions 2 – 7 for Light Rail Vehicle Procurement – EP-17M (SGA 117-910abc)						
Notes						
1. Funds from the Vehicles-Undesignated category (EP-17U) are eligible only for purchase of replacement transit vehicles. Any project cost savings will be returned to the Vehicles-Undesignated category for future allocation.						

SGA Project Number:		Name:	Light Rail Vehicle Procurement - EP-15
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2023
Phase:		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 2024/25 +	Total
PROP K EP-115	\$0	\$0	\$0	\$96,661	\$0	\$0	\$96,661

Deliverables

1. See Deliverable 1 for SGA 117-910abc

Special Conditions

1. Recommended allocation is contingent on an amendment to the Prop K Strategic Plan and 5-Year Prioritization Program to advance \$96,661 in cash flow from FY2023/24 to FY2021/22 in the Purchase Additional Light Rail Vehicles category. See attached Strategic Plan amendment for details.

2 - 7: See Special Conditions 2 - 7 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.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	82.97%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Light Rail Vehicle Procurement
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$60,732,027
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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

JCG

CONTACT INFORMATION

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

2019 Prop K Strategic Plan
Attachment 1a: Proposed Amendment 4
Programming and Finance Costs Over the Life of the Expenditure Plan

Approved (as Amended)

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
15	Purchase Additional Light Rail Vehicles	\$ 5,677,512	14.83%	Programming	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 842,227	\$ 61,143	\$ 77,691	\$ 71,079	\$ 65,342	\$ 84,845
				Total	\$ 5,537,199	\$ 61,143	\$ 77,691	\$ 71,079	\$ 65,342	\$ 84,845
17M	New and Renovated Vehicles-MUNI	\$ 475,013,647	13.01%	Programming	\$ 411,420,696	\$ 56,616,219	\$ -	\$ 3,304,749	\$ -	\$ -
				Finance Costs	\$ 61,811,286	\$ 4,291,656	\$ 4,665,755	\$ 5,098,603	\$ 4,639,231	\$ 7,248,296
				Total	\$ 473,231,982	\$ 60,907,875	\$ 4,665,755	\$ 8,403,352	\$ 4,639,231	\$ 7,248,296
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,275	9.03%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 7,662,760	\$ -	\$ -	\$ -	\$ 153,367	\$ 1,327,124
				Total	\$ 84,653,053	\$ -	\$ -	\$ -	\$ 153,367	\$ 1,327,124

Proposed Amendment 4

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
15	Purchase Additional Light Rail Vehicles	\$ 5,678,874	15.35%	Programming	\$ 4,694,972	\$ 96,661	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 871,842	\$ 92,768	\$ 76,155	\$ 72,337	\$ 93,491	\$ 77,684
				Total	\$ 5,566,814	\$ 189,429	\$ 76,155	\$ 72,337	\$ 93,491	\$ 77,684
17M	New and Renovated Vehicles-MUNI	\$ 475,127,651	13.14%	Programming	\$ 411,420,696	\$ 56,616,219	\$ -	\$ 3,304,749	\$ -	\$ -
				Finance Costs	\$ 62,432,775	\$ 3,392,605	\$ 5,204,154	\$ 4,924,625	\$ 6,265,055	\$ 6,581,147
				Total	\$ 473,853,471	\$ 60,008,824	\$ 5,204,154	\$ 8,229,374	\$ 6,265,055	\$ 6,581,147
17U	New and Renovated Vehicles-Discretionary	\$ 84,853,635	8.89%	Programming	\$ 76,990,293	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 7,544,092	\$ -	\$ -	\$ -	\$ 209,171	\$ 1,198,461
				Total	\$ 84,534,385	\$ 10,545,950	\$ -	\$ -	\$ 209,171	\$ 1,198,461

2019 Prop K Strategic Plan
Proposed Amendment 4
Programming and Finance Costs Over the Life of the Expenditure Plan

Change																
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						
15	Purchase Additional Light Rail Vehicles	\$ 1,363	0.52%	<table border="1"> <tr> <td>Programming</td> <td>\$ -</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 29,615</td> </tr> <tr> <td>Total</td> <td>\$ 29,615</td> </tr> </table>	Programming	\$ -	Finance Costs	\$ 29,615	Total	\$ 29,615	-	-\$ (739)	-\$ (1,536)	-\$ 1,258	-\$ 28,149	-\$ (7,161)
Programming	\$ -															
Finance Costs	\$ 29,615															
Total	\$ 29,615															
17M	New and Renovated Vehicles-MUNI	\$ 114,005	0.13%	<table border="1"> <tr> <td>Programming</td> <td>\$ -</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 621,489</td> </tr> <tr> <td>Total</td> <td>\$ 621,489</td> </tr> </table>	Programming	\$ -	Finance Costs	\$ 621,489	Total	\$ 621,489	-	-\$ (899,051)	\$ 538,399	-\$ (173,978)	\$ 1,625,824	-\$ (667,149)
Programming	\$ -															
Finance Costs	\$ 621,489															
Total	\$ 621,489															
17U	New and Renovated Vehicles-Discretionary	\$ 20,360	-0.14%	<table border="1"> <tr> <td>Programming</td> <td>\$ -</td> </tr> <tr> <td>Finance Costs</td> <td>\$ (118,668)</td> </tr> <tr> <td>Total</td> <td>\$ (118,668)</td> </tr> </table>	Programming	\$ -	Finance Costs	\$ (118,668)	Total	\$ (118,668)	-	-\$ -	-\$ -	-\$ -	-\$ 55,805	-\$ (128,663)
Programming	\$ -															
Finance Costs	\$ (118,668)															
Total	\$ (118,668)															

Total Available Funds	Total Programming & Finance Costs
-----------------------	-----------------------------------

TOTAL STRATEGIC PLAN - Approved (as Amended)	\$ 2,793,550,460	9.23%	<table border="1"> <tr> <td>Programming</td> <td>\$ 2,476,995,707</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 257,916,896</td> </tr> <tr> <td>Total</td> <td>\$ 2,734,912,603</td> </tr> </table>	Programming	\$ 2,476,995,707	Finance Costs	\$ 257,916,896	Total	\$ 2,734,912,603
Programming	\$ 2,476,995,707								
Finance Costs	\$ 257,916,896								
Total	\$ 2,734,912,603								

TOTAL STRATEGIC PLAN - as Proposed	\$ 2,794,160,046	9.42%	<table border="1"> <tr> <td>Programming</td> <td>\$ 2,476,995,707</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 263,248,357</td> </tr> <tr> <td>Total</td> <td>\$ 2,740,244,064</td> </tr> </table>	Programming	\$ 2,476,995,707	Finance Costs	\$ 263,248,357	Total	\$ 2,740,244,064
Programming	\$ 2,476,995,707								
Finance Costs	\$ 263,248,357								
Total	\$ 2,740,244,064								

TOTAL STRATEGIC PLAN - Change	\$ 609,586	0.1888%	<table border="1"> <tr> <td>Programming</td> <td>\$ -</td> </tr> <tr> <td>Finance Costs</td> <td>\$ 5,331,461</td> </tr> <tr> <td>Total</td> <td>\$ 5,331,461</td> </tr> </table>	Programming	\$ -	Finance Costs	\$ 5,331,461	Total	\$ 5,331,461
Programming	\$ -								
Finance Costs	\$ 5,331,461								
Total	\$ 5,331,461								

2019 Prop K Strategic Plan
Proposed Amendment 4
Programming and Finance Costs Over the Life of the Expenditure Plan

Approved (as Amended)

EP No.	EP Line Item	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 72,733	\$ 65,641	\$ 58,820	\$ 51,683	\$ 44,193	\$ 36,521	\$ 26,127	\$ 13,096	\$ -	\$ -
		\$ 72,733	\$ 65,641	\$ 58,820	\$ 51,683	\$ 44,193	\$ 36,521	\$ 26,127	\$ 13,096	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,359,283	\$ 5,790,963	\$ 5,251,258	\$ 4,676,948	\$ 4,082,078	\$ 3,503,007	\$ 2,726,016	\$ 1,917,384	\$ -	\$ -
		\$ 6,359,283	\$ 5,790,963	\$ 5,251,258	\$ 4,676,948	\$ 4,082,078	\$ 3,503,007	\$ 2,726,016	\$ 1,917,384	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,144,513	\$ 1,040,906	\$ 942,401	\$ 840,151	\$ 734,353	\$ 631,806	\$ 494,326	\$ 353,813	\$ -	\$ -
		\$ 1,144,513	\$ 1,040,906	\$ 942,401	\$ 840,151	\$ 734,353	\$ 631,806	\$ 494,326	\$ 353,813	\$ -	\$ -

Proposed Amendment 4

EP No.	EP Line Item	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
15	Purchase Additional Light Rail Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 71,926	\$ 65,351	\$ 59,065	\$ 52,488	\$ 45,593	\$ 38,581	\$ 28,886	\$ 16,568	\$ -	\$ -
		\$ 71,926	\$ 65,351	\$ 59,065	\$ 52,488	\$ 45,593	\$ 38,581	\$ 28,886	\$ 16,568	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,228,752	\$ 5,701,947	\$ 5,204,686	\$ 4,675,022	\$ 4,127,015	\$ 3,596,694	\$ 2,872,470	\$ 2,097,796	\$ -	\$ -
		\$ 6,228,752	\$ 5,701,947	\$ 5,204,686	\$ 4,675,022	\$ 4,127,015	\$ 3,596,694	\$ 2,872,470	\$ 2,097,796	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,114,265	\$ 1,017,841	\$ 926,535	\$ 831,709	\$ 733,512	\$ 638,164	\$ 507,840	\$ 366,594	\$ -	\$ -
		\$ 1,114,265	\$ 1,017,841	\$ 926,535	\$ 831,709	\$ 733,512	\$ 638,164	\$ 507,840	\$ 366,594	\$ -	\$ -

2019 Prop K Strategic Plan
Proposed Amendment 4
Programming and Finance Costs Over the Life of the Expenditure Plan

Change											
EP No.	EP Line Item	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
15	Purchase Additional Light Rail Vehicles	\$ - \$ (807) \$ (807)	\$ - \$ (290) \$ (290)	\$ - \$ 245 \$ 245	\$ - \$ 806 \$ 806	\$ - \$ 1,400 \$ 1,400	\$ - \$ 2,060 \$ 2,060	\$ - \$ 2,759 \$ 2,759	\$ - \$ 3,472 \$ 3,472	\$ - \$ - \$ -	\$ - \$ - \$ -
17M	New and Renovated Vehicles-MUNI	\$ - \$ (130,531) \$ (130,531)	\$ - \$ (89,016) \$ (89,016)	\$ - \$ (46,572) \$ (46,572)	\$ - \$ (1,926) \$ (1,926)	\$ - \$ 44,937 \$ 44,937	\$ - \$ 93,686 \$ 93,686	\$ - \$ 146,454 \$ 146,454	\$ - \$ 180,412 \$ 180,412	\$ - \$ - \$ -	\$ - \$ - \$ -
17U	New and Renovated Vehicles-Discretionary	\$ - \$ (30,249) \$ (30,249)	\$ - \$ (23,065) \$ (23,065)	\$ - \$ (15,867) \$ (15,867)	\$ - \$ (8,442) \$ (8,442)	\$ - \$ (840) \$ (840)	\$ - \$ 6,358 \$ 6,358	\$ - \$ 13,515 \$ 13,515	\$ - \$ 12,781 \$ 12,781	\$ - \$ - \$ -	\$ - \$ - \$ -

Attachment 1b: 3 5YPP Amendments
2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
 Pending March 24, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches ^{2,3}	CON	Programmed	\$0					\$0
SFMTA	Replace 85 40-Foot Trolley Coaches	CON	Programmed	\$7,542,844					\$7,542,844
2019 5YPP Programming and Allocations									
SFMTA	Rehabilitation of 5 Vintage Streetcars ²	CON	Allocated	\$700,788					\$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder ³	CON	Programmed	\$0					\$0
SFMTA	New Flyer Midlife Overhaul Phase 1 ³	CON	Allocated	\$17,937,483					\$17,937,483
SFMTA	Rehabilitate Historic & Milan Streetcars	CON	Programmed		\$3,304,749				\$3,304,749
SFMTA	Placeholder - Purchase or Rehab Muni Vehicles ⁴	ANY	Programmed	\$2,035,607					\$2,035,607
SFMTA	Light Rail Vehicle Procurement ^{1,4}	CON	Pending	\$50,089,416					\$50,089,416
Total Programmed in 2019 5YPP				\$78,306,138	\$3,304,749	\$0	\$0	\$0	\$81,610,887
Total Allocated and Pending				\$68,727,687	\$0	\$0	\$0	\$0	\$68,727,687
Total Unallocated				\$9,578,451	\$3,304,749	\$0	\$0	\$0	\$12,883,200
Total Programmed in 2019 Strategic Plan				\$78,306,138	\$3,304,749	\$0	\$0	\$0	\$81,610,887
Deobligated Funds				\$217,308	\$0	\$0	\$0	\$0	\$217,308
Cumulative Remaining Programming Capacity				\$217,308	\$217,308	\$217,308	\$217,308	\$217,308	\$217,308

Pending Allocation/Appropriation
 Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.
- ² 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 20-003, 7/23/2019):
Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.
Rehabilitation of 5 Vintage Streetcars: Added project with \$700,788 in FY2019/20.
- ³ To accommodate allocation of \$17,937,483 for New Flyer Midlife Overhaul Phase 1 (Resolution 20-009, 09/24/2019):
Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$13,446,287 in FY2019/20. SFMTA has deferred the project by at least two years.
Transit Vehicle Replacement or Rehabilitation - Placeholder: Reduced from \$4,491,196 to \$0 in FY2019/20.
New Flyer Midlife Overhaul Phase 1: Added project with \$17,937,483 in FY2019/20.
- ⁴ Strategic Plan and 5YPP amendments to accommodate allocation of \$50,089,416 for Light Rail Vehicle Procurement (Resolution 20-0XX, 3/20/2021):
Light Rail Vehicle Procurement: Advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21, reduce total amount by \$2,035,607 from FY2020/21 to FY2019/20.
Placeholder - Purchase or Rehab Muni Vehicles: Add placeholder with \$2,035,607 in FY2019/20 and cash flow in FY2023/24.

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Undesignated Category (EP 17U)
Programming and Allocations to Date**

Pending March 24, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Light Rail Vehicle Procurement ¹	CON	Pending	\$10,545,950					\$10,545,950
Total Programmed in 2019 5YPP				\$10,545,950	\$0	\$0	\$0	\$0	\$10,545,950
Total Allocated and Pending				\$10,545,950	\$0	\$0	\$0	\$0	\$10,545,950
Total Unallocated				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in 2019 Strategic Plan				\$10,545,950	\$0	\$0	\$0	\$0	\$10,545,950
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ Strategic Plan and 5YPP amendments to accommodate allocation of \$10,545,950 for Light Rail Vehicle Procurement (Resolution 20-0XX, xx/xx/2020).

Light Rail Vehicle Procurement: Advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21;

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Purchase Additional Light Rail Vehicles (EP 15)
Programming and Allocations to Date**

Pending March 24, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Purchase Additional Light Rail Vehicles (EP 15)									
SFMTA	Light Rail Vehicle Procurement ²	PROC	Pending	\$96,661					\$96,661
Total Programmed in 2019 5YPP				\$96,661	\$0	\$0	\$0	\$0	\$96,661
Total Allocated and Pending				\$96,661	\$0	\$0	\$0	\$0	\$96,661
Total Unallocated				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in 2019 Strategic Plan				\$96,661	\$0	\$0	\$0	\$0	\$96,661
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:


² Strategic Plan and 5YPP amendments to the Purchase Additional Light Rail Vehicles category (EP-15) to accommodate allocation of \$96,661 for Light Rail Vehicle Procurement (Resolution 20-0XX, 3/24/2020).

Light Rail Vehicle Procurement: Advance \$96,661 in cash flow from FY2023/24 to FY2021/22; funds must be used for LRV fleet expansion, which will

SFMTA LRV4 Program

Funding Allocation Request

To: Anna Laforte, Deputy Director for Policy & Programming, SFCTA

From: Julie Kirschbaum, Director of Transit 

Cc: Jeffrey Tumlin, Director of Transportation
Janet Gallegos, Program Delivery and Support Manager

Date: February 19, 2020

Subject: SFMTA LRV4 Mean Distance Between Failures

This memo provides a summary of the Reliability Demonstration Test requirements for the LRV4 Contract, as well as an overview of SFMTA's contract authority to hold Siemens accountable to successfully complete the Program.

- The LRV4 Technical Specification requires the fleet to achieve a Mean Distance Between (Chargeable) Train Delays of 25,000 miles.
- Chargeable delays are defined as mechanical failures that are attributable to the design of the train and related ancillary systems, such as the radio. Service failures attributable to Operator or Mechanic actions, as well as send ins related to cleanliness or no defect found are excluded from this analysis.
- This Reliability Demonstration Test is a formal deliverable (CDRL 11) in the testing program.
- The Reliability Demonstration began in August 2018, as we needed enough vehicles in service to demonstrate a *long-term stable reliability*. For this reason, it is among the last tests performed.
- Siemens must demonstrate 25,000 miles for a period of six months and rework the vehicle/repeat the test until it is achieved.
- There are no penalties for not reaching the target; however, the deliverable is not achieved until it is accomplished.
- SFMTA is holding Phase 1 retention payments pending successful completion of the Reliability Demonstration Test.
- Although we anticipate reaching this milestone sooner, SFMTA will extend the retention hold to Phase 2 vehicles if the demonstration program extends into the Breda replacement process.
- SFMTA can also choose to not accept Phase 2 vehicles if the MDBF is not achieved by that time.

A summary of the retention payments is outlined in Table 1.

SFMTA LRV4 Program

Funding Allocation Request

Table 1. Summary of Retention Payments

Payment	Percent	Amount	Description
Currently Held		\$3,055,293	
Engineering and Test Item 1D	3%	\$337,870	Completion and acceptance of vehicle performance qualification testing
Engineering and Test Item 1E	8.6%	\$840,368	Completion of acceptance of test program
Engineering and Test Item 1F	5%	\$1,877,055	Completion and acceptance of all contract requirements
May be Withheld		\$28,401,821	
Phase 1 Retention: Vehicle Punchlist	3%	\$6,787,590	Retention for each vehicle until punch list items are completed
Retention on other Phase 1 items		\$3,051,706	Retention on change orders, manuals, etc.
Phase 2 Retention: Vehicle Punchlist	3%	\$18,562,525	Retention for each vehicle until punch list items are completed
Total Available Retention		\$31,457,114	

Attachment 3: SFCTA Project Management Oversight (PMO) Protocol for Siemens Light Rail Vehicle Procurement

Project Management Oversight (PMO) provides a proactive dialogue with the project sponsor while analyzing progress to provide the sponsor with professional opinions and recommendations for action. A critical component is to assess the reasonableness of the scope, schedule and cost, and assess the likelihood that the cost and schedule will hold through completion or revenue service. As part of its oversight, the San Francisco County Transportation Authority (SFCTA) PMO may identify problems and suggest solutions to the project sponsor.

The oversight approach described below is predicated on the shared goal of on-time, on-budget and successful delivery of the Siemens Light Rail Vehicle Procurement project (Project) and on the desire for an approach that is integrated into the Project Management Team's procedures and protocols rather than layering on an additional layer of oversight. The SFCTA PMO is both performing a traditional oversight role and serving as a resource to the Project Management Team.

1. The SFMTA-assigned project manager shall be available to the SFCTA PMO over the course of the project, providing requested documentation and facilitating discussions with members of the project team as requested.
2. The SFMTA shall submit monthly progress reports through the SFCTA's online grants portal (portal.sfcta.org). Monthly 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) during the reporting period in the previous quarter. Progress reports shall include the most recent vehicle testing and commissioning data, including procurements pursuant to the base contract and any Prop K funded contract options. These reports should be comprehensive in nature and include a detailed description of issues of concern, root cause, proposed solution and status of repair/modifications including but not limited to data on average monthly miles of service, mean distance between failures, as well as any safety, contractual, operational, warranty findings/reports, etc.
3. The SFMTA project manager shall include the SFCTA PMO in internal and external meetings as requested by the SFCTA PMO and agreed to by the project manager, including meetings with vendor, subcontractors and/or consultants.
4. If the Federal Transit Administration (FTA) assigns a PMO contractor (PMOC) to the Project, the SFCTA PMO shall be notified and invited to attend all meetings with the FTA PMOC over the course of the project.
5. At SFCTA PMO discretion, the SFCTA PMO shall:
 - a. Review progress and cost reports and provide comments.
 - b. Participate in pre- and post-delivery vehicle assessment, including review of acceptance reports.
 - c. Participate in all risk workshops and risk management meetings, when scheduled to:
 - i. assess all the items that place the Project at risk as may be included in the risk register;
 - ii. update probability ratings and cost and schedule impacts; and
 - iii. discuss the status/progress of mitigation measures and add new risks as they become evident.
 - d. Participate in all SFMTA Transportation Capital Committee meetings at which scope, schedule, and budget changes to the Project are reviewed. The SFCTA PMO shall review proposed changes in advance of their submittal to the Transportation Capital Committee and provide comment and feedback. The SFMTA project manager or his/her designee shall provide the materials to the SFCTA PMO with a reasonable amount of time for review.
 - e. Review all safety certification processes and documents produced by or for the SFMTA, the state Public Utilities Commission or the FTA.
 - f. Review the test program and have the opportunity to be present for the testing of vehicle systems.



Memorandum

AGENDA ITEM 7

DATE: February 28, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/10/2020 Board Meeting: Allocate \$60,732,027 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$60,732,027 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for Light Rail Vehicle (LRV) Procurement.</p> <p>SUMMARY</p> <p>On April 23, 2019, the Board continued consideration of the SFMTA's request for \$62.7 million in Prop K funds for the Siemens LRV procurement in light of safety and reliability issues with the vehicle's doors, brakes, and shear pins, among others. The Board directed staff to conduct independent oversight to identify the root cause of problems, effective fixes, as well as determine whether the cost of the solutions are covered under warranty or at the SFMTA's expense. We secured the services of T.Y. Lin International to conduct an in-depth review of the issues raised. At the February 25 Board meeting, T.Y. Lin will present their findings and recommendations and SFMTA staff will also give an update on the LRVs. Overall, T.Y. Lin's findings note that good progress is being made with repairs completed, increased availability of vehicles, and significantly improved reliability. There are a number of recommendations reflecting lessons learned and the need for continued oversight through attainment of the Mean Distance Between Failures (MDBF) reliability requirement and Phase 1 warranty repairs. The attached allocation request form incorporates these recommendations, including a condition to withhold reimbursement of the first \$31.4 million in Prop K funds until the Phase 1 LRVs pass the Reliability Demonstration Test (e.g., reach 25,000 MDBF), and implementation of the oversight protocol shown in Attachment 1. A summary of the Reliability Demonstration Test Requirements is included in Attachment 2.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Background.

The SFMTA is pursuing replacement of its existing fleet of 151 Breda light rail vehicles (LRVs) with an expanded fleet of 219 new Siemens LRVs. The procurement will take place in two phases. Phase 1, procurement of 68 LRVs to expand the current fleet, is nearly complete. Phase 2, procurement of 151 LRVs to replace the aging Bredas, is scheduled to start in Spring 2021 and be complete in early 2026. In October 2014, the Transportation Authority allocated \$131 million in Prop K funds to the project, with the expectation that both phases would be complete by mid-2027. The subject request is for an additional \$60.7 million in Prop K funds, programmed to the project as part of the 2019 update of the Prop K Strategic Plan.

Table 1: Status of Prop K Funds for Light Rail Vehicle Procurement

Phase	Scope	Prop K Funds Status	Prop K Commitment	Total Cost	Contract Cost
Phase 1	68 expansion	Allocated	\$ 4,592,490		
		Pending	\$ 96,661		
		Total	\$ 4,689,151	\$ 331,644,983	\$ 296,285,479
Phase 2	151 replacement	Allocated	\$ 126,560,654		
		Pending	\$ 60,635,366		
		Total	\$ 187,196,020	\$ 795,315,346	\$ 666,099,310
TOTAL Phases 1 + 2			\$ 191,885,171	\$ 1,126,960,329	\$ 962,384,789

The subject request incorporates an updated budget and funding plan, reflecting a \$14 million cost increase. The cost increase accommodates about \$10 million to reconfigure passenger seating on the Phase 1 vehicles, and about \$4 million to cover a recalculation of the cost escalation factor specified in the Siemens contract. Discussions between the SFMTA and Siemens are ongoing regarding the correct amount of the escalation amount. There is a possibility that escalation will increase. SFMTA and the Metropolitan Transportation Commission were able to split the cost of the \$14 million increase, drawing from their respective portions of the regional Transit Capital Priorities program comprised of federal formula funds and bridge toll matching funds. Resulting adjustments to the funding plan enabled SFMTA to reduce its Prop K request by \$2 million, compared to the original request last spring. Should escalation costs go up, those Prop K funds could be used to help cover the increase.



Staff Recommendations.

As noted above, our staff recommendations for the subject allocation request incorporate the recommendations from the independent oversight report produced by T.Y. Lin that was presented to the Board on February 25, 2019. Highlights of a few key deliverables and special conditions are noted below.

As referenced earlier, we developed the oversight protocol shown in Attachment 1 with our project management oversight consultants and with SFMTA's input. Implementing the protocol is a recommended condition of allocation. We are also recommending that reimbursement of the first \$31.5 million in Prop K funds be conditioned, upon the Phase 1 vehicles passing a Reliability Demonstration Test that demonstrates a 25,000-mile MDBF for a period of 6 consecutive months. The \$31 million amount matches the sum of the retention payments in the Siemens contract: \$12.9 million in total retentions on Phase 1 vehicles and an \$18.6 million retention on the Phase 2 vehicles. The 25,000-mile MDBF is a contractual technical specification based on failures attributable to problems that are the responsibility of the vendor. The Reliability Demonstration Test is a contract deliverable.

To help ensure that new vehicles are maintained in a state of good repair, we are recommending that by September 1, 2020, SFMTA would provide a plan describing the preventative maintenance program for the new LRVs. This plan will address the pipeline of components that will need to be replaced in advance of midlife overhauls, including cost and schedule. We also have recommended conditioning the allocation on a commitment by the SFMTA to maintain the new LRVs in a state of good repair, including a mid-life overhaul program, subject to availability of funding.

To address the updated funding plan and the timing of availability of the various fund sources, the SFMTA's request requires amendment of the Prop K Strategic Plan to advance the reimbursement schedule relative to what is currently programmed in the plan. This does result in about a \$5 million increase in financing costs over the entire Prop K program. See the Financial Impacts section below and the attached Allocation Request Form for details.

The Allocation Request Form (Attachment 7) lists the recommended deliverables and special conditions, and contains additional detail on the scope, schedule, cost, and funding plan for the subject request.

FINANCIAL IMPACT

The recommended action would allocate \$60,732,027 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form.

Funding the proposed allocation for Light Rail Vehicle Procurement requires a Prop K Strategic Plan amendment to advance \$96,661 in cash flow from FY23/24 to FY21/22 in the Purchase Additional Light Rail Vehicles category, advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21 in the Vehicles-Muni category, and advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21 in the Vehicles-Undesignated category. The amendment would result in an increase of 0.18% (\$5,331,461) in anticipated financing costs for the Prop K



program as a whole, over its 30-year life, which we consider to be minor. See the attached allocation request form for the amendment details.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2019/20 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 February 26, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Oversight Protocol
- Attachment 2 - Reliability Demonstration Test (Mean Distance Between Failures) memo
- Attachment 3 - Request Summary
- Attachment 4 - Project Description
- Attachment 5 - Staff Recommendations
- Attachment 6 - Prop K Allocation Summary - FY 2019/20
- Attachment 7 - Allocation Request Form

Attachment 1

SFCTA Project Management Oversight (PMO) Protocol for Siemens Light Rail Vehicle Procurement

Project Management Oversight (PMO) provides a proactive dialogue with the project sponsor while analyzing progress to provide the sponsor with professional opinions and recommendations for action. A critical component is to assess the reasonableness of the scope, schedule and cost, and assess the likelihood that the cost and schedule will hold through completion or revenue service. As part of its oversight, the San Francisco County Transportation Authority (SFCTA) PMO may identify problems and suggest solutions to the project sponsor.


The oversight approach described below is predicated on the shared goal of on-time, on-budget and successful delivery of the Siemens Light Rail Vehicle Procurement project (Project) and on the desire for an approach that is integrated into the Project Management Team's procedures and protocols rather than layering on an additional layer of oversight. The SFCTA PMO is both performing a traditional oversight role and serving as a resource to the Project Management Team.

1. The SFMTA-assigned project manager shall be available to the SFCTA PMO over the course of the project, providing requested documentation and facilitating discussions with members of the project team as requested.
2. The SFMTA shall submit monthly progress reports through the SFCTA's online grants portal (portal.sfcta.org). Monthly 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) during the reporting period in the previous quarter. Progress reports shall include the most recent vehicle testing and commissioning data, including procurements pursuant to the base contract and any Prop K funded contract options. These reports should be comprehensive in nature and include a detailed description of issues of concern, root cause, proposed solution and status of repair/modifications including but not limited to data on average monthly miles of service, mean distance between failures, as well as any safety, contractual, operational, warranty findings/reports, etc.
3. The SFMTA project manager shall include the SFCTA PMO in internal and external meetings as requested by the SFCTA PMO and agreed to by the project manager, including meetings with vendor, subcontractors and/or consultants.
4. If the Federal Transit Administration (FTA) assigns a PMO contractor (PMOC) to the Project, the SFCTA PMO shall be notified and invited to attend all meetings with the FTA PMOC over the course of the project.
5. At SFCTA PMO discretion, the SFCTA PMO shall:
 - a. Review progress and cost reports and provide comments.
 - b. Participate in pre- and post-delivery vehicle assessment, including review of acceptance reports.
 - c. Participate in all risk workshops and risk management meetings, when scheduled to:
 - i. assess all the items that place the Project at risk as may be included in the risk register;
 - ii. update probability ratings and cost and schedule impacts; and
 - iii. discuss the status/progress of mitigation measures and add new risks as they become evident.
 - d. Participate in all SFMTA Transportation Capital Committee meetings at which scope, schedule, and budget changes to the Project are reviewed. The SFCTA PMO shall review proposed changes in advance of their submittal to the Transportation Capital Committee and provide comment and feedback. The SFMTA project manager or his/her designee shall provide the materials to the SFCTA PMO with a reasonable amount of time for review.
 - e. Review all safety certification processes and documents produced by or for the SFMTA, the state Public Utilities Commission or the FTA.
 - f. Review the test program and have the opportunity to be present for the testing of vehicle systems.

SFMTA LRV4 Program

Funding Allocation Request

To: Anna Laforte, Deputy Director for Policy & Programming, SFCTA

From: Julie Kirschbaum, Director of Transit 

Cc: Jeffrey Tumlin, Director of Transportation
Janet Gallegos, Program Delivery and Support Manager

Date: February 19, 2020

Subject: SFMTA LRV4 Mean Distance Between Failures

This memo provides a summary of the Reliability Demonstration Test requirements for the LRV4 Contract, as well as an overview of SFMTA's contract authority to hold Siemens accountable to successfully complete the Program.

- The LRV4 Technical Specification requires the fleet to achieve a Mean Distance Between (Chargeable) Train Delays of 25,000 miles.
- Chargeable delays are defined as mechanical failures that are attributable to the design of the train and related ancillary systems, such as the radio. Service failures attributable to Operator or Mechanic actions, as well as send ins related to cleanliness or no defect found are excluded from this analysis.
- This Reliability Demonstration Test is a formal deliverable (CDRL 11) in the testing program.
- The Reliability Demonstration began in August 2018, as we needed enough vehicles in service to demonstrate a *long-term stable reliability*. For this reason, it is among the last tests performed.
- Siemens must demonstrate 25,000 miles for a period of six months and rework the vehicle/repeat the test until it is achieved.
- There are no penalties for not reaching the target; however, the deliverable is not achieved until it is accomplished.
- SFMTA is holding Phase 1 retention payments pending successful completion of the Reliability Demonstration Test.
- Although we anticipate reaching this milestone sooner, SFMTA will extend the retention hold to Phase 2 vehicles if the demonstration program extends into the Breda replacement process.
- SFMTA can also choose to not accept Phase 2 vehicles if the MDBF is not achieved by that time.

A summary of the retention payments is outlined in Table 1.

SFMTA LRV4 Program

Funding Allocation Request

Table 1. Summary of Retention Payments

Payment	Percent	Amount	Description
Currently Held		\$3,055,293	
Engineering and Test Item 1D	3%	\$337,870	Completion and acceptance of vehicle performance qualification testing
Engineering and Test Item 1E	8.6%	\$840,368	Completion of acceptance of test program
Engineering and Test Item 1F	5%	\$1,877,055	Completion and acceptance of all contract requirements
May be Withheld		\$28,401,821	
Phase 1 Retention: Vehicle Punchlist	3%	\$6,787,590	Retention for each vehicle until punch list items are completed
Retention on other Phase 1 items		\$3,051,706	Retention on change orders, manuals, etc.
Phase 2 Retention: Vehicle Punchlist	3%	\$18,562,525	Retention for each vehicle until punch list items are completed
Total Available Retention		\$31,457,114	

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RESOLUTION ALLOCATING \$1,819,800 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, FOR TWO PROJECTS

WHEREAS, The Transportation Authority received two requests for a total of \$1,819,800 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Other Upgrades to Major Arterials and Pedestrian Circulation/Safety 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 each of the aforementioned Expenditure Plan programmatic categories; and

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

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,819,800 in Prop K funds, with conditions, for two projects, as summarized in Attachment 3 and detailed in the attached 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 2019/20 budget to cover the proposed actions; and

WHEREAS, At its February 26, 2020 meeting the CAC approved a motion of support for the Mission Street Excelsior Safety Project, and the CAC was briefed, but did not act on the District 3 Pedestrian Safety Improvements [NTIP Capital] project, since the allocation request was still under development at that time; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$1,819,800 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop 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 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. Request Summary
2. Project Description
3. Staff Recommendation
4. Prop K Allocation Summary - FY 2019/20
5. Allocation Request Forms (2)

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	31, 38, 40	SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	\$ 819,800	\$ 819,800	NA	0%	Design, Construction	3
Prop K	40	SFMTA	Mission Street Excelsior Safety Project	\$ 1,000,000	\$ 3,000,000	25%	67%	Design	11
TOTAL					\$ 1,819,800	\$ 3,819,800	20%	52%	

Footnotes

¹ "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).

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31, 38, 40	SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	\$819,800	<p>Pedestrian safety improvements at two intersections, as evaluated and recommended through District 3 Pedestrian Safety Improvements [NTIP Planning] project. The specific improvements include adding a pedestrian scramble at the intersection of Kearny Street and Jackson Street and opening a new crosswalk at the intersection of Columbus Avenue, Green Street, and Stockton Street connecting the northeast and southwest corners.</p> <p>Design engineering is expected to be complete in December 2020. Construction schedule is dependent on whether these improvements can be implemented via a change order to SF Public Works' existing John Yehall Chin School Safe Routes to School construction contract. If a change order to this contract is viable, the SFMTA anticipates that construction could be completed by summer 2021. If a change order is not viable, the SFMTA will seek to implement these improvements through a future signal upgrade project anticipated to be advertised in 2021 and constructed in Fiscal Year 2022/23.</p>
40	SFMTA	Mission Street Excelsior Safety Project	\$1,000,000	<p>Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague streets. The project's goals are to: increase safety for all users of the corridor, especially people who walk, bike, and take transit; improve transit reliability on the most used bus routes in the neighborhood (8 Bayshore, 14 Mission, 14R Mission Rapid, 49 Van Ness/Mission); and, enhance the business district through loading improvements. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management. Project will be implemented with a Public Works paving project. SFMTA anticipates completing design by Summer 2021.</p>
TOTAL			\$1,819,800	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
31, 38, 40	SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	\$ 819,800	<p>Multi-phase allocation: Multi-phase allocation is recommended to support the District Supervisor's desire for the SFMTA to implement this pedestrian safety project as soon as possible and to facilitate potential inclusion of the work as a change order to SF Public Works' existing John Yehall Chin Safe Routes to School construction contract.</p> <p>Special Condition: SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page) and an updated scope, schedule, budget, and funding plan. Prior to release of construction funds, staff will consult with the District 3 Supervisor.</p>
40	SFMTA	Mission Street Excelsior Safety Project	\$ 1,000,000	<p>Quarterly progress reports will include updates on the status of the construction phase funding plan and efforts to secure discretionary (competitive) grants and local funds.</p>
TOTAL			\$1,819,800	

¹ See Attachment 1 for footnotes.

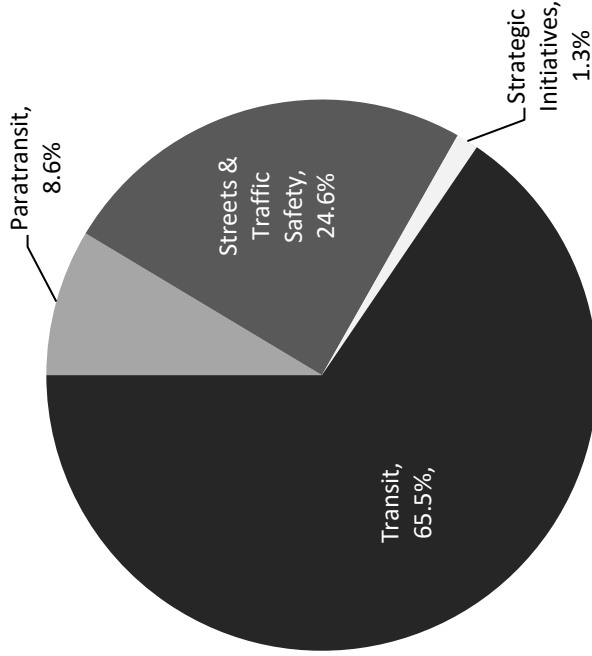
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Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20

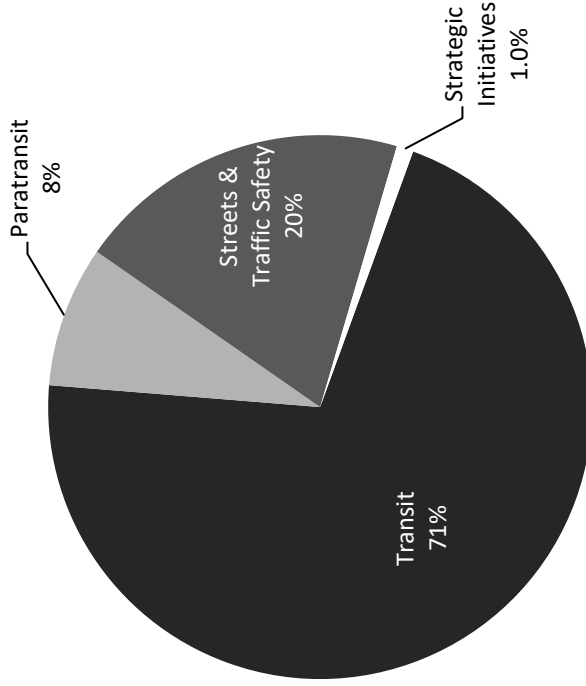
PROP K SALES TAX										
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26			
Total	\$ 73,281,531	\$ 33,218,981	\$ 7,731,046	\$ 3,354,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			
Prior Allocations	\$ 22,878,138	\$ 33,218,981	\$ 7,731,046	\$ 3,354,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			
Current Request(s)	\$ 1,819,800	\$ 1,719,800	\$ -	\$ -	\$ -	\$ -	\$ -			
New Total Allocations	\$ 75,101,331	\$ 34,938,781	\$ 7,731,046	\$ 3,354,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			

The above table shows maximum annual cash flow for all FY 2019/20 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

FY of Allocation Action:	FY2019/20
Project Name:	District 3 Pedestrian Safety Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	New Signals and Signs, Traffic Calming, Pedestrian Circulation/Safety
Current Prop K Request:	\$819,800
Supervisory District(s):	District 03

REQUEST

Brief Project Description

Pedestrian safety improvements at two intersections, as evaluated and recommended through the District 3 Pedestrian Safety Improvements [NTIP Planning] project. The specific improvements include adding a pedestrian scramble at the intersection of Kearny Street and Jackson Street and opening a new crosswalk at the intersection of Columbus Avenue, Green Street, and Stockton Street connecting the northeast and southwest corners.

Detailed Scope, Project Benefits and Community Outreach

The recommended improvements include a pedestrian scramble at Kearny/Jackson and opening a new crosswalk connecting the northeast and southwest corners at Columbus/Green/Stockton. These improvements were evaluated and recommended through the District 3 NTIP planning effort and have undergone preliminary engineering.

The scope of construction for opening a new crosswalk at Columbus/Green/Stockton includes:

- 2 new curb ramps.
- 2 new pedestrian countdown signals.
- Replacing damaged conduit across north leg of intersection and adding new conduit and wiring connecting the northeast corner to the median.
- Replacing damaged combination streetlight and traffic signal pole on median.
- Expanding/realigning median.

The scope of construction for adding a pedestrian scramble at Kearny/Jackson includes:

- 4 new pedestrian countdown signals.
- 1 new traffic signal pole and signal heads at northeast corner.
- 1 new combination streetlight and traffic signal pole, mast arm and signal heads at northeast corner.
- New conduits and wiring across the north, south and east legs of the intersection.

Opening a new crosswalk at Columbus/Green/Stockton would provide dramatic time and distance savings for pedestrians traveling between the northeast and southwest corners, thereby increasing pedestrian convenience and reducing pedestrian violations that put pedestrians at risk for collisions. This intersection is on San Francisco's Vision Zero High Injury Network, with nine injury collisions reported in the past five years, eight of which involved pedestrians. Under existing conditions, depending on the direction of travel and when they arrive during the traffic signal cycle, it can take an able-bodied person nearly three minutes to walk between the northeast and southwest corners if they obey pedestrian signals. Many pedestrians are unwilling to tolerate these detours and delays and are observed crossing against pedestrian signal indications or crossing between corners without marked crosswalks. These pedestrian challenges have been called out by two neighborhood organizations, the Telegraph Hill Dwellers and North Beach Neighbors, who have requested the City implement a pedestrian scramble and expand the small median island to create a pedestrian refuge. The SFMTA has investigated a pedestrian scramble at this intersection but determined that it would substantially increase delay for pedestrians, transit and other vehicles.

Implementing a pedestrian scramble at Kearny/Jackson would improve pedestrian safety at the northeast corner of

Portsmouth Square and complement pedestrian scrambles implemented or planned at neighboring intersections (a scramble exists at Kearny/Clay and is planned to be implemented at Kearny/Washington in spring 2020). The intersections of Kearny/Jackson and Kearny/Washington are both on San Francisco's Vision Zero High Injury Network, with eight injury collisions reported in the past five years, four of which involved pedestrians. These two intersections each have more than 1,000 pedestrian crossings during peak hours. Through the D3 NTIP planning effort, the SFMTA determined that a scramble could be implemented at Kearny/Washington with minimal traffic signal upgrades and is planning to implement the improvements in spring 2020. However, a scramble at Kearny/Jackson requires extensive signal upgrade work.

The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

Project Location

Intersections of Columbus/Green/Stockton and Kearny/Jackson

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended to support the District Supervisor's desire for the SFMTA to implement this pedestrian safety project as soon as possible and to facilitate potential inclusion of the work as a change order to SF Public Works' existing John Yehall Chin Safe Routes to School construction contract.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$3,462,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	District 3 Pedestrian Safety Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2015	Jul-Aug-Sep	2020
Environmental Studies (PA&ED)	Jan-Feb-Mar	2020	Apr-May-Jun	2020
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2020	Oct-Nov-Dec	2020
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2023

SCHEDULE DETAILS

Assuming funds are available by June 2020, the design engineering phase is expected to be completed by December 2020. The SFMTA has initiated discussions with Public Works to implement these improvements via a change order to an existing Public Works project (2483J John Yehall Chin School Safe Routes to School) that includes pedestrian bulb outs and associated traffic signal upgrades at several intersections including at the northwest corner of Kearny/Jackson. The construction contract for this project was recently awarded, and construction is scheduled to begin in summer 2020. If a change order to this project is viable, the SFMTA anticipates that construction could be completed by summer 2021. If a change order to this project is not viable, the SFMTA will seek to implement these improvements through a future signal upgrade project anticipated to be advertised in 2021 and constructed in 2022-23.

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

FY of Allocation Action:	FY2019/20
Project Name:	District 3 Pedestrian Safety Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: New Signals and Signs	\$245,000	\$0	\$0	\$245,000
PROP K: Traffic Calming	\$295,600	\$0	\$0	\$295,600
PROP K: Pedestrian Circulation/Safety	\$279,200	\$0	\$0	\$279,200
Phases in Current Request Total:	\$819,800	\$0	\$0	\$819,800

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)	\$279,200	\$279,200	DPW design fee for 100% PS&E and construction contract management
Construction (CON)	\$540,600	\$540,600	Order of magnitude estimates based on 10% design
Operations	\$0	\$0	
Total:	\$819,800	\$819,800	

% Complete of Design:	10.0%
As of Date:	02/25/2020
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY BY TASK		
Task	Budget	Notes
1 - Survey - Columbus/Green/Stockton	\$ 8,500	per DPW 12/12/19
2 - Design Engineering (PS&E) & Contract Management - Columbus/Green/Stockton	\$ 120,700	per DPW 12/12/19 and subsequent 1/31/20 updated electrical estimate, 10% contingency added
3 - Design Engineering (PS&E) & Contract Management - Kearny/Jackson	\$ 150,000	Order of magnitude estimate based on past projects
4 - Contract costs - Columbus/Green/Stockton	\$ 240,600	Order of magnitude estimate per DPW 11/7/19
4 - Contract costs - Kearny/Jackson	\$ 300,000	Order of magnitude estimate based on past projects
Total	\$ 819,800	

ORDER OF MAGNITUDE CONSTRUCTION COST ESTIMATE
Columbus and Stockton New Proposed Crowwalk and Curb Ramp Upgrade (Ped Signals)

Prepared By: Dimitri Stavrakis
 Checked By: Richard Chircop
 Date: 11/07/19

Bid Item	Bid Item Description	Estimated Quantity	Unit	Unit Price	Extension
General Work Related Items:					
G- 1	Traffic Routing	1	LS	-	\$ 9,800
G- 2	Mobilization / Demobilization For Work (5% of Bid Items)	1	LS	-	\$ 5,390
Sub-Total General Work					\$15,000
Roadway Work Related Items:					
R- 1	Hot Mix Asphalt (Type A, 1/2 Inch Maximum with Medium Grading)	30	TON	\$ 200	\$ 6,000
R- 2	Full Depth Planing Per 2-Inch Depth Of Cut	1,500	SF	\$ 2	\$ 3,000
R- 3	8-Inch Thick Concrete Base	1,000	SF	\$ 15	\$ 15,000
R- 4	Combined 6-Inch Wide Concrete Curb and 2-Foot Wide Concrete Gutter	100	LF	\$ 65	\$ 6,500
R- 5	3 1/2-Inch Thick Concrete Sidewalk	1,000	SF	\$ 14	\$ 14,000
R- 6	Concrete Curb Ramp With Concrete Detectable Surface Tiles	6	EA	\$ 4,000	\$ 24,000
Sub-Total Roadway Work					\$ 69,000
Electrical Work Related Items:					
E- 1	Street Lights (including street light pole, foundation, LED fixture, arm, etc.)	1	EA	\$ 7,500.00	\$7,500
E- 2	Pull Boxes	1	EA	\$ 700.00	\$700
E- 3	Conduit and Wiring	20	LF	\$ 100.00	\$2,000
E- 4	Source Connection	1	LS	-	\$2,000
E- 5	Fuses	1	LS	-	\$1,000
Sub-Total Electrical Work					\$ 13,000
Structural Work Related Items:					
S- 1	Install waterproofing membrane	50	SF	\$ 20	\$1,000
Sub-Total Structural Work					\$ 1,000
SAR Work Related Items:					
SAR- 1	Unforeseen Environmental Conditions	1	LS	-	\$ 15,000
Sub-Total SAR Work					\$ 15,000
Sub-Total					\$ 113,000
15% Construction Contingency					\$ 17,000
Total Construction Cost					\$ 130,000
Construction Management/ Engineering Support Cost					\$ 20,000
MTA OCS (\$7,500 per day)					\$ 75,000
Muni OCS Inspector					\$ 15,600
Total Project Cost					\$ 240,600
Assumptions/Exclusions: Traffic routing is assumed to be 10% of the discipline construction cost; MTA OCS support costs include 10 days of OCS shutdown; assume 1 Muni inspector is utilized over the 10 days of anticipated OCS shutdown; Actual quantities and scope of work will be confirmed once site survey is received and civil design is completed.					

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

FY of Allocation Action:	FY2019/20
Project Name:	District 3 Pedestrian Safety Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$819,800	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$819,800	Total Prop AA Recommended:	\$0

SGA Project Number:	000	Name:	District 3 Pedestrian Safety Improvements [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2021
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-140	\$0	\$279,200	\$0	\$0	\$0	\$279,200

Deliverables

1. Quarterly progress reports (QPRs), which will be shared with the District 3 Supervisor, shall contain a percent complete by location, percent complete of the overall project, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first quarterly progress report due July 15, 2020, provide 2-3 photos of typical before conditions.

3. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page) and an updated scope, schedule, budget, and funding plan for construction.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Pedestrian Circulation and Safety 5YPP. See attached 5YPP amendment for details.

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

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

SGA Project Number:	222	Name:	District 3 Pedestrian Safety Improvements [NTIP Capital] - Construction			
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2023			
Phase:	Construction	Fundshare:	100.0			
Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-131	\$0	\$245,000	\$0	\$0	\$0	\$245,000
Deliverables						
1. Quarterly progress reports, which will be shared with the District 3 Supervisor, shall include percent complete for each location, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.						
2. Upon completion of project, Sponsor shall provide 2-3 photos of complete project.						
Special Conditions						
1. The recommended allocation is contingent upon amendment of the Prop K New Signals 5YPP. See attached 5YPP amendment for details.						
2. SFMTA may not incur expenses for the construction phase (\$245,000) until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page) and an updated scope, schedule, budget, and funding plan. Prior to release of construction funds, staff will consult with the District 3 Supervisor.						
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.						

SGA Project Number:	333	Name:	District 3 Pedestrian Safety Improvements [NTIP Capital] - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2023
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-138	\$0	\$295,600	\$0	\$0	\$0	\$295,600

Deliverables

1. Quarterly progress reports, which will be shared with the District 3 Supervisor, shall include percent complete for each location, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of project, Sponsor shall provide 2-3 photos of complete project.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Traffic Calming 5YPP. See attached 5YPP amendment for details.

2. SFMTA may not incur expenses for the construction phase (\$295,600) until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page) and an updated scope, schedule, budget, and funding plan. Prior to release of construction funds, staff will consult with the District 3 Supervisor.

3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	District 3 Pedestrian Safety Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$819,800
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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
DW

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Dustin White	Mary Jarjoura
Title:		Principal Administrative Analyst
Phone:	(415) 701-4603	(415) 646-2765
Email:	dustin.white@sfmta.com	mary.jarjoura@sfmta.com

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Mission Street Excelsior Safety Project
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Pedestrian Circulation/Safety
Current Prop K Request:	\$1,000,000
Supervisory District(s):	District 11

REQUEST

Brief Project Description

Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will 1) provide safer, more comfortable walking and biking environments on Mission and Geneva; 2) provide safer, more predictable driving environment on Mission and Geneva; and 3) improve transit reliability on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.

Detailed Scope, Project Benefits and Community Outreach

Mission Street and Geneva Avenue are part of San Francisco's Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. Over the last seven years, five community members were killed and at least 323 people were injured in collisions in the project area. Additionally, on some blocks of the project corridor, the eight Muni lines that serve the area have average speeds below 5 mph. The project will seek to address these issues, while making loading improvements to support the over 300 existing storefronts along Mission and Geneva streets.

The project's goals are to:

- * Increase safety for all users of the corridor, especially people who walk, bike, and take transit
- * Improve transit reliability on the most used bus routes in the neighborhood
- * Enhance the business district through loading improvements

From late 2017 to 2018, the project team conducted outreach to better understand the issues and problems that the community faces when using Mission Street and Geneva Avenue, including one-on-one meetings, door-to-door loading surveys, participation in four Excelsior and Outer Mission Neighborhood Strategy meetings, and neighborhood walk-throughs. In late 2018 and early 2019, SFMTA hosted a series of workshops with project stakeholders to refine the conceptual plan to better reflect the community's needs. In April 2019, the project team hosted two open houses to present the refined designs to the wider community and collected feedback that was used to create the final proposal. The project proposal was revised and approved by the SFMTA Board of Directors in September 2019.

Staff are currently designing 'quick-build' improvements – including 'painted safety zones' to improve visibility at corners, curb management enhancements, and transit stop changes – expected to begin construction in spring 2020.

The detailed design phase of the project funded with this allocation request will include design of civil improvements (bulb-outs and sidewalk extensions) and new/modified traffic signals.

Project scope:

- * 6 new traffic signals
- * 4 signal modifications and timing changes along corridor
- * Up to 35 corner bulb-outs, 4 transit bulbs, and 1 transit island
- * Visibility daylighting along corridor
- * 3 raised crosswalks

116

- * Adjusted transit stops
- * Curb management to support businesses
- * Bikeway improvements (on Geneva)

Deliverables:

1. Traffic signal designs (pole placement and signal timing)
2. Civil designs for bulb-outs, islands, raised crosswalks, etc.
3. Striping designs for lane/curb re-configurations

All improvements (safety, transit, signal upgrades) are planned to be jointly delivered with a re-paving contract by Public Works starting in late 2021. It is possible that implementation of the project will include multiple construction phases. A task within the detailed design scope is cost estimates per element, which will inform what can be built with the initial project and what might need to be included later. If phased, transit improvements (e.g., bus bulbs), safety improvements at high-collision locations, and signal upgrades will be prioritized.

Project Location

Mission Street between Geneva Avenue and Trumbull Street; Geneva Avenue between Mission and Prague Streets

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,000,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Mission Street Excelsior Safety Project
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jan-Feb-Mar	2017	Jul-Aug-Sep	2019
Environmental Studies (PA&ED)	Jan-Feb-Mar	2017	Jul-Aug-Sep	2019
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2019	Apr-May-Jun	2021
Advertise Construction	Jul-Aug-Sep	2021		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2021		
Operations				
Open for Use			Oct-Nov-Dec	2022
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2023

SCHEDULE DETAILS

Community outreach during the detailed design phase will be minimal, focused on working with stakeholders (e.g., property owners/tenants) on particular considerations/issues that arise during design. This project is being coordinated with a scheduled paving project led by Public Works; it may also coordinate with utility work – the paving scope will follow the schedule of this project.

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

FY of Allocation Action:	FY2019/20
Project Name:	Mission Street Excelsior Safety Project
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Pedestrian Circulation/Safety	\$0	\$1,000,000	\$0	\$1,000,000
PROP B	\$600,000	\$1,400,000	\$0	\$2,000,000
Phases in Current Request Total:	\$600,000	\$2,400,000	\$0	\$3,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,000,000	\$0	\$1,000,000
TBD (E.G. ATP, AHSC, PROP AA, PROP K, TNC TAX)	\$17,467,000	\$0	\$0	\$17,467,000
PROP B	\$600,000	\$1,400,000	\$347,000	\$2,347,000
Funding Plan for Entire Project Total:	\$18,067,000	\$2,400,000	\$347,000	\$20,814,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$347,000	\$0	SFMTA
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$3,000,000	\$1,000,000	SFMTA - based on prior similar work
Construction (CON)	\$17,467,000	\$0	SFMTA - based on prior similar work
Operations	\$0	\$0	
Total:	\$20,814,000	\$1,000,000	

% Complete of Design:	10.0%
As of Date:	12/18/2019
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MISSION STREET - EXCELSIOR SAFETY PROJECT

MAJOR LINE ITEM BUDGET

FUND SOURCES	
Prop K (this request)	\$ 1,000,000
Prop B (other funds)	\$ 2,000,000
TOTAL PHASE	\$ 3,000,000

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 3,000,000	
2. Consultant	\$ -	
3. Other Direct Costs *		
4. Contingency		
TOTAL PHASE	\$ 3,000,000	

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 480,000
SFPW	\$ 2,520,000
TOTAL	\$ 3,000,000

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

FY of Allocation Action:	FY2019/20
Project Name:	Mission Street Excelsior Safety Project
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$1,000,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$1,000,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Mission Street - Excelsior Safety Project
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Design Engineering	Fundshare:	

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-140	\$100,000	\$900,000	\$0	\$0	\$0	\$1,000,000

Deliverables

- Quarterly progress reports shall provide updates on the status of the construction phase funding plan and efforts to secure discretionary (competitive) grants and local funds, as well as updates on the percent complete for the overall project, and all other requirements described in the Standard Grant Agreement (SGA).
- Upon project completion (anticipated by June 2021), provide evidence of completion of 100% design (e.g. copy of certifications page), as well as an updated scope, schedule, budget and funding plan (which can be met with a submittal of a Prop K allocation request for construction).

Special Conditions

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	66.67%	No Prop AA
Actual Leveraging - This Project	95.2%	No Prop AA

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

FY of Allocation Action:	FY2019/20
Project Name:	Mission Street Excelsior Safety Project
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$1,000,000
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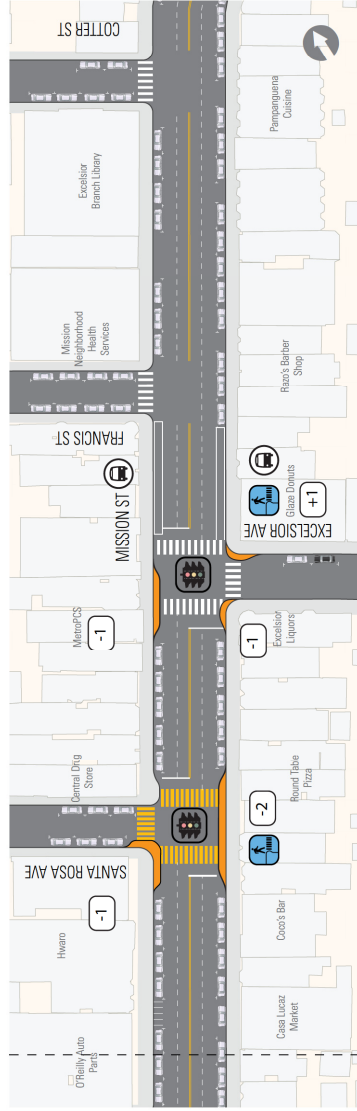
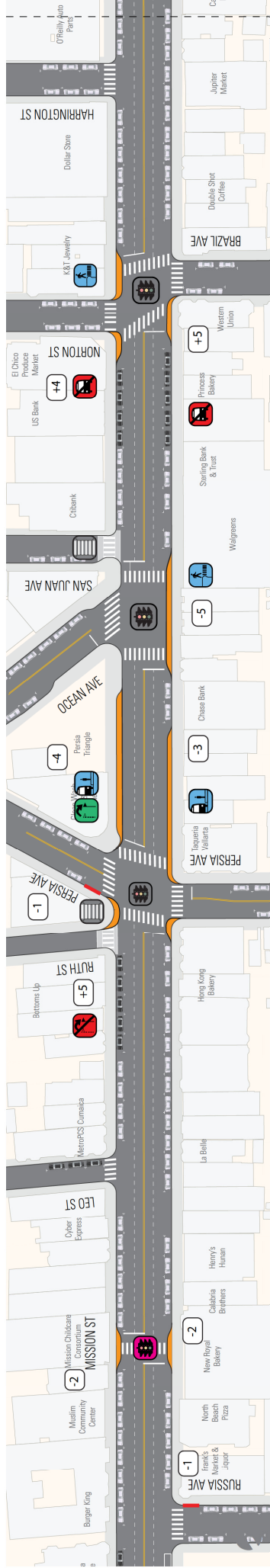
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
MD

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Mark Dreger	Mary Jarjoura
Title:	Planner	Principal Administrative Analyst
Phone:	(415) 646-2719	(415) 646-2765
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Mission Street Excelsior Safety Project: Mission, Russia to Cotter



Existing Traffic Signals
at Persia Ave, Ocean Ave, Brazil Ave,
Santa Rosa Ave and Excelsior Ave



New Signalized Crossing
midblock between Russia and Leo



New Pedestrian Bulbs
at Persia Ave, Ocean Ave, Brazil St,
Santa Rosa Ave and Excelsior Ave



Daylighting
at Russia Ave and
Persia Ave



Existing Stop
at Ruth St and Francis St



Remove Outbound Stop
at Norton St & Brazil St (*Option 2*)



New Raised Crosswalk
at Ruth St and San Juan Ave



Relocate Stop
at Persia Ave (inbound and
outbound)

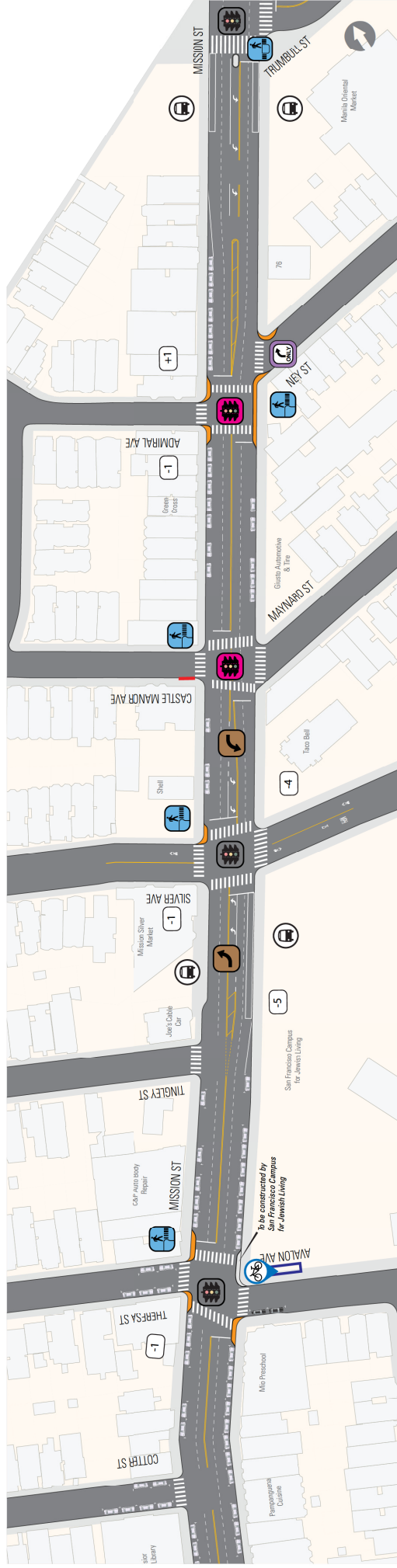



New Bus Bulbs
at Ocean Ave and Persia Ave



New Parking Meters

Mission Street Excelsior Safety Project: Mission, Cotter to Trumbull



 **Existing Traffic Signals**
at Theresa St, Silver Ave, and Trumbull St

 **Existing Stop**
at Silver Ave and Trumbull St

 **New Pedestrian Bulbs**
at Theresa St, Silver Ave, Castle Manor Ave, and Admiral Ave



New Traffic Signals
at Admiral Ave and Castle Manor Ave/Maynard St



New Left Turn Pocket
on Mission St at Silver Ave



Right Turn Only
at Ney Street



New Parking Meters



New Median Island at Trumbull St



Daylighting
at Castle Manor Ave

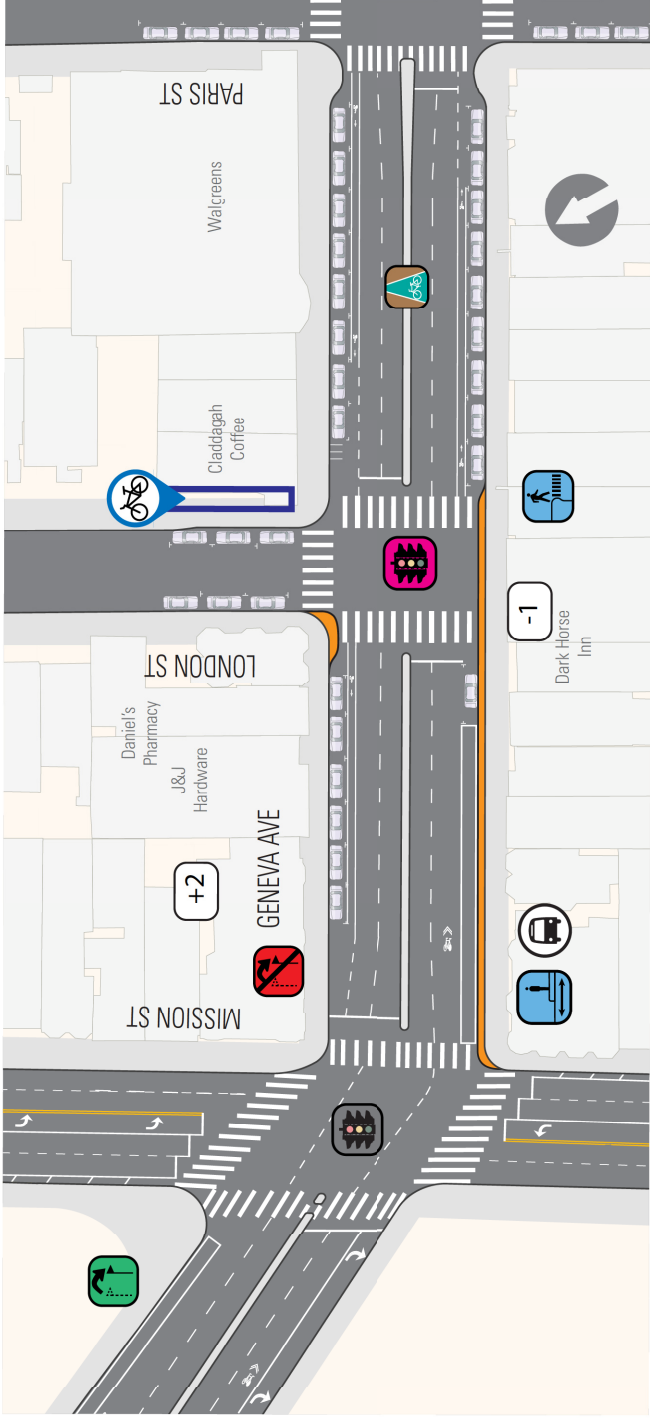
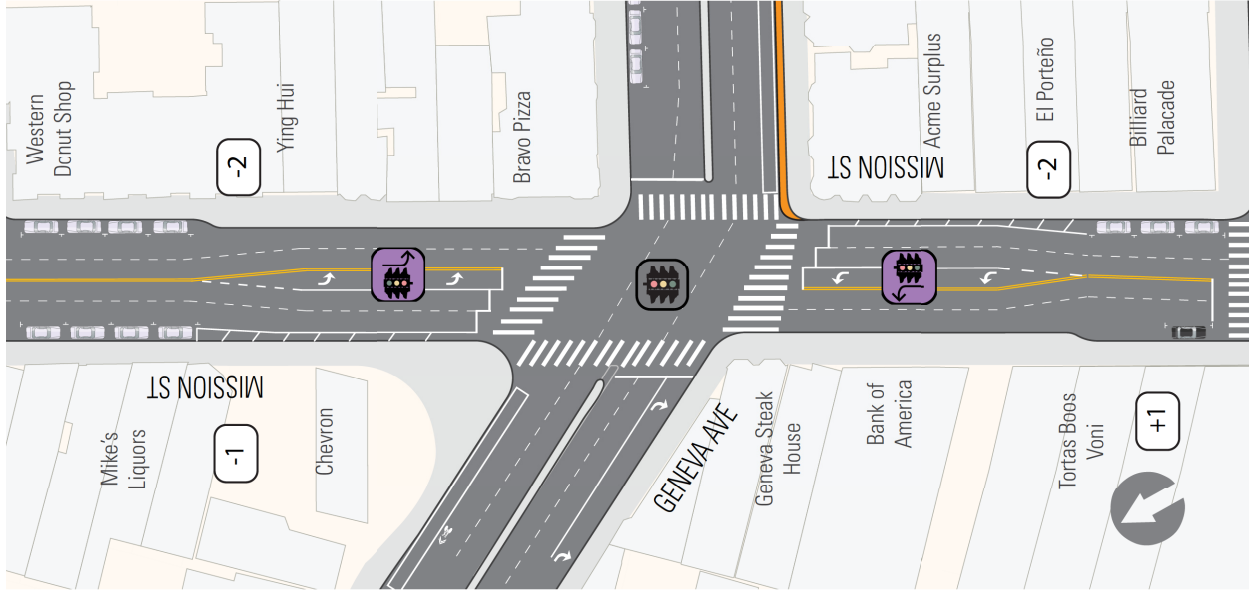


SFMTA

For general information 24/7/365, dial 311 (415.701.2311 outside SF).
 311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Escuchar en español /
 311 免費語言協助 / 免費語言協助 / 免費語言協助 / 免費語言協助 /
 무료 언어 지원 / Librería tubing para sa wikang Tagalog / 免費語言協助 / 免費語言協助 / 免費語言協助

sfmta.com/missionexcelsior

Mission Street Excelsior Safety Project: Geneva at Mission



Existing Traffic Signal
at Mission St



New Left Turn Signals
on north and southbound
Mission St at Geneva Ave



New Traffic Signal at
London St (and remove existing
right-turn only restriction)



New Bike Lanes
on Geneva Ave from Mission St
to Paris St



Existing Stop
at Mission St



Relocate Stop
at Mission Street, westbound



Widen sidewalk (4')
between Mission St and
London St

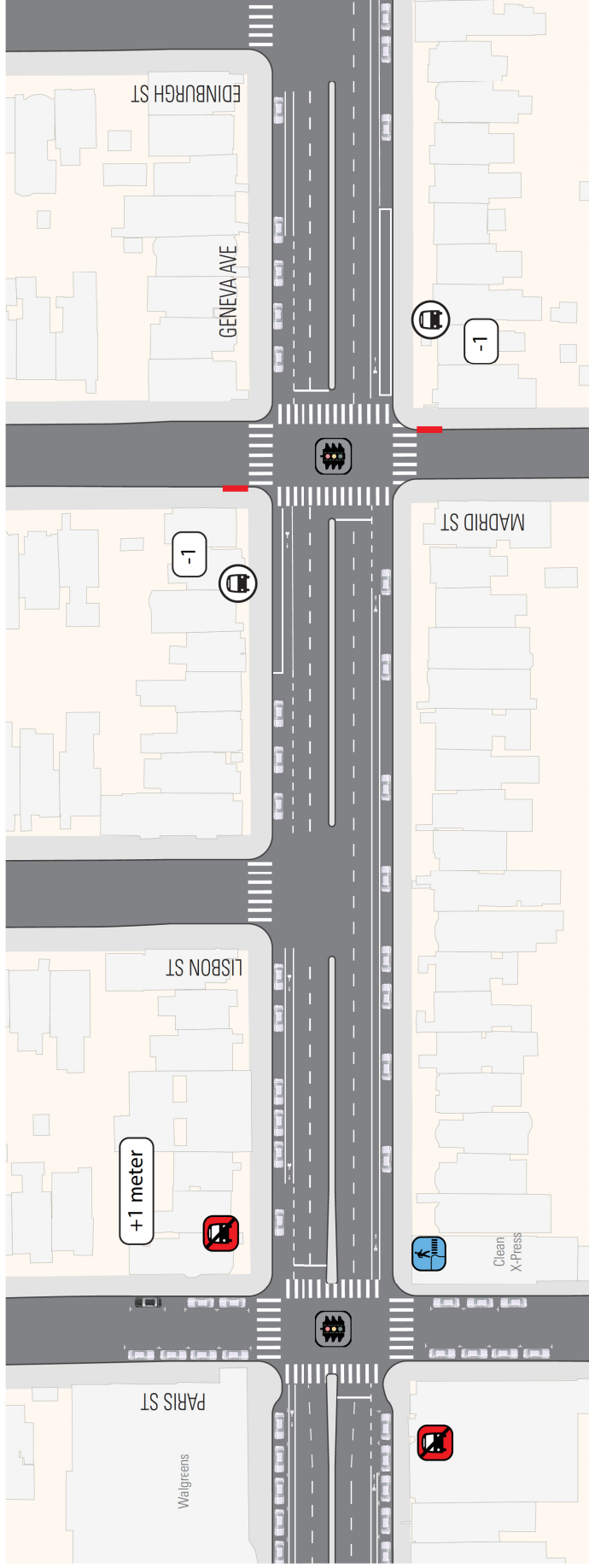


**New Pedestrian
Bulbs** at London St



New Parking Meters

Mission Street Excelsior Safety Project: Geneva, Paris to Edinburgh



 Existing Traffic Signals
at Paris St and Madrid St

 New Pedestrian Bulbs
at Paris St

 Daylighting
at Madrid St



Remove Inbound Stop
at Paris St



Remove Outbound Stop
at Paris St

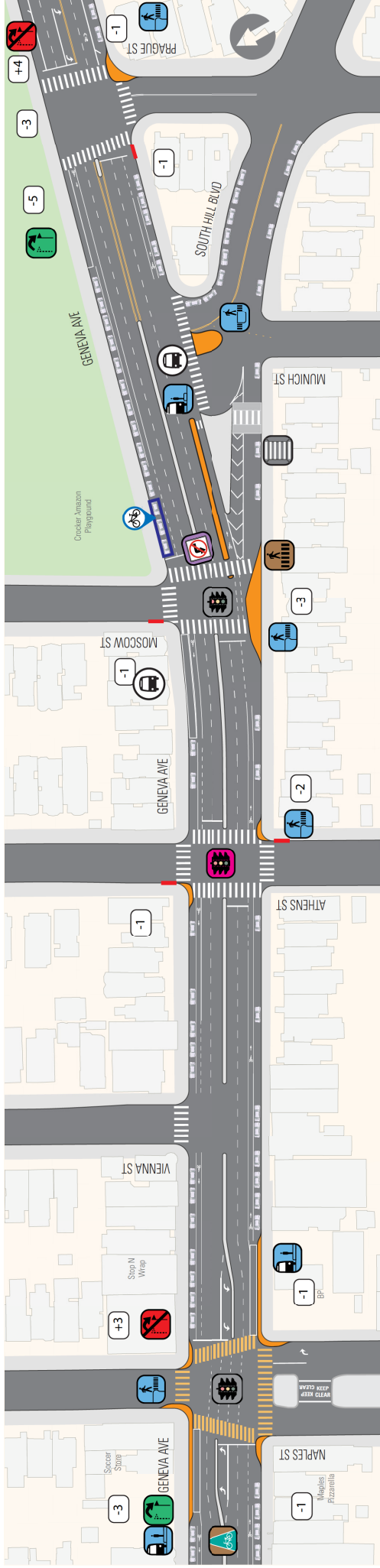














Existing Stop
at Madrid St



New Parking Meters

Mission Street Excelsior Safety Project: Geneva, Naples to Prague



- 
Existing Traffic Signals
 at Naples St, Moscow St and Prague St
- 
Relocate Stop
 at Naples St and Prague St
- 
Existing Stop
 at Naples St and South Hill Blvd
- 
New Pedestrian Bulbs
 at Naples St, Athens St, Moscow St and Prague St
- 
New Traffic Signal
 at Athens St
- 
New Bus Bulbs
 at Naples St
- 
New Crosswalk
 at Moscow St, east side
- 
New Left Turn Restriction
 on Geneva Ave at Moscow Street
- 
Daylighting
 at Athens St, Moscow St, and Prague St
- 
New Bike Lanes
 on Geneva Ave from Edinburgh to Vienna St
- 
New Raised Crosswalk
 at Munich St
- 
New Median Island on South Hill Blvd at Geneva Ave



Memorandum

AGENDA ITEM 8

DATE: February 28, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/10/2020 Board Meeting: Allocate \$1,819,800 in Prop K Sales Tax Funds, with Conditions, for Two Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,819,800 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> District 3 Pedestrian Safety Improvements (NTIP Capital) (\$819,800) Mission Street Excelsior Safety (\$1,000,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including requested phases and supervisorial districts for the subject projects. Attachment 2 provides brief project descriptions. Attachment 3 contains the staff recommendations. At its February 26 meeting, several Citizen Advisory Committee members commented on the District 3 Pedestrian Safety Improvements project, noting that pedestrian scrambles can be confusing. They suggested that the SFMTA educate the public on how to use pedestrian scrambles with signage and outreach prior to and concurrent with implementation. We shared this information with the District 3 office, which is following up with SFMTA staff.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides brief project descriptions. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. Allocation Request Forms for the projects are attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



FINANCIAL IMPACT

The recommended action would allocate \$1,819,800 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year 2019/20 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.

Sufficient funds are included in the Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the Fiscal Year 2020/21 budget to cover the recommended cash flow distribution for that fiscal year.

CAC POSITION

At its February 26, 2020 meeting the CAC unanimously approved a motion of support for the Mission Street Excelsior Safety Project. The SFMTA's request for District 3 Pedestrian Safety Improvements [NTIP Capital] was presented to the CAC for information and feedback and not action because SFMTA and Public Works were still assessing the capital project's funding plan, as well as the schedule and whether the scope of work could be implemented via a change order to the existing John Yehall Chin Safe Routes to School construction contract. We are recommending that consideration of this request advance directly to the March Board meetings to support Chair Peskin's desire for the SFMTA to implement this pedestrian safety project as soon as possible and to facilitate potential inclusion of the work as a change order to the aforementioned contract.

The CAC expressed support for the 3 Pedestrian Safety Improvements [NTIP Capital] project, although some members conveyed their concerns that pedestrian scrambles could be confusing to use and that the SFMTA could help educate the public with signage and outreach prior to and concurrent with implementation of this type of signal infrastructure. Transportation Authority staff responded that we would convey this request to the Board, and SFMTA staff were at the CAC meeting and noted this request.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Request Summary
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - Allocation Request Forms (2)

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RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2019/20 BUDGET TO INCREASE REVENUE BY \$2.1 MILLION, DECREASE EXPENDITURES BY \$71.9 MILLION AND DECREASE OTHER FINANCING SOURCES BY \$67.0 MILLION FOR A TOTAL NET INCREASE IN FUND BALANCE OF \$7.0 MILLION

WHEREAS, In June 2019, through approval of Resolution 19-61, the Transportation Authority adopted the Fiscal Year (FY) 2019/20 Annual Budget and Work Program; and

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

WHEREAS, Revenue and expenditure revisions are related to the new Traffic Congestion Mitigation Tax Program, investment income, program revenues, and several capital project costs reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Vehicle Registration Fee for Transportation Improvements Program (Prop AA), and TIMMA Program; and

WHEREAS, Major changes in revenues due to additional funding and increase in revenue estimates include the following: the new Traffic Congestion Mitigation Tax; Pennsylvania Avenue Extension Pre-environmental Study; Vista Point at Pier E2 on Yerba Buena Island; Neighborhood Transportation Improvement Projects; travel demand modeling services; investment income and TIMMA Program revenues; and

WHEREAS, Major changes in expenditures due to delays in project reimbursement requests (e.g. due to billing other sources first, project delays) or changes in scope include the following projects: Prop K San Francisco Municipal Transportation Agency's (SFMTA's) vehicle procurements for motor coaches, trolley coaches and light rail vehicles; Prop K SFMTA's Van Ness Bus Rapid Transit Project; Prop K Caltrain Downtown Extension; Prop AA SFMTA's Muni Metro Enhancements Project; Prop AA San Francisco Public Works' (SFPW's) Haight Street Resurfacing and Pedestrian Lighting Project; Prop AA San Francisco Public Works 23rd Street, Dolores Street, York Street and Hampshire Street Pavement Renovation Project; Interstate 80/Yerba Buena Island Ramps Interchange Improvement Project - Southgate Road Realignment; U.S. 101/I-280 Express Lanes and Bus Project; TIMMA Program; and

WHEREAS, Administrative operating costs, debt service costs and other financing sources also need to be updated from the original estimates contained in the adopted FY



2019/20 budget; and

WHEREAS, At its February 26, 2020 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 2019/20 budget is hereby amended to increase revenues by \$2.1 million, decrease expenditures by \$71.9 million, and decrease other financing sources by \$67.0 million, for a total net increase in fund balance of \$7.0 million, as shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2019/20 Budget Amendment

	Proposed Budget Amendment by Fund							Proposed Fiscal Year 2019/20 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program		
Revenues:								
Sales Tax Revenues	\$ 110,861,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,861,695
Vehicle Registration Fee	-	-	-	4,930,000	-	-	-	4,930,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	7,668,508	-	7,668,508
Investment Income	3,077,099	-	2,500	222,075	-	44,569	-	3,346,243
Program Revenues	30,000	20,248,393	771,753	-	2,682,254	-	-	23,732,400
Other Revenues	45,980	-	-	-	-	-	-	45,980
Total Revenues	114,014,774	20,248,393	774,253	5,152,075	2,682,254	7,713,077		150,584,826
Expenditures								
Capital Project Costs	144,016,821	19,750,553	1,110,104	4,631,435	1,474,492	-	-	170,983,405
Administrative Operating Costs	5,843,440	4,264,414	48,258	309,568	570,930	75,032	-	11,111,642
Debt Service Costs	21,794,250	-	-	-	-	-	-	21,794,250
Total Expenditures	171,654,511	24,014,967	1,158,362	4,941,003	2,045,422	75,032		203,889,297
Other Financing Sources (Uses):								
	(3,129,742)	3,766,574	-	-	(636,832)	-	-	-
Net change in Fund Balance	\$ (60,769,479)	\$ -	\$ (384,109)	\$ 211,072	\$ -	\$ 7,638,045		\$ (53,304,471)
Budgetary Fund Balance, as of July 1	\$ 98,919,279	\$ -	\$ 1,090,174	\$ 14,620,577	\$ -	\$ -	\$ -	\$ 114,630,030
Budgetary Fund Balance, as of June 30	\$ 38,149,800	\$ -	\$ 706,065	\$ 14,831,649	\$ -	\$ 7,638,045	\$ -	\$ 61,325,559



Memorandum

AGENDA ITEM 9

DATE: February 28, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 3/10/20 Board Meeting: Amend the Adopted Fiscal Year 2019/20 Budget to Increase Revenues by \$2.1 Million, Decrease Expenditures by \$71.9 Million and Decrease Other Financing Sources by \$67.0 Million for a Total Net Increase in Fund Balance of \$7.0 Million

RECOMMENDATION Information Action

Amend the adopted Fiscal Year (FY) 2019/20 budget to increase revenues by \$2.1 million, decrease expenditures by \$71.9 million and decrease other financing sources by \$67.0 million for a total net increase in fund balance of \$7.0 million.

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 2019, through Resolution 19-61, the Board adopted the FY 2019/20 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 2019/20 Budget.

- 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. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred.



The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

Proposed Budget Amendment.

The budget revision reflects an increase of \$2.1 million in revenues, a decrease of \$71.9 million in expenditures, and a decrease of \$67.0 million in other financing sources for a total net increase of \$7.0 million in fund balance. These revisions include carryover revenues and expenditures from the prior period. The effect of the amendment on the adopted FY 2019/20 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2. The detailed budget explanations by line item are included in Attachment 4. Detailed budget revisions for the Treasure Island Mobility Management Agency (TIMMA) will be presented as a separate item to the April TIMMA Committee and TIMMA Board.

Revenue and expenditure revisions are related to the new Traffic Congestion Mitigation Tax Program, investment income, program revenues, and several capital project costs reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Vehicle Registration Fee for Transportation Improvements Program (Prop AA), and TIMMA Program. Major changes in revenue and expenditure line items include the following:

- **New Funding**
 - Traffic Congestion Mitigation Tax
 - Pennsylvania Avenue Extension Pre-environmental Study
 - Vista Point at Pier E2 on Yerba Buena Island
 - Neighborhood Transportation Improvement Projects: District 10 15-Third Street Bus Study, District 4 Mobility Improvements Study, and District 5 Octavia Improvements Study
 - Travel demand modeling services
- **Increase in Revenue Estimates**
 - Investment Income
 - TIMMA Program Revenues
- **Project Delays or Changes in Scope**
 - Prop K San Francisco Municipal Transportation Agency's (SFMTA's) vehicle procurements for motor coaches, trolley coaches and light rail vehicles
 - Prop K SFMTA's Van Ness Bus Rapid Transit Project
 - Prop K Caltrain Downtown Extension



- Prop AA SFMTA's Muni Metro Enhancements Project
- Prop AA San Francisco Public Works' (SFPW's) Haight Street Resurfacing and Pedestrian Lighting Project
- Prop AA San Francisco Public Works 23rd Street, Dolores Street, York Street and Hampshire Street Pavement Renovation Project
- Interstate 80/Yerba Buena Island Ramps Interchange Improvement Project - Southgate Road Realignment
- U.S. 101/I-280 Express Lanes and Bus Project
- TIMMA Program

Additionally, administrative operating costs, debt service costs and other financing sources need to be updated from the original estimates contained in the adopted FY 2019/20 budget.

FINANCIAL IMPACT

The proposed amendment to the FY 2019/20 budget would increase revenues by \$2.1 million, decrease expenditures by \$71.9 million, and decrease other financing sources by \$67.0 million, for a total net increase in fund balance of \$7.0 million, as described above.

CAC POSITION

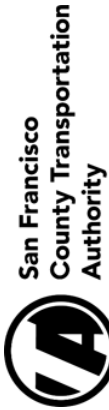
The CAC was briefed on this item at its February 26, 2020 meeting and adopted a motion of support for the staff recommendation..

SUPPLEMENTAL MATERIALS

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



Category	Fiscal Year 2018/19 Actual	Fiscal Year 2019/20 Adopted Budget	Proposed Fiscal Year 2019/20 Budget Amendment	Variance from Fiscal Year 2019/20 Adopted Budget	% Variance
Sales Tax Revenues	\$ 115,670,918	\$ 110,861,695	\$ 110,861,695	\$ -	0.0%
Vehicle Registration Fee	4,945,470	4,930,000	4,930,000	-	0.0%
Traffic Congestion Mitigation Tax	-	-	7,668,508	7,668,508	N/A
Investment Income	2,844,187	1,622,000	3,346,243	1,724,243	106.3%
Program Revenues					
Federal	5,076,521	23,180,409	15,955,790	(7,224,619)	-31.2%
State	754,186	2,148,445	930,069	(1,218,376)	-56.7%
Regional and other	3,216,636	5,693,723	6,846,541	1,152,818	20.2%
Other Revenues	53,328	45,980	45,980	-	0.0%
Total Revenues	132,561,246	148,482,252	150,584,826	2,102,574	1.4%
Capital Project Costs	127,884,701	242,496,571	170,983,405	(71,513,166)	-29.5%
Administrative Operating Costs					
Personnel expenditures	6,247,903	8,117,924	8,117,924	-	0.0%
Non-Personnel expenditures	2,603,262	2,829,175	2,993,718	164,543	5.8%
Debt Service Costs	33,566,262	22,314,250	21,794,250	(520,000)	-2.3%
Total Expenditures	170,302,128	275,757,920	203,889,297	(71,868,623)	-26.1%
Other Financing Sources (Uses)	-	67,000,000	-	(67,000,000)	N/A
Net change in Fund Balance	\$ (37,740,882)	\$ (60,275,668)	\$ (53,304,471)	\$ 6,971,197	-11.6%
Budgetary Fund Balance, as of July 1	\$ 152,370,912	\$ 114,630,030	\$ 114,630,030		
Budgetary Fund Balance, as of June 30	\$ 114,630,030	\$ 54,354,362	\$ 61,325,559		



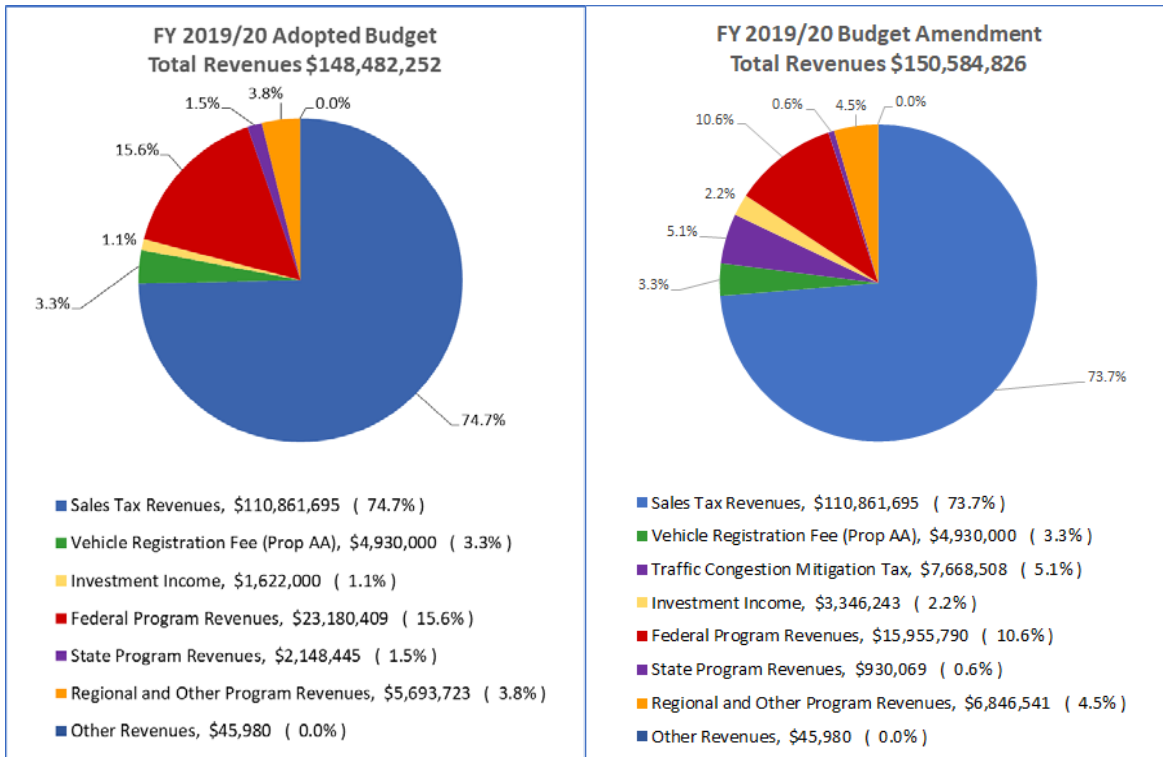
	Proposed Budget Amendment by Fund							Proposed Fiscal Year 2019/20 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Vehicle Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program		
Revenues:								
Sales Tax Revenues	\$ 110,861,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,861,695
Vehicle Registration Fee	-	-	-	4,930,000	-	-	-	4,930,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	-	7,668,508	7,668,508
Investment Income	3,077,099	-	2,500	222,075	-	-	44,569	3,346,243
Program Revenues								
Federal								
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	489,565	-	-	489,565
Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	9,923,073	-	-	-	-	-	9,923,073
Highway Bridge Program - Yerba Buena Island Bridge Structures	-	3,897,647	-	-	-	-	-	3,897,647
Surface Transportation Program 3% Revenue and Augmentation	30,000	1,615,505	-	-	-	-	-	1,645,505
State								
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	930,069	-	-	-	-	-	930,069
Regional and other								
BATA - I-80/Yerba Buena Island Interchange Improvement	-	1,354,851	-	-	-	-	-	1,354,851
MTC - Downtown Congestion Pricing Study	-	400,000	-	-	-	-	-	400,000
SF OEWD - South of Cesar Chavez Area Plan	-	56,312	-	-	-	-	-	56,312
SFPW - Octavia Improvements Study	-	78,295	-	-	-	-	-	78,295
SFMTA - Lake Merced Pedestrian Safety	-	4,842	-	-	-	-	-	4,842
SFMTA Travel Demand Modeling for TIRCP and STIP Grant Application	-	39,995	-	-	-	-	-	39,995
SF Planning - ConnectSF Phase 2 Outreach	-	98,216	-	-	-	-	-	98,216
SF Planning - Downtown Congestion Pricing Study	-	570,371	-	-	-	-	-	570,371
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	-	-	40,000
SFMTA - Travel Demand Modeling Assistance	-	148,242	-	-	-	-	-	148,242
San Mateo County Transportation Authority - 10/1/280 Managed Lanes	-	182,475	-	-	-	-	-	182,475
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	2,192,689	-	-	2,192,689
TIDA - Yerba Buena Island Interchange Improvement & Bridge Structures	-	876,282	-	-	-	-	-	876,282
Vehicle Registration Fee Revenues (TFCA)	-	-	771,753	-	-	-	-	771,753
Schmidt Family Foundation/The 11th Hour Project - TNC Research	-	32,218	-	-	-	-	-	32,218
Other Revenues								
San Francisco Department of Environment - Shower Facilities	2,000	-	-	-	-	-	-	2,000
Sublease of Office Space	43,980	-	-	-	-	-	-	43,980
Total Revenues	\$ 114,014,774	\$ 20,248,393	\$ 774,253	\$ 5,152,075	\$ 2,682,254	\$ 7,713,077	\$ 7,713,077	\$ 150,584,826

Proposed Budget Amendment by Fund									
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Proposed Fiscal Year 2019/20 Budget Amendment		
Expenditures:									
Capital Project Costs									
Individual Project Grants, Programs & Initiatives	\$ 142,000,000	\$ -	\$ 1,110,104	\$ 4,631,435	\$ -	\$ -	\$ -	\$ -	\$ 147,741,539
Technical Professional Services	2,016,821	19,750,553	-	-	1,474,492	-	-	-	23,241,866
Administrative Operating Costs									
Personnel Expenditures									
Salaries	1,828,991	2,905,425	32,987	211,608	386,028	44,453			5,409,492
Fringe Benefits	846,690	1,345,002	15,271	97,960	178,702	20,579			2,504,204
Pay for Performance	204,228	-	-	-	-	-			204,228
Non-personnel Expenditures									
Administrative Operations	2,782,031	13,987	-	-	-	10,000			2,806,018
Equipment, Furniture & Fixtures	114,500	-	-	-	-	-			114,500
Commissioner-Related Expenses	67,000	-	-	-	6,200	-			73,200
Debt Service Costs									
Fiscal Charges	97,000	-	-	-	-	-			97,000
Interest Expenses	8,777,250	-	-	-	-	-			8,777,250
Bond Principal Payment	12,920,000	-	-	-	-	-			12,920,000
Total Expenditures	\$ 171,654,511	\$ 24,014,967	\$ 1,158,362	\$ 4,941,003	\$ 2,045,422	\$ 75,032			\$ 203,889,297
Other Financing Sources (Uses):									
Transfers in - Prop K Match to Grant Funding	-	3,766,574	-	-	-	-			3,766,574
Transfers out - Prop K Match to Grant Funding	(3,129,742)	-	-	-	(636,832)	-			(3,766,574)
Draw on Revolving Credit Agreement	-	-	-	-	-	-			-
Total Other Financing Sources (Uses)	(3,129,742)	3,766,574	-	-	(636,832)	-			-
Net change in Fund Balance	\$ (60,769,479)	\$ -	\$ (384,109)	\$ 211,072	\$ -	\$ 7,638,045			\$ (53,304,471)
Budgetary Fund Balance, as of July 1	\$ 98,919,279	\$ -	\$ 1,090,174	\$ 14,620,577	\$ -	\$ -			\$ 114,630,030
Budgetary Fund Balance, as of June 30	\$ 38,149,800	\$ -	\$ 706,065	\$ 14,831,649	\$ -	\$ 7,638,045			\$ 61,325,559
Fund Reserved for Program and Operating Contingency	\$ 11,086,170	\$ -	\$ 77,175	\$ 493,000	\$ -	\$ 766,851			\$ 12,423,196

**Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations**

TOTAL REVENUES		
Adopted Budget	Proposed Budget Amendment	Variance
\$148,482,252	\$150,584,826	\$2,102,574

The following chart shows the comparative composition of revenues for the proposed amended and adopted FY 2019/20 budget.



Traffic Congestion Mitigation Tax Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$0	\$7,668,508	\$7,668,508

In November 2019, San Francisco voters passed Proposition D with 67.65% of the vote, which will impose an excise tax of 3.25% of the passenger fare, excluding any taxes, fees, and other government charges, for rides originating in San Francisco that are provided by transportation network companies (e.g. Lyft, Uber) and mobility providers of autonomous vehicles and private transit service vehicles. The rate for shared rides would be 1.5%. The tax is effective January 1, 2020 for rides originating in San Francisco,

Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations

and expires on November 5, 2045. Rides provided in zero-emission vehicles from January 1, 2020 through December 31, 2024 would be taxed at 1.5%.

After allowable City administrative costs, 50% of the tax would provide funding for the San Francisco Municipal Transportation Agency (SFMTA) for Muni transit service and affordability, system reliability and capacity, and keeping transit infrastructure in a state of good repair, for defined purposes. The remaining 50% would provide funding for the Transportation Authority for planning, design studies, and/or capital improvements that promote users' safety in the public right-of-way, for defined purposes.

We anticipate collecting \$7.7 million in FY 2019/20. Revenues collected in this fiscal year will fund the initial programming and setup costs of the program. Per agreement with the Controller's Office of the City and County of San Francisco (City), we are not budgeting any capital expenditures this fiscal year during the initial setup and development stage until we have accumulated a sufficient cash balance within the program.

Investment Income		
Adopted Budget	Proposed Budget Amendment	Variance
\$1,622,000	\$3,346,243	\$1,724,243

In November 2017, we issued Sales Tax Revenue Bonds with the total face amount of \$248.3 million. Investment 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. Investment income in the Sales Tax Program is estimated to be \$3.1 million, an increase of \$1.5 million from the adopted budget.

In August 2019, we began investing Vehicle Registration Fee revenues in a higher earning interest certificate of deposits accounts, which will yield an estimated \$222,075 in investment income for the year.

In addition, we anticipate earning \$44,569 of investment income on the new Traffic Congestion Mitigation Tax revenues that will be collected this year, which is maintained in the City's Treasury Pool.

Total Investment Income is projected to increase by \$1.7 million for FY 2019/20.

Federal Program Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$23,180,409	\$15,955,790	\$(7,224,619)

Federal Program Revenues are expected to decrease by \$7.2 million from the adopted FY 2019/20 budget. The majority of the decrease is related to the delay in receipt of federal authorization from Caltrans for the Southgate Road Realignment Project, Phase 2 of the I-80/Yerba Buena Island (YBI) Interchange Improvement project, which was originally anticipated to be awarded by the end of FY 2018/19. Since we received Caltrans' authorizations to proceed for the right-of-way and construction

Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations

phases in August 2019 and November 2019, respectively, approximately \$7.2 million in federal revenues for this project will be deferred to FY 2020/21.

State Program Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$2,148,445	\$930,069	\$(1,218,376)

State Program Revenues are also expected to decrease by \$1.2 million from the adopted FY 2019/20 budget. The Southgate Road Realignment Project is partially funded by state Proposition 1B Seismic Retrofit funds, which fulfills a portion of the local match requirement to the related federal grant, as mentioned above. Since federal authorization was received later than anticipated, approximately \$1.2 million in state revenues will be deferred to FY 2020/21.

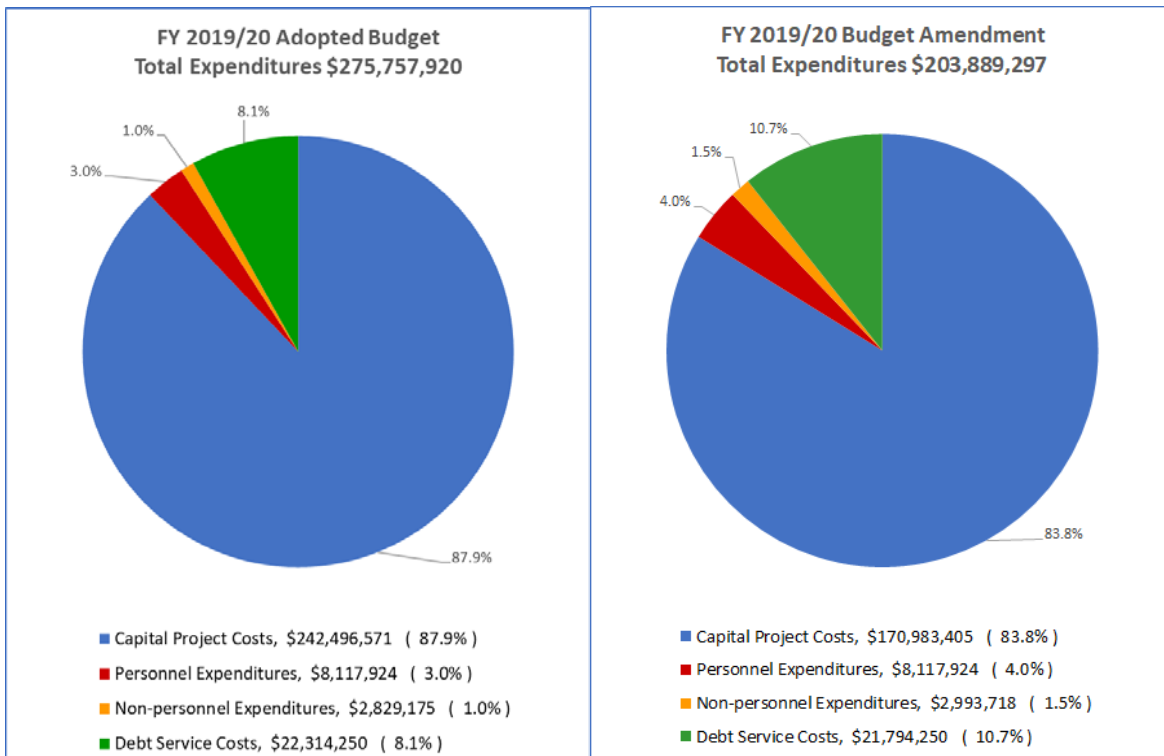
Regional and Other Program Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$5,693,723	\$6,846,541	\$1,152,818

Regional and Other Program Revenues are expected to increase by \$1,152,818. Revenue estimates are updated to reflect new or increased funding for several projects. In October 2019, we executed a Memorandum of Agreement with San Francisco Public Works (SFPW) for its contribution, totaling \$200,000, to the Octavia Improvements Study. The budget amendment reflects the first year's activities for this study, increasing revenues by \$78,295. In addition, the Bay Area Toll Authority (BATA) has requested that we provide operations and maintenance services on their new Vista Point at Pier E2 on YBI. BATA has agreed to provide \$400,000 of funding for this effort through June 2022. This budget amendment reflects the first year's activities, increasing revenues by \$150,000. Furthermore, we are providing additional travel demand modeling services to the SFMTA in support for Transit and Intercity Rail Capital Program grant application and the State Transportation Improvement Program grant application, which is anticipated to bring in an additional \$39,995 in revenues. The budget amendment also reflects an increase in revenues from the Treasure Island Development Authority (TIDA) by \$443,493, which is due to the collection of deferred revenues that we are recognizing in FY 2019/20 for work related to the TIMMA Program that was completed in the previous fiscal year.

**Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations**

TOTAL EXPENDITURES		
Adopted Budget	Proposed Budget Amendment	Variance
\$275,757,920	\$203,889,297	\$(71,868,623)

The following chart shows the comparative composition of expenditures for the proposed amended and adopted FY 2019/20 budget.



Capital Project Costs		
Adopted Budget	Proposed Budget Amendment	Variance
\$242,496,571	\$170,983,405	\$(71,513,166)

Capital Project Costs in FY 2019/20 are budgeted to decrease from the adopted FY 2019/20 amended budget by \$71.5 million, which is primarily due to anticipated lower capital costs for the Prop K program overall, most of which are awarded as grants to agencies like the SFMTA. Costs by Program Fund are detailed below.

Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations

Capital Project Costs - Sales Tax Program		
Adopted Budget	Proposed Budget Amendment	Variance
\$200,734,927	\$144,016,821	\$(56,718,106)

We developed the FY 2019/20 Prop K Capital Project Costs based on a review of the 2019 Prop K Strategic Plan, consultation with project sponsors, and evaluation of likely reimbursement needs based on project delivery schedules. Some of the main drivers of the Prop K Capital Project Costs and our sales tax revenue bond are the SFMTA vehicle procurements. In FY 2019/20, the SFMTA's reimbursement requests for the motor coaches and trolley coaches have been slower than anticipated. This is caused in part by the SFMTA billing other non-Prop K sources first, and a lag in the delivery schedule for the new trolley coaches. In FY 2019/20, the SFMTA's anticipated reimbursement requests for the Siemens Light Rail Vehicle Procurement project have been delayed while SFMTA addresses safety and performance concerns about the new fleet. 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, and anticipated work on design of the Downtown Extension has been delayed while the peer review panel conducted its review of governance, oversight, and project delivery.

We still anticipate fully spending the bond proceeds within three years of issuance. Based on information provided by the SFMTA and other sponsors and our review of expenditure and reimbursement rates, we recommend amending the Prop K Capital Project Costs to \$142.0 million, a decrease of \$58.0 million over the adopted budget of \$200.0 million.

In addition, in October 2019, through Resolution 20-16, the Board approved a \$1.6 million Prop K appropriation to develop a Project Initiation Report for the Pennsylvania Avenue Extension Pre-Environmental Study. The report will outline alternatives for evaluation during the environmental review process. The budget amendment reflects the first year's activities for performing pre-environmental analyses and scoping work, along with public outreach.

Total Capital Project Costs for the Sales Tax Program is projected to decrease by \$56.7 million for FY 2019/20.

Capital Project Costs - Congestion Management Agency (CMA) Programs		
Adopted Budget	Proposed Budget Amendment	Variance
\$29,869,867	\$19,750,553	\$(10,119,314)

Capital Project Costs for CMA Programs in FY 2019/20 are budgeted to decrease by \$10.1 million as compared to the adopted budget. As mentioned above, this decrease is primarily due to the delay in obtaining federal and state authorization for the Southgate Road Realignment project, which resulted in the deferral of right-of-way and construction activities totaling \$8.9 million to FY 2020/21. We advertised

Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations

the construction phase work in December 2019 and plan to award the contract by March 2020. We anticipate construction activities will be completed by June 2022.

In November 2019, through Resolution 20-16, the Board approved a Prop K appropriation of \$4.1 million to fund development of the draft environmental document for the U.S. 101/280 Express Lanes and Bus Project. We are shifting \$2.7 million of budgeted capital costs from FY 2019/20 to FY 2020/21, reflecting a longer project initiation process than expected and more staff and consultant time now expected to be spent later in the study timeline. We expect to complete the study by December 2021.

Furthermore, we have initiated various NTIP planning efforts during the year, including District 10 15-Third Street Bus Study, District 4 Mobility Improvements Study, and Octavia Improvements Study. These planning efforts are funded by Prop K appropriations and Memorandum of Agreements. The proposed budget amendment reflects an increase of \$79,384 in related capital costs for these efforts.

Capital Project Costs - Vehicle Registration Fee for Transportation Improvements Program		
Adopted Budget	Proposed Budget Amendment	Variance
\$8,738,768	\$4,631,435	\$(4,107,333)

For FY 2019/20, we have seen slower than anticipated costs from three of the largest projects in the current budget, as well as delayed allocations for six projects. Lower costs are primarily due to continued delays in finalizing construction bid documents for SFMTA's Muni Metro Enhancements project due to challenges during design (e.g. identifying allowable work hours and contractor staging areas to minimize impacts to riders and train service, and interfacing with old infrastructure), and delays to San Francisco Public Works' (SFPW's) Haight Street Resurfacing and Pedestrian Lighting project due to coordination with sewer work and SFPW's 23rd Street, Dolores Street, York Street and Hampshire Street Pavement Renovation project due to coordination with water work. Consistent with the Prop AA timely-use-of-funds policy, we have been working with the SFMTA and SFPW to review the status of the six projects that have not requested allocation of Prop AA funds programmed in FY 2019/20 given that these projects may, at the discretion of the Board, have funding de-obligated and reprogrammed to other projects through a competitive call for projects. This amendment decreases Capital Project Costs by \$4.1 million.

Capital Project Costs - TIMMA		
Adopted Budget	Proposed Budget Amendment	Variance
\$2,042,905	\$1,474,492	\$(568,413)

Capital Project Costs for the TIMMA Program in FY 2019/20 are expected to decrease by \$568,413 as compared to the adopted budget. This decrease is primarily due to the hold on the toll system design work scope which is not expected to proceed until the toll policies are adopted. Work scope includes

Attachment 4
Fiscal Year (FY) 2019/20 Budget Amendment Explanations

issuance of the Request for Proposals for a System Integrator, launch system integration work, and completion of civil engineering design. These activities have not yet initiated due to ongoing analysis and outreach on toll policies but expect those to commence once toll policies are approved.

Administrative Operating Costs - Non-Personnel Expenditures		
Adopted Budget	Proposed Budget Amendment	Variance
\$2,829,175	\$2,993,718	\$164,543

Administrative operating costs for non-personnel expenditures are expected to increase by \$164,543. Original estimates did not anticipate increased costs for on-going legal counsel support services, our website development services for the grant management portal and related systems, implementation of the new contacts database management system and recruitment consulting services.

Debt Service Costs		
Adopted Budget	Proposed Budget Amendment	Variance
\$22,314,250	\$21,794,250	\$(520,000)

Debt Service Costs are expected to decrease by \$520,000. Due to the proposed decrease of \$56.7 million in Prop K Capital Project Costs, we do not anticipate the need to drawdown from the revolver credit loan agreement (Revolver) this fiscal year. As of December 31, 2019, we do not have an outstanding balance on the Revolver. Thus, interest and fiscal charges associated with the Revolver are no longer needed. In addition, interest expenses and fiscal charges came under budget due to the favorable municipal market rates.

Other Financing Sources (Uses) - Draw on Revolving Credit Agreement		
Adopted Budget	Proposed Budget Amendment	Variance
\$67,000,000	\$0	\$(67,000,000)

As noted above, due to the proposed decrease of \$56.7 million in Prop K Capital Project Costs, we do not anticipate the need to drawdown from the Revolver this fiscal year. We will continue to monitor capital spending closely during the remainder of the year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.



RESOLUTION APPROVING SAN FRANCISCO'S DRAFT PLAN BAY AREA 2050 FISCALLY
CONSTRAINED PROJECT LIST

WHEREAS, Every four years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties; and

WHEREAS, The next PBA, known as PBA 2050, must establish a strategy to meet the region's greenhouse gas emission reduction target and accommodate the region's projected household and employment growth through 2050; and

WHEREAS, As Congestion Management Agency (CMAs) for San Francisco, the Transportation Authority is responsible for coordinating with local and regional partner agencies to establish San Francisco's priorities for inclusion in PBA; and

WHEREAS, On July 23, 2019, through Resolution 20-06, the Transportation Authority approved goals to guide San Francisco's work on PBA 2050 (Attachment 1) and throughout the process, staff has worked in close coordination with local transportation agencies and regional transit providers to develop San Francisco's input into PBA 2050; and

WHEREAS, MTC/ABAG have requested that the CMAs provide a list of county priorities including regionally significant projects and other programmatic needs that fit within a fiscally constrained target by March 27, 2020; and

WHEREAS, San Francisco's discretionary county budget is currently estimated at around \$4.6 billion, based on anticipated local revenue from sources such as Prop K, the State Transportation Improvement Program, local developer fees, and population-based General Fund revenues for the San Francisco Municipal Transportation Agency, with existing funding commitments to projects and funding used for the operations and maintenance of transit, streets, and roads netted out; and

WHEREAS, The staff recommended fiscally constrained list of San Francisco projects is shown in Attachment 2a with brief project descriptions and Attachment 2b with proposed funding from San Francisco's county target as well as regional discretionary fund asks; and

WHEREAS, Consistent with MTC/ABAG guidance, the proposed project list only



names specific projects only when required to do so for air quality conformity purposes (e.g. for major transit or roadway expansion projects) with most projects proposed for inclusion in PBA 2050 via programmatic categories; and

WHEREAS, Over the next several months, MTC/ABAG will continue to work with CMAs and project sponsors to revise revenue forecasts; refine regional projects and strategies; update state of good repair needs assessments for transit, local streets and roads; evaluate the performance of proposed local and regional projects; and make recommendations regarding the distribution of regional discretionary funds to projects and programs in PBA 2050; and

WHEREAS, Informed by the aforementioned work, staff anticipates returning to the Transportation Authority Board in summer 2020 to seek approval of a refined fiscally constrained project list to submit to MTC for inclusion in the final draft PBA 2050 before it begins the environmental review process; and

WHEREAS, At its February 26, 2020 meeting, the Citizens Advisory Committee was briefed on San Francisco's draft fiscally constrained list, and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby approves San Francisco's Draft PBA 2050 fiscally constrained project list; and, be it further

RESOLVED, That the Executive Director is directed to submit this list to MTC/ABAG.

Attachments:

- Attachment 1 - San Francisco Goals for PBA 2050
- Attachment 2a - Draft Fiscally Constrained List - Project and Program Descriptions
- Attachment 2b - Draft Fiscally Constrained List - Project and Program Funding

Attachment 1.
San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	Projects need to be included in PBA 2050 if they: <ul style="list-style-type: none"> • Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted • Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the “Big 3 Cities” accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	<ul style="list-style-type: none"> • BART Core Capacity • Better Market Street • Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center • Downtown Rail Extension • Geary BRT • Muni fleet and facilities expansion • Muni Forward • Vision Zero (support eligibility for MTC fund programs) • Placeholders for transit expansion planning (e.g. west side rail, 19th Avenue/M-Line, Central Subway extension, etc.)
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	<ul style="list-style-type: none"> • Regional transportation measure(s) • Regional housing measure(s) • State road user charge (monitor pilots) • Federal surface transportation bill
5. Support performance-based decision-making	<ul style="list-style-type: none"> • Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled • Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues • Advocate for discretionary funds for high-performing and regionally significant San Francisco projects
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> • Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth • Advocate for more funds to support Priority Development Area planning

Attachment 1.
Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
	<ul style="list-style-type: none"> • Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment
7. Focus on equity	<ul style="list-style-type: none"> • Access to transportation – Late Night Transportation Study, Prosperity Plan • Affordability – MTC Means-Based Pilot, BART university pass/discount • Communities of Concern – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program • Housing/Displacement – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement • Vision Zero – SFIP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.
8. Support comprehensive, multimodal planning for the region’s network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	<ul style="list-style-type: none"> • Sea level rise/adaption • Economic performance and access to jobs

**Attachment 2a - San Francisco's Draft Fiscally Constrained PBA 2050 Project List
Project and Program Descriptions**



Column A	B	C	D	E	F	G	H	J	
PBA 2050 Projects and Programs	Project Sponsor ¹	Project Description	Capital Cost ²	Annual Average O+M ³ Cost ²	First Year Construction	First Year Operations / Open for Use	Total Cost ² incl. O+M ³	Supports MTC/ABAG's Transportation Strategies	
1	Expand SFMTA Transit Fleet - LRV (Core Capacity)	SFMTA	This project entails additional expansion of the SFMTA light rail vehicle fleet, beyond the currently wrapping up 68-car expansion. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles. Includes the purchase of 45 expansion light vehicles.	\$ 204.3		2026	2029	\$ 204.3	K, M
2	Muni Train Control Upgrade (Core Capacity)	SFMTA	The Train Control Upgrade Program is a 10-year program of systemwide upgrades from Automatic Train Control System (ATCS) to Communications Based Train Control (CBTC) as well expansion of the train control system to surface light rail lines. The new CBTC will improve vehicle volumes by 20 percent through the Market Street tunnel. Additionally, expansion of the new CBTC to the surface will provide—for the first time—the ability for centralized line management of the entire light rail system.	\$ 297.0	\$ 10	2022	2028	\$ 397.0	A, K, M
3	Muni Forward: Core Capacity Rail	SFMTA	Muni Forward is a program of relatively low-cost improvements to enhance reliability, efficiency, travel times, and rider comfort that has been successfully deployed on 40 miles of Transit Priority Projects across San Francisco. This Program builds on the successes of the Rapid bus network investments. These rail-oriented Muni Forward projects will promote similar or greater ridership gains on the J Church, K Ingleside, and M Ocean View lines.	\$ 117.0		2023	2026	\$ 117.0	K, M
4	Muni Forward + Frequency Increase (other)	SFMTA	Muni Forward is a program of relatively low-cost improvements to enhance reliability, efficiency, travel times, and rider comfort that has been successfully deployed on 40 miles of Transit Priority Projects across San Francisco. This Program builds on the successes of the Rapid bus network investments.	\$ 303.5	\$ 76.9	varies	varies	\$ 2,508.9	E, F, G
5	Expand SFMTA Transit Fleet - Buses	SFMTA	This project entails future expansion of the SFMTA bus fleet. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan, as well as operational changes needed for a 100% electric fleet. Cost presented includes expansion vehicles only.	\$ 259.5		2020	2029	\$ 259.5	A, K
6	Expand SFMTA Transit Fleet - Facilities	SFMTA	This project entails future expansion of the SFMTA transit facilities to house and maintain transit expansion vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities. Cost represents only expanded facilities capacity, above and beyond replacement of existing capacity.	\$ 293.0		2022	2024	\$ 293.0	A
7	Treasure Island Congestion Pricing	SFCTA	The Treasure Island Mobility Bundle includes the Treasure Island Congestion Pricing program, as well as multiple components funded through the toll and other sources, including: enhanced Muni services and new ferry service from downtown SF to Treasure Island, new AC Transit express bus service to Treasure Island, on-island shuttle bus services, and improved bike/ped and transit infrastructure on Treasure Island and Yerba Buena Island.	\$ 32.0	\$ 40.2	2019	2021	\$ 1,303.7	B, C, D, E, F, G, K
8	Downtown SF Congestion Pricing	SFCTA	Downtown SF Congestion Pricing includes a charging a toll to drive into the Downtown SF Cordon area, and investing revenues in increased transit service and in bicycle, pedestrian, and transit infrastructure improvements.	\$ 125.0	\$ 25.0	2024	2025	\$ 1,089.0	D, E, F, K
9A	US-101/I-280 Express Lanes	SFCTA	The SF County US-101/I-280 Express Lanes Project will construct High Occupancy Toll (HOT) lanes from the San Mateo County line to the existing transit only lanes on 3rd Street in San Francisco. This is an important bus and shuttle link in the regional transportation network.	\$ 184.0		2021	2023	\$ 184.0	D, G, K, N
9B	US-101/I-280 Regional/Local Express Bus to Support Express Lanes in SF	SFCTA	Cost includes additional bus fleet and increased service on the 14X and 8BX Muni routes.	\$ 10.0	\$ 7.0	2025	2026	\$ 265.0	D, G, K, N

	Column A	B	C	D	E	F	G	H	J
	PBA 2050 Projects and Programs	Project Sponsor ¹	Project Description	Capital Cost ²	Annual Average O+M ³ Cost ²	First Year Construction	First Year Operations / Open for Use	Total Cost ² incl. O+M ³	Supports MTC/ABAG's Transportation Strategies
10	San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night bus service.	\$ -	\$ 3.8	n/a	2025	\$ 146.0	G, K
11	Mission Bay Ferry Landing	Port of SF	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods. Project located on the San Francisco Bay adjacent to the intersection of Terry Francois Blvd. and 16th Street.	\$ 58.4		2019	2021	\$ 58.4	G, K
12	Better Market Street Transportation Enhancements	SFPW / SFMTA	Improve Market Street between Steuart Street and Octavia Boulevard. Includes sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, and transportation circulation changes. Does not include non-transportation and/or SOGR elements	\$ 297.6		2021	2027	\$ 297.6	E, F
13	Geary Boulevard Improvement Project	SFMTA	Implement bus and streetscape improvements to Geary Boulevard between Stanyan and 34th Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	\$ 235.0	\$ 11.0	2020	2022	\$ 732.0	E, F, J, K
14	Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	\$ 225.2		2016	2021	\$ 169.6	E, F, G, J, K
15	Parkmerced Transportation Improvements	SFMTA	Implements transportation improvements for the Parkmerced development including enhanced transit service, pedestrian and bicycle facilities, intersection improvements, parking management, carshare and bikehare stations, and TDM measures such as transit subsidies. The private developer is primarily responsible for design, build, and funding of transportation improvements. Construction phasing is expected to take 20-25 years to complete, with anticipated start of construction in 2019. Project area is generally bounded by 19th Ave & Junipero Serra to the east, Lake Merced Blvd to the west, Holloway Ave to the north, Brotherhood Way to the south.	\$ 99.0		2019	2022	\$ 99.0	E, F, G, K, M
16	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA	A redesign of Alemany Boulevard from approximately the St. Mary's Park Footbridge in the west to the 101/280 interchange in the east, and the relocation of the 101 off-ramp, in anticipation of potential affordable housing development.	\$ 250.0		2025	2027	\$ 250.0	E, F
17	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	This project would study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	\$ 6.0		2021	2022	\$ 6.0	E, F
18	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	\$ 20.5		2021	2022	\$ 20.5	E, F
19	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge, including approach roadways; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	\$ 280.8		2013	2023	\$ 280.8	E, F, N
20	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.	\$ 268.5	\$ 18.0	2021	2034	\$ 659.0	E, F, G, K

Attachment 2a - San Francisco's Draft Fiscally Constrained PBA 2050 Project List
Project and Program Descriptions



Column A	B	C	D	E	F	G	H	J
PBA 2050 Projects and Programs	Project Sponsor ¹	Project Description	Capital Cost ²	Annual Average O+M ³ Cost ²	First Year Construction	First Year Operations / Open for Use	Total Cost ² incl. O+M ³	Supports MTC/ABAG's Transportation Strategies
21 Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	\$ 501.0		2021	2034	\$ 501.0	E, F
22 Geneva-Harney Bus Rapid Transit	SFMTA	Initial Phase (east of Bayshore/Arleta): Provides exclusive bus lanes, transit signal priority, and high-quality stations along Tunnel Avenue, Beatty Avenue, Alana Way, Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. Future Phase (west of Bayshore/Arleta): Continuation of exclusive bus lanes, transit signal priority, and high-quality stations west to Santos St., connecting with Muni Forward transit priority improvements. This near-term alternative does not rely on the full extension of Geneva Avenue across US 101 to Harney Way. The project includes pedestrian and bicycle improvements in support of Vision Zero.	\$ 68.1		2022	2024	\$ 68.1	E, F, G, J, K
23 Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	\$ 68.9		2026	2030	\$ 68.9	G, K
24 Caltrain Downtown Extension, part of the Caltrain Business Plan ⁴	TJPA	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.	\$ 3,935.0		2022	2029	\$ 3,935.0	H, K, M
25 Caltrain Enhanced Service Growth ⁴	Caltrain	TBD. Caltrain is working to include enhanced service levels that maximize the use of available infrastructure and more fully serve expected market demand on the corridor. This is an incremental advancement of Caltrain's overall 2040 Service Vision, and would allow maximum use of the Downtown Extension (project 24), once that project is open.	TBD	TBD	TBD	TBD	TBD	K, M
26 BART Core Capacity ⁵	BART	San Francisco contribution to the regional project (does not reflect full project cost)	\$ 3,536.4				\$ 3,536.4	G, H, K, M
27 Financing Costs	SF						\$ 250.0	n/a

¹Project sponsor agencies: SFCTA: San Francisco County Transportation Authority; SFMTA: San Francisco Municipal Transportation Agency; SFPW: San Francisco Public Works; OCII: Office of Community Investment and Infrastructure; TJPA: Transbay Joint Powers Authority; Port of SF: Port of San Francisco; BART: Bay Area Rapid Transit

²Project costs are displayed in millions of year-of-expenditure dollars.

³O+M stands for Operations and Maintenance.

⁴We are working with Caltrain to seek packaging of the Caltrain Enhanced Service Growth and Downtown Extension projects as part of a complimentary package of projects supporting the Caltrain Business Plan Service Vision.

⁵Full BART Core Capacity project cost not included in SF Projects Total; assumes \$50M SF contribution.

	Column A	B	C	D	E	F	G	H	J
	PBA 2050 Projects and Programs	Project Sponsor ¹	Project Description	Capital Cost ²	Annual Average O+M ³ Cost ²	First Year Construction	First Year Operations / Open for Use	Total Cost ² incl. O+M ³	Supports MTC/ABAG's Transportation Strategies
101	Bicycle and Pedestrian Program	SF	new and extended bike and pedestrian facilities, such as: quick-build projects, Taylor Street and Valencia Street Long-Term Improvements					\$ 165.0	E, F
102	Intersection Improvements	SF	intersection signalization					\$ 140.0	E, F
103	Local Road Preservation and Rehabilitation	SF	pavement resurfacing and/or rehabilitation, emergency repair, bike/pedestrian facilities rehabilitation					***	A
104	Management Systems	SF	signal coordination, transit management systems, communications systems					\$ 90.0	G, K
105	Minor Highway Improvements	SF	minor extensions (less than 1/4 mile) and interchange modifications without additional capacity (such as Vision Zero Ramps, underpass at Alana and US-101, etc.)					\$ 90.0	E, F, N
106	Minor Roadway Expansions	SF	minor local road extensions or new lanes less than 1/4 mile					\$ 175.0	E, F
107	Minor Transit Improvements	SF	bus shelters, landscaping, bus bulbs, alternative fuel transit vehicles and facilities					\$ 375.0	G, K
108	Multimodal Streetscape Improvements	SF	landscaping, lighting, parking realignment, ADA compliance					\$ 130.0	E, F
109	Planning and Research	SF	may include: Southeast San Francisco Caltrain Station Relocation Planning and Environmental Analysis, PDA planning, community-based planning, emerging mobility research and studies					\$ 57.0	E, F, J, K, L, M
110	Routine Operations & Maintenance	SF	transit operations, local streets and roads operations					***	A
111	Safety and Security	SF	Safe Routes to School projects and programs, lighting improvements, transit safety projects					\$ 200.0	E, F
112	Transit Corridors Long-Range Planning	SF	planning and environmental studies (e.g. West Side Rail Study, Central Subway Extension, Pennsylvania Alignment, 19th\M-line Subway)					\$ 120.0	E, F, J, K, L, M
113	Transit Operations	SF	additional support for transit operations in San Francisco					***	A
114	Transit Preservation and Rehabilitation	SF	vehicle maintenance, facility maintenance					***	A
115	Travel Demand Management and Climate Program	SF	e.g. BART Perks, alternative fuel vehicles and facilities					\$ 30.0	B, C, E, F, K, M
*** All operations and maintenance costs and expenditures on existing systems are captured in MTC's needs assessment process.									
TOTAL COST OF SF PROJECTS AND PROGRAMS								\$ 15,785.3	

MTC/ABAG'S TRANSPORTATION STRATEGIES (Column J)	
Draft Blueprint Transportation Strategies	
A.	Operate and maintain the existing system
B.	Enable seamless mobility with unified trip planning and fare programs
C.	Reform regional transit fare policy
D.	Implement per-mile tolling on congested freeways with transit alternatives
E.	Build a complete streets network
F.	Advance regional Vision Zero policy through street design and reduced speeds
G.	Advance low-cost transit projects
H.	Build new Transbay rail crossing
Other Transportation Strategies	
J.	Build a next generation bus rapid transit network
K.	Make strategic modernization & expansion investments for public transit
L.	Extend the regional rail network
M.	Increase existing rail capacity and frequency by modernizing the network
N.	Build carpool lanes & address interchange bottlenecks

**Attachment 2b - San Francisco's Draft Fiscally Constrained PBA 2050 Project List
Project and Program Funding²**

	Column A	B	D	E	H	K	L	M	N	O	P	Q
	PBA 2050 Projects and Programs	Project Sponsor ¹	Capital Cost ²	Annual Average O+M ³ Cost ²	Total Cost ² incl. O+M ³	Funding Prior to 2021	2021-2035 Committed Funding	2021-2035 County Budget	2021-2035 Regional Discretionary Request	2036-2050 Committed Funding	2036-50 County Budget	2036-2050 Regional Discretionary Request
1	Expand SFMTA Transit Fleet - LRV (Core Capacity)	SFMTA	\$ 204.3		\$ 204.3	\$ -	\$ 56.0	\$ 74.2	\$ 74.2	\$ -	\$ -	\$ -
2	Muni Train Control Upgrade (Core Capacity)	SFMTA	\$ 297.0	\$ 10	\$ 397.0	\$ 16.1	\$ 30.8	\$ 116.7	\$ 233.4	\$ -	\$ -	\$ -
3	Muni Forward: Core Capacity Rail	SFMTA	\$ 117.0		\$ 117.0	\$ -	\$ 49.8	\$ 7.2	\$ 60.0	\$ -	\$ -	\$ -
4	Muni Forward + Frequency Increase (other)	SFMTA	\$ 303.5	\$ 76.9	\$ 2,508.9	\$ 157.6	\$ 144.3	\$ 249.5	\$ 249.5	\$ 495.3	\$ 606.3	\$ 606.3
5	Expand SFMTA Transit Fleet - Buses	SFMTA	\$ 259.5		\$ 259.5	\$ -	\$ 15.0	\$ 48.9	\$ 195.6	\$ -	\$ -	\$ -
6	Expand SFMTA Transit Fleet - Facilities	SFMTA	\$ 293.0		\$ 293.0	\$ -	\$ 50.0	\$ 121.5	\$ 121.5	\$ -	\$ -	\$ -
7	Treasure Island Congestion Pricing	SFCTA	\$ 32.0	\$ 40.2	\$ 1,303.7	\$ 9.6	\$ 355.7	\$ -	\$ 47.4	\$ 891.0	\$ -	\$ -
8	Downtown SF Congestion Pricing	SFCTA	\$ 125.0	\$ 25.0	\$ 1,089.0	\$ 2.0	\$ 320.2	\$ 62.0	\$ 61.0	\$ 643.8	\$ -	\$ -
9A	US-101/I-280 Express Lanes	SFCTA	\$ 184.0		\$ 184.0	\$ -	\$ -	\$ 23.0	\$ 161.0	\$ -	\$ -	\$ -
9B	US-101/I-280 Regional/Local Express Bus to Support Express Lanes in SF	SFCTA	\$ 10.0	\$ 7.0	\$ 265.0	\$ -	\$ 80.0	\$ 2.0	\$ 8.0	\$ 175.0	\$ -	\$ -
10	San Francisco Late Night Transportation Improvements	SFCTA	\$ -	\$ 3.8	\$ 146.0	\$ -	\$ 14.0	\$ 11.5	\$ 22.9	\$ 28.3	\$ 34.6	\$ 34.6
11	Mission Bay Ferry Landing	Port of SF	\$ 58.4		\$ 58.4	\$ 7.0	\$ 9.7	\$ 16.7	\$ 25.0	\$ -	\$ -	\$ -
12	Better Market Street Transportation Enhancements	SFPW / SFMTA	\$ 297.6		\$ 297.6	\$ 38.5	\$ 8.1	\$ 151.1	\$ 100.0	\$ -	\$ -	\$ -
13	Geary Boulevard Improvement Project	SFMTA	\$ 235.0	\$ 11.0	\$ 732.0	\$ 46.1	\$ 57.9	\$ 194.0	\$ 125.0	\$ 89.6	\$ 169.4	\$ 50.0
14	Van Ness Avenue Bus Rapid Transit	SFMTA	\$ 225.2		\$ 169.6	\$ 159.9	\$ 9.7	\$ -	\$ -	\$ -	\$ -	\$ -
15	Parkmerced Transportation Improvements	SFMTA	\$ 99.0		\$ 99.0	\$ -	\$ 99.0	\$ -	\$ -	\$ -	\$ -	\$ -
16	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA	\$ 250.0		\$ 250.0	\$ -	\$ -	\$ 125.0	\$ 125.0	\$ -	\$ -	\$ -
17	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	\$ 6.0		\$ 6.0	\$ -	\$ -	\$ 6.0	\$ -	\$ -	\$ -	\$ -
18	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	\$ 20.5		\$ 20.5	\$ 2.3	\$ -	\$ 18.3	\$ -	\$ -	\$ -	\$ -
19	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	\$ 280.8		\$ 280.8	\$ 181.2	\$ 62.6	\$ -	\$ 36.9	\$ -	\$ -	\$ -
20	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII	\$ 268.5	\$ 18.0	\$ 659.0	\$ 2.0	\$ 108.8	\$ 94.2	\$ 100.0	\$ 102.7	\$ 176.4	\$ 75.0
21	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII	\$ 501.0		\$ 501.0	\$ 70.0	\$ 431.0	\$ -	\$ -	\$ -	\$ -	\$ -

	Column A	B	D	E	H	K	L	M	N	O	P	Q
	PBA 2050 Projects and Programs	Project Sponsor ¹	Capital Cost ²	Annual Average O+M ³ Cost ²	Total Cost ² incl. O+M ³	Funding Prior to 2021	2021-2035 Committed Funding	2021-2035 County Budget	2021-2035 Regional Discretionary Request	2036-2050 Committed Funding	2036-50 County Budget	2036-2050 Regional Discretionary Request
22	Geneva-Harney Bus Rapid Transit	SFMTA	\$ 68.1		\$ 68.1	\$ -	\$ -	\$ 18.1	\$ 50.0	\$ -	\$ -	\$ -
23	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA	\$ 68.9		\$ 68.9	\$ 0.9	\$ -	\$ 68.0	\$ -	\$ -	\$ -	\$ -
24	Caltrain Downtown Extension, part of the Caltrain Business Plan ⁴	TJPA	\$ 3,935.0		\$ 3,935.0	\$ 194.2	\$ 1,068.5	\$ 350.0	\$ 2,322.3	\$ -	\$ -	\$ -
25	Caltrain Enhanced Service Growth ⁴	Caltrain	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
26	BART Core Capacity ⁵	BART	\$ 3,536.4		\$ 3,536.4			\$ 50.0				
27	Financing Costs	SF			\$ 250.0			\$ 250.0				

¹Project sponsor agencies: SFCTA: San Francisco County Transportation Authority; SFMTA: San Francisco Municipal Transportation Agency; SFPW: San Francisco Public Works; OCII: Office of Community Investment and Infrastructure; TJPA: Transbay Joint Powers Authority; Port of SF: Port of San Francisco; BART: Bay Area Rapid Transit

²Project costs are displayed in millions of year-of-expenditure dollars.

³O+M stands for Operations and Maintenance.

⁴We are working with Caltrain to seek packaging of the Caltrain Enhanced Service Growth and Downtown Extension projects as part of a complimentary package of projects supporting the Caltrain Business Plan Service Vision.

⁵Full BART Core Capacity project cost not included in SF Projects Total; assumes \$50M SF contribution.

Attachment 2b - San Francisco's Draft Fiscally Constrained PBA 2050 Project List
Project and Program Funding²

	Column A	B	D	E	H	K	L	M	N	O	P	Q
	PBA 2050 Projects and Programs	Project Sponsor ¹	Capital Cost ²	Annual Average O+M ³ Cost ²	Total Cost ² incl. O+M ³	Funding Prior to 2021	2021-2035 Committed Funding	2021-2035 County Budget	2021-2035 Regional Discretionary Request	2036-2050 Committed Funding	2036-50 County Budget	2036-2050 Regional Discretionary Request
101	Bicycle and Pedestrian Program	SF			\$ 165.0			\$ 95.0			\$ 70.0	
102	Intersection Improvements	SF			\$ 140.0			\$ 80.0			\$ 60.0	
103	Local Road Preservation and Rehabilitation	SF			***			***			***	
104	Management Systems	SF			\$ 90.0			\$ 60.0			\$ 30.0	
105	Minor Highway Improvements	SF			\$ 90.0			\$ 50.0			\$ 40.0	
106	Minor Roadway Expansions	SF			\$ 175.0			\$ 175.0			\$ -	
107	Minor Transit Improvements	SF			\$ 375.0			\$ 275.0			\$ 100.0	
108	Multimodal Streetscape Improvements	SF			\$ 130.0			\$ 80.0			\$ 50.0	
109	Planning and Research	SF			\$ 57.0			\$ 40.0			\$ 17.0	
110	Routine Operations & Maintenance	SF			***			***			***	
111	Safety and Security	SF			\$ 200.0			\$ 150.0			\$ 50.0	
112	Transit Corridors Long-Range Planning	SF			\$ 120.0			\$ 100.0			\$ 20.0	
113	Transit Operations	SF			***			***			***	
114	Transit Preservation and Rehabilitation	SF			***			***			***	
115	Travel Demand Management and Climate Program	SF			\$ 30.0			\$ 10.0			\$ 20.0	

*** All operations and maintenance costs and expenditures on existing systems are captured in MTC's needs assessment process.

PROJECT AND PROGRAM TOTALS					\$ 15,785.3	\$ 887.3	\$ 2,971.1	\$ 3,172.7	\$ 4,118.7	\$ 2,425.7	\$ 1,443.7	\$ 766.0
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Total County Budget: \$ 4,617.1 *Sum of Column M and P*

Includes County Budget from MTC and other locally-controlled sources, primarily including Prop B population-based set-aside to SFMTA and developer fees.



Memorandum

AGENDA ITEM 10

DATE: March 2, 2020
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 3/10/2020 Board Meeting: Approve San Francisco's Draft Plan Bay Area 2050
 Fiscally Constrained Project List

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve San Francisco's Draft Plan Bay Area (PBA) 2050 Fiscally Constrained Project List</p> <p>SUMMARY</p> <p>For the past two years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have been undergoing a multi-step process to establish land use, transportation, economic, and environmental strategies and investments to meet its ambitious greenhouse gas (GHG) reduction targets through the year 2050. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority establishes San Francisco's transportation priorities for inclusion in PBA 2050. By March 27, we must submit to MTC/ABAG a comprehensive list of county priorities including regionally significant projects and other programmatic needs that fit within a fiscally constrained target.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040.

The next PBA, known as PBA 2050, must establish a strategy to meet the region's GHG emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other requirements.

MTC/ABAG staff began the PBA update effort with Horizon in early 2018, which is a broadly scoped planning effort that explored how economic, environmental, technological, and



political uncertainties may create new challenges for the Bay Area over the coming decade. This work is now being used to inform the transportation and land use decisions in PBA 2050 which was officially launched in September 2019. MTC/ABAG's timeline for both the Horizon and PBA 2050 effort is shown in Attachment 1.

On July 23, 2019, through Resolution 20-06, the Transportation Authority Board approved goals to guide our work on PBA 2050 shown in Attachment 2. Throughout the process, we have worked in close coordination with local transportation agencies and regional transit providers to develop San Francisco's input into PBA 2050.

DISCUSSION

This month, MTC/ABAG are considering approval of 25 policy strategies (shown in Attachment 3) corresponding to the PBA 2050 guiding principles of Affordable, Connected, Diverse, Healthy, and Vibrant as well as the cross-cutting issues of Equity and Resilience. Given ongoing conversations in the region and in Sacramento about potential new revenue sources for transportation and housing, MTC/ABAG will develop three alternative scenarios: *Blueprint Basic*, where only the \$472 billion in anticipated revenues from existing local, regional, state, and federal fund sources are considered; *Blueprint Plus: Crossing*, where \$73 billion in new regional revenues are available above and beyond *Blueprint Basic*, with most being dedicated to a new transbay rail crossing; and *Blueprint Plus: Fix-it-First*, with the same \$73 billion in new revenues, but where most revenues are dedicated to bringing the region's existing transportation networks up to a state of good repair. The new regional revenues are roughly on the scale of what might be available if a large regional transportation measure, such as the one being discussed by FASTER Bay Area and Voices for Public Transportation, were to be approved. Our understanding is that ultimately, MTC/ABAG must choose one of these Blueprint scenarios to be part of the final PBA 2050.

Over the next few months, MTC/ABAG staff will analyze for how far these strategies get us toward to meet the region's state GHG reduction goals when combined with a list of transportation investments and the preferred regional growth framework. The three draft Blueprint scenarios will be released in June and will include transportation projects and programs that MTC/ABAG identify as priorities for regional investment. These could include capital projects such as a regional express lane system, a region-wide system of protected bike lanes, and new transit expansion projects, as well as programmatic investments such as the Bay Area's Climate Initiatives Program and maintenance and operations of the current transportation system.

San Francisco's Draft County Budget for PBA 2050. We currently estimate San Francisco's discretionary county budget at around \$4.6 billion. This is based on anticipated local revenue from Prop K, Prop AA, the State Transportation Improvement Program, and other sources such as local developer fees and Prop B population set aside general fund revenues for SFMTA. The amount does not include existing funding commitments to specific projects or revenues used to support the operations and maintenance of transit, streets, and roads, which MTC is separately tracking. Any local priorities that are not included in the regional portion of the Blueprint must be included in a county's fiscally constrained list. Consistent with past PBAs, we propose to leverage our county budget with targeted requests for regional



discretionary funding for projects that are consistent with PBA 2050 guiding principles and strategies.

Consistency with PBA. Consistency with PBA is important from a very practical project development perspective: it is a requirement to receive state and federal funds and certain federal approvals such as a Record of Decision for an environmental document. However, most transportation projects in San Francisco do not need to be listed as stand-alone projects in PBA, only those that significantly change capacity of the transportation system at a regional scale and trigger air quality conformity analysis. The vast majority of projects can be grouped into programmatic categories, which provides flexibility to accommodate new priorities that may arise between quadrennial PBA updates, as well as to deal with unexpected cost increases while keeping within San Francisco's fiscally constrained target.

San Francisco's Draft Fiscally Constrained List of Projects and Programmatic Categories.

Attachment 4 is the draft list of San Francisco projects and programmatic categories that fit within our financially constrained target and which we propose to submit to MTC/ABAG by the end of the month. *Attachment 4a* provides scope, capital and operating cost, and schedule information for each project and identifies which of MTC/ABAG's key transportation strategies (shown in Attachment 3) that each project supports. As required by MTC/ABAG, *Attachment 4b* identifies how much funding is already committed to each project, how much we propose assigning from San Francisco's county budget, and how much we propose to seek from MTC/ABAG's regional discretionary budget (Attachment 4b, columns N and Q). It also splits the funding need between the first half of the plan (2021-2035) and the second half (2035-2050). Splitting the plan into two time periods is a new requirement related to evaluating compliance with GHG reduction targets.

The list of regionally significant projects in Attachment 4a was approved by the Transportation Authority Board in July 2019 (Resolution 20-06), and only includes projects that are specifically required to be named in PBA per MTC/ABAG's guidance. For any new projects that would qualify as regionally significant under MTC/ABAG's definition but are not included, planning and environmental design work could proceed under one of the programmatic categories until the next PBA is adopted in 2025. For example, this applies to new transportation expansion priorities being identified through the ConnectSF process. Per MTC/ABAG guidance, projects completed by 2021 are not included in the project lists as they are considered part of the baseline.

Programmatic Categories. As reported to the Board in July, MTC/ABAG staff provided the counties with draft lists of categories, which included groupings such as bike and pedestrian infrastructure, safety and security improvements, and planning and engineering work for future transit or roadway projects.

Attachment 4a and 4b show cost and funding levels for San Francisco's programmatic categories that are based on estimates of how much locally controlled transportation revenue San Francisco can expect for these uses during the plan period. All operations and maintenance costs and expenditures were captured through MTC's needs assessment process for existing systems and are therefore not included at this time.



Project Performance Letters. After collecting the nine Bay Area CMAs' fiscally constrained project lists, over the next few months, MTC/ABAG will begin developing recommendations for assigning discretionary regional funding (including regional, state, and federal funding not distributed to local jurisdictions via formula) to projects, in collaboration with local agency partners.

One input to this effort, is the project performance assessment MTC conducted on large, regionally transformative projects as part of the Horizon process. In general, most of the large projects across the region did not perform well due to high costs and for some projects, shortcomings in the way that the regional model and methodology captured benefits further impacted the performance results. Additionally, many projects were flagged for equity concerns because the model showed that high- and moderate-income residents would receive more transportation benefits than low-income residents. We are very supportive of the focus on equity and affordability, but note that the evaluation of San Francisco projects was particularly adversely impacted by factors such as not including Muni's existing means-based fare policies and not considering the benefits of improved transit reliability.

MTC/ABAG has asked agencies to submit letters outlining how local policies, additional project elements, and supportive regional strategies can help improve project performance if agencies are seeking regional discretionary funding. We are supportive of efforts to improve cost effectiveness, advance equity and the other PBA goals. We also recognize that this is an ongoing effort that will advance through local planning and project development as well as through complementary regional initiatives (e.g. regional means-based fare, seamless transit initiatives). We are working with our agency partners on documenting this information and how we plan to advance will return to the Board with an update this spring.

Next Steps. As they continue to refine the PBA 2050 project list, MTC/ABAG staff will work with the counties and project sponsors to update project information, revenue estimates, and needs assessments. We also anticipate making changes that incorporate information from the in-progress SFMTA Capital Improvement Program, funding strategy discussions around San Francisco's major capital projects, and outcomes from MTC/ABAG's investment tradeoff discussions including any regional discretionary funding that MTC/ABAG propose to assign to projects and programs. We expect to come back to the CAC and the Transportation Authority Board with a revised list of San Francisco's fiscally constrained projects and programs in May and June, respectively. At that time, we will have the benefit of a more complete picture of the draft PBA investment strategy including all of the proposed regional strategies, state of good repair needs and funding, and county level projects being proposed for PBA 2050. We do anticipate that the final project list will need to be reduced and /or projects/programs phased/scaled down due to funding constraints, as is typical at this stage in PBA development.

MTC/ABAG anticipates approving the Final Blueprint by the end of 2020, and then beginning work on an implementation plan. After the environmental review process, the final PBA 2050 will be approved in July 2021. Throughout the remainder of the PBA 2050 process, we will continue to work with the Transportation Authority Board, CAC, our MTC/ABAG representatives, project sponsors, and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities.



FINANCIAL IMPACT

None.

CAC POSITION

The CAC was briefed on this item at its February 26, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

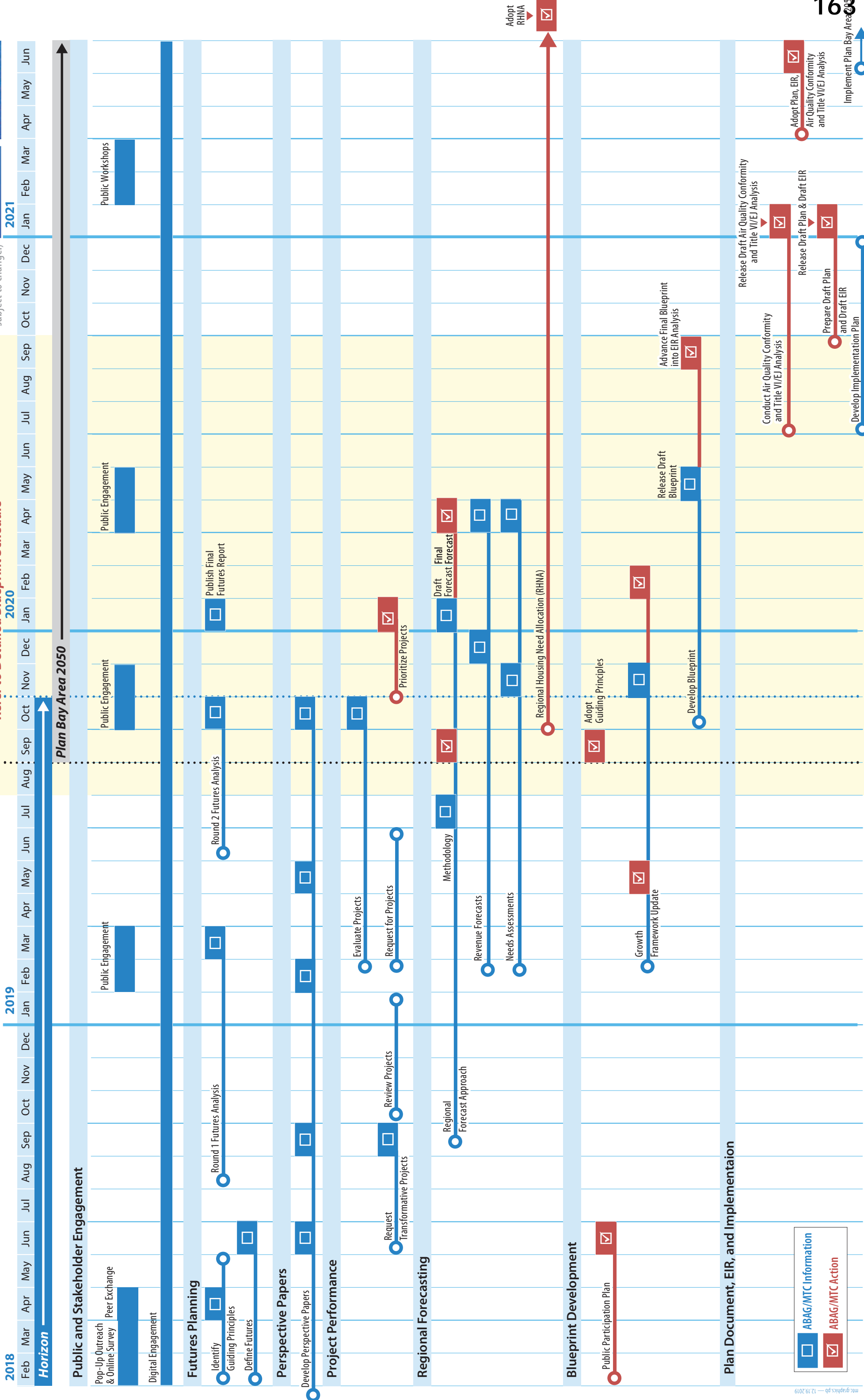
SUPPLEMENTAL MATERIALS

- Attachment 1 - MTC/ABAG PBA 2050 schedule, last updated December 19, 2019
- Attachment 2 - San Francisco Goals for PBA 2050
- Attachment 3 - PBA 2050 Draft Blueprint Strategies table
- Attachment 4a - Draft Fiscally Constrained List - Project and Program - Descriptions
- Attachment 4b - Draft Fiscally Constrained List - Project and Program Funding

Horizon and Plan Bay Area 2050: Key Milestones

Attachment 1

(Dates are tentative and subject to change.)



Summary Table: Draft Blueprint Strategy Costs (millions of YOE\$)*

Element	Theme	Strategy	Blueprint Basic	Blueprint Plus Crossing	Blueprint Plus Fix It First
Transportation	Maintain and Optimize the Existing System	Operate and Maintain the Existing System	\$392,000	\$392,000	\$423,000
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$1,000	\$1,000	\$1,000
		Reform Regional Transit Fare Policy	\$10,000	\$10,000	\$10,000
		Enable Seamless Mobility with Unified Trip-Planning and Fare Payment	\$100	\$100	\$100
	Create Healthy and Safe Streets	Build a Complete Streets Network	\$7,000	\$7,000	\$7,000
		Advance a Regional Vision Zero Policy	\$1,000	\$1,000	\$1,000
	Enhance Local and Regional Transit	Advance Low-Cost Transit Projects	\$20,000	\$20,000	\$20,000
		Build a New Transbay Rail Crossing (<i>Plus Crossing Only</i>)	N/A	\$50,000	N/A
Housing	Spur Housing Production and Create Inclusive Communities	Allow a Greater Mix of Housing Densities and Types in Growth Geographies	\$0	\$0	\$0
		Reduce Barriers to Housing Near Transit and in Areas of High Opportunity	\$0	\$0	\$0
		Transform Aging Malls and Office Parks into Neighborhoods	\$0	\$0	\$0
	Protect, Preserve, and Produce More Affordable Housing	Fund Affordable Housing Protection, Preservation and Production (<i>Plus Only</i>)	\$107,000	\$171,000	\$171,000
		Require 10 to 20 Percent of All New Housing to be Affordable	\$0	\$0	\$0
		Further Strengthen Renter Protections Beyond State Legislation	\$0	\$0	\$0
Economy	Improve Economic Mobility	Expand Childcare Support for Low-Income Families (<i>Plus Only</i>)	N/A	\$30,000	\$30,000
		Create Incubator Programs in Economically-Challenged Areas (<i>Plus Only</i>)	N/A	\$15,000	\$15,000
		Retain Key Industrial Lands through Establishment of Priority Production Areas	\$0	\$0	\$0
	Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies	\$0	\$0	\$0
		Assess Transportation Impact Fees on New Office Developments	\$0	\$0	\$0
		Assess Jobs-Housing Imbalance Fees on New Office Developments	\$0	\$0	\$0
Environment	Reduce Risks from Hazards	Adapt to Sea Level Rise	\$5,000	\$20,000	\$20,000
		Provide Means-Based Financial Support to Retrofit Existing Buildings (<i>Plus Only</i>)	N/A	\$20,000	\$20,000
	Reduce Environmental Impacts	Maintain Urban Growth Boundaries	\$0	\$0	\$0
		Protect High-Value Conservation Lands (<i>Plus Only</i>)	N/A	\$15,000	\$15,000
		Expand the Climate Initiatives Program	\$1,000	\$1,000	\$1,000
Grand Total			\$544,100	\$752,100	\$734,100



RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO THE LOWEST RESPONSIBLE AND RESPONSIVE BIDDER, GHILOTTI CONSTRUCTION COMPANY, INC., IN AN AMOUNT NOT TO EXCEED \$29,684,453, AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS FOR THE CONSTRUCTION CONTRACT, AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS, AND AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$10,961,414, FOR A TOTAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$40,645,867, FOR THE SOUTHGATE ROAD REALIGNMENT IMPROVEMENT PROJECT

WHEREAS, The Transportation Authority is in the process of completing the I-80/Yerba Buena Island Interchange Improvement Project, which includes the I-80/Yerba Buena Island Interchange Improvement Project and the Yerba Buena Island Westside Bridges Seismic Retrofit Project, of which there is Phase 1, constructing new westbound on- and off-ramps to the new Eastern Span of the San Francisco-Oakland Bay Bridge, and Phase 2, the Southgate Road Realignment Improvements Project (Project); and

WHEREAS, The Project will effectively function as an extension of the on- and off-ramps system for the Yerba Buena Island Westbound Ramps Project and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80; and

WHEREAS, On December 3, 2019, the Transportation Authority issued an Invitation to Bid for construction services for the Project through an electronic bid website and held a pre-bid meeting and networking session on December 18, 2019; and

WHEREAS, On the bid-opening date of January 14, 2020, the Transportation Authority received and opened four bids in response to the Invitation to Bid; and

WHEREAS, The project team reviewed the Disadvantaged Business Enterprise goal and good faith effort documentation and determined that the apparent lowest bidder, Gordon N. Ball, Inc. did not meet the Disadvantaged Business Enterprise Goal as well as the good faith



effort requirements; and

WHEREAS, The Transportation Authority determined that Ghilotti Construction Company, Inc. is the lowest responsible and responsive bidder, bidding at \$29,684,452.46, which is 11.07% over the Engineer's Estimate of \$26,725,331.05; and

WHEREAS, In order to construct the project, the Transportation Authority will need to enter into agreements with other agencies/entities, including but not limited to the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, San Francisco Public Works, and the Pacific Gas and Electric Company to purchase state/agency furnished materials and to oversee select portions of the construction contractor's work; and

WHEREAS, The construction phase budget includes \$7,648,934 for supplemental funds and state/agency furnished materials, and the Transportation Authority is also recommending an additional contingency of \$3,312,480, or 9% of total anticipated construction costs, for a total construction allocation allotment of \$40,645,867; and

WHEREAS, The construction contract and the related items will be funded with federal Highway Bridge Program (HBP), State Prop 1B (Prop 1B), Bay Area Toll Authority (BATA), State Affordable Housing and Sustainable Communities grant funds allocated to Treasure Island Development Authority (TIDA) for the bicycle and pedestrian path component of the project, other TIDA funds specifically designated for the Project, and federal Advanced Transportation Congestion and Mitigation Technologies Deployment (ATCMTD) grant funds; and

WHEREAS, Any costs not reimbursed by the various grant funds will be reimbursed by TIDA; and

WHEREAS, The first year's activities are included in the proposed Fiscal Year 2019/20 budget amendment, and sufficient funds will be included in future budgets to cover the remaining cost of the contract; and

WHEREAS, Due to the longer than anticipated good faith effort review process performed



by staff and Caltrans, this item was not considered by the CAC at its February 26, 2020 meeting; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards Construction Contract No. 19/20-01 to the lowest responsible and responsive bidder, Ghilotti Construction Company, Inc., in an amount not to exceed \$29,684,453; and be it further

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

RESOLVED, That the Executive Director is authorized to execute all other related supporting and supplemental agreements; and be it further

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of 10,961,414, for a total construction allotment not to exceed \$40,645,867 for the Project; and be it further

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

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute contracts and amendments to contracts 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

AGENDA ITEM 11

DATE: March 3, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 03/10/20 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Ghilotti Construction Company, Inc., in an Amount not to Exceed \$29,684,453, Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements, and Authorize an Additional Construction Allotment of \$10,961,417, for a Total Construction Allotment Not to Exceed \$40,645,870, for the Southgate Road Realignment Improvement Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award a construction contract to the lowest responsible and responsive bidder, Ghilotti Construction Company, Inc. (Ghilotti Construction), in an amount not to exceed \$29,684,453 • Authorize the Executive Director to negotiate contract payment terms and non-materials contract terms and conditions for the construction contract • Authorize the Executive Director to execute all other related supporting and supplemental agreements • Authorize an additional construction allotment of \$10,961,417, for a total construction allotment not to exceed \$40,645,870, for the Southgate Road Realignment Improvement project <p>SUMMARY</p> <p>As part of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project we are delivering the Southgate Road Realignment Improvement Project. We advertised the contract on December 3, 2019 and received four electronic bids on January 14, 2020. After conducting a good faith efforts review</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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process we determined that the lowest responsive and responsible bidder is Ghilotti Construction with a bid of \$29,684,452.46 and a DBE commitment of 16.84%.	
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BACKGROUND

The scope of the I-80/YBI Interchange Improvement Project includes two major components: the I-80/YBI Ramps Improvement Project and the YBI Westside Bridges Seismic Retrofit Project. The I-80/YBI Ramps Improvement Project is comprised of two phases:

- Phase 1, which includes constructing new westbound on- and off-ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge opened to traffic in Oct. 2016; and
- Phase 2, the Southgate Road Realignment Improvement Project, consists of the construction (re-opening) of the I-80 eastbound off-ramp to YBI at the San Francisco - Oakland Bay Bridge, realignment of Southgate Road, widening and improving Hillcrest Road, and construction of a bicycle and pedestrian path.

Southgate Road as realigned would effectively function as an extension of the on- and off-ramps system for the YBI Westbound Ramps Project and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp and would ensure all truck turning movements are accommodated. The work includes building demolition, construct grading, aggregate base, hot mix asphalt paving, concrete bike path, storm drainage, concrete barriers, architectural metal railing, fencing, crash cushions, bridges, mechanically stabilized embankment retaining wall, soldier pile retaining wall, soil nail retaining wall, sign structures, signing, striping, traffic signals, water line, joint utility trench and electrical work.

DISCUSSION

Bid Process and Results. On December 3, 2019, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website. Since this project includes federal funds, we are mandated to follow federal requirements for this procurement, including the establishment of a Disadvantaged Business Enterprise (DBE) goal. Accordingly, in collaboration with the California Department of Transportation (Caltrans), we established a 16% DBE goal for the construction contract.

We conducted active outreach to the contractor community to ensure that robust competition for this procurement opportunity took place. In particular, we coordinated with multiple trade and contractor industry organizations to distribute the appropriate notifications of plan availability for this construction bid opportunity. Providing access to contract documents and conducting active outreach to the contractor community to encourage participation from DBE firms were priorities, and were achieved through the following means:

- Legal ad placed in San Francisco Examiner;



- Contract announcement placed in seven local/ethnic publications: San Francisco Chronicle, San Francisco Bay View, El Reportero, Nichi Bei, Small Business Exchange, The Western Edition, and the World Journal; and
- Announcements posted on the Transportation Authority's website, the electronic bid website and distributed via email.

On December 18, 2019 we held a pre-bid meeting and networking session at the Ship Shape Community Center on Treasure Island, which provided opportunities for interested disadvantaged businesses to meet potential prime contractors and form partnerships. Representatives from 29 firms attended this event, including disadvantaged business enterprises and potential prime contractors, along with representatives of the United States Coast Guard. A representative from One Treasure Island also attended the pre-bid meeting and discussed how their organization promotes job opportunities for Treasure Island and San Francisco residents through a worker training and job placement program.

On the bid-opening date of January 14, 2020, we received and opened four bids in response to the ITB. Transportation Authority staff and our construction management consultant, MNS Engineers, Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

Table 1. Bid Results

Company	Bid Amount	DBE Commitment
Gordon N. Ball, Inc.	\$28,186,848.80	10.85%
Ghilotti Construction Company, Inc.	\$29,684,452.46	16.84%
DeSilva Gates Construction	\$35,555,486.29	16.52%
Golden State Bridge, Inc.	\$36,845,715.45	Not submitted

The first and fourth lowest bidders did not meet the DBE goal, while the second and third lowest bidders exceeded the 16% DBE goal. Pursuant to the Local Agency Public Construction Act, the responsible and responsive bidder who submitted the lowest bid shall be awarded the contract, if it is awarded.

DBE Goal and Good Faith Effort Process. Pursuant to federal DBE regulations, a bidder must either meet the DBE goal by obtaining sufficient DBE participation or must show that it made adequate good faith efforts to meet the goal. The project team reviewed the DBE goal documentation provided by the three lowest bidders showing their efforts to meet the goal. Pursuant to this review, we found that the apparent lowest bidder, Gordon N. Ball, Inc., failed to meet the DBE goal as well as the good faith efforts requirements. In accordance with federal DBE regulations, we provided Gordon N. Ball, Inc. with an opportunity for reconsideration of this good faith efforts determination at a meeting held on February 11,



2020. At the meeting, Gordon N. Ball, Inc. supplemented previously submitted documentation with respect to its efforts to meet the DBE goal. However, Gordon N. Ball, Inc.'s additional written documentation and its oral testimony explaining the previously submitted documentation did not cause the Transportation Authority to modify the original finding that the company did not meet good faith efforts requirements. Accordingly, we notified Gordon N. Ball, Inc. of our final decision following the reconsideration process that the company did not meet good faith efforts requirements. Furthermore, Caltrans reviewed our good faith efforts evaluation and concurred with our determination that Gordon N. Ball, Inc. did not demonstrate adequate good faith efforts to meet the contract goal. Consistent with federal regulations and state guidelines, the result of the reconsideration process is a final administrative decision and is not administratively appealable to the Transportation Authority Board or Caltrans.

As a result, we have determined that Ghilotti Construction is the lowest responsible and responsive bidder, bidding at \$29,684,452.46 with 16.84% DBE participation. A detailed bid item list is included in Attachment 1 and is approximately 11.07% over the Engineer's Estimate for the Project's construction cost of \$26,725,311.05.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract - March 2020
- Begin Construction - April 2020
- Construction Completion - Summer 2022

Additional Construction Allotment. In order to construct the project, we will need to enter into agreements with other agencies/entities, including but not limited to the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, San Francisco Public Works, and the Pacific Gas and Electric Company to purchase state/agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work. The construction phase budget includes \$7,648,934 for supplemental funds and state/agency furnished materials. A list of supplemental work items and cost estimates for state/agency furnished materials are included in Attachment 2. We also recommend an additional contingency of \$3,312,483, or 9% of total anticipated construction costs, for a total construction allotment of \$40,645,870.

Funding. The construction contract and the related items described in the prior section will be funded with federal Highway Bridge Program (HBP), State Prop 1B (Prop 1B), Bay Area Toll Authority (BATA), State Affordable Housing and Sustainable Communities (AHSC) grant funds allocated to Treasure Island Development Authority (TIDA) for the bicycle and pedestrian path component of the project, other TIDA funds specifically designated for the Project, and federal Advanced Transportation Congestion and Mitigation Technologies Deployment (ATCMTD) grant all as shown in the below table. Please note that the "Additional BATA" funds shown in Table 2 below represent funds that have not been allocated as of the date of



this memo, but are anticipated to be allocated to the Project at the BATA Oversight Committee meeting on March 11, 2020, prior to the Transportation Authority Board's final action on this matter. Any costs not reimbursed by the various grant funds will be reimbursed by TIDA.

Table 2. Project Funding Plan

Phase	Federal Highway Bridge Program	State Prop 1B	TIDA (AHSC Grant)	TIDA	Federal ATCMTD	BATA	Additional BATA	Total
Preliminary Engineering						\$ 10,104,114	\$ 1,500,000	\$ 11,604,114
Right-of-Way Capital	\$ 3,629,730	\$ 114,700		\$ 371,400		\$ 355,570		\$ 4,471,400
Construction Support	\$ 3,934,288	\$ 75,702	\$ 350,000			\$ 674,181	\$ 1,994,294	\$ 7,028,465
Construction	\$ 24,956,131	\$ 2,084,213	\$ 2,050,000	\$ 2,578,600	\$ 1,350,000	\$ 3,400,520	\$ 4,226,406	\$ 40,645,870
Totals	\$32,520,149	\$2,274,615	\$2,400,000	\$2,950,000	\$1,350,000	\$14,534,385	\$7,720,700	\$63,749,849

FINANCIAL IMPACT

The construction contract will be funded by the various funding sources discussed above. The first year's activities are included in the proposed Fiscal Year 2019/20 budget amendment, and sufficient funds will be included in future budgets to cover the remaining cost of the contract.

CAC POSITION

Due to the longer than anticipated Good Faith Effort review process performed by staff and Caltrans, this item was not considered by the CAC at its February 26, 2020 meeting. The CAC will be provided an update on this item and the overall construction activities on YBI at a future meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 - Construction Services for the Southgate Road Realignment Improvement Project Bid Item List

Attachment 2 - Supplemental Work Items and State/Agency Furnished Materials - Estimated Costs

Attachment 1

Southgate Road Realignment Project

Bid Item List

Ghilotti Construction Company, Inc.

BID SCHEDULE A - VOLUME 1

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
1	EXISTING UTILITY VERIFICATION	LS	LUMP SUM	\$55,000.00	\$55,000.00
2	LEAD COMPLIANCE PLAN	LS	LUMP SUM	\$4,600.00	\$4,600.00
3	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	\$6,000.00	\$6,000.00
4	DEVELOP WATER SUPPLY	LS	LUMP SUM	\$6,000.00	\$6,000.00
5	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$12,500.00	\$12,500.00
6	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$375,000.00	\$375,000.00
7	FLASHING ARROW SIGN	EA	1	\$15,000.00	\$15,000.00
8	TYPE III BARRICADE	EA	6	\$70.00	\$420.00
9	TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	80	\$12.00	\$960.00
10	TEMPORARY TRAFFIC STRIPE (PAINT)	LF	4,570	\$4.00	\$18,280.00
11	CHANNELIZER (SURFACE MOUNTED)	EA	46	\$35.00	\$1,610.00
12	TEMPORARY TERMINAL SECTION (TYPE K)	EA	3	\$1,200.00	\$3,600.00
13	PORTABLE CHANGEABLE MESSAGE SIGN (LS)	LS	LUMP SUM	\$55,000.00	\$55,000.00
14	TEMPORARY RAILING (TYPE K)	LF	2140	\$30.00	\$64,200.00
15	TEMPORARY CRASH CUSHION MODULE	EA	22	\$400.00	\$8,800.00
16	TEMPORARY ALTERNATIVE CRASH CUSHION	EA	5	\$3,500.00	\$17,500.00
17	JOB SITE MANAGEMENT	LS	LUMP SUM	\$40,000.00	\$40,000.00
18	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	\$1,550.00	\$1,550.00
19	STORM WATER ANNUAL REPORT	EA	2	\$1,000.00	\$2,000.00
20	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	2	\$1,000.00	\$2,000.00
21	TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	9300	\$2.00	\$18,600.00
22	TEMPORARY COVER	SQYD	570	\$12.00	\$6,840.00
23	TEMPORARY CHECK DAM	LF	180	\$12.00	\$2,160.00
24	TEMPORARY DRAINAGE INLET PROTECTION	EA	40	\$200.00	\$8,000.00
25	TEMPORARY FIBER ROLL	LF	3450	\$7.00	\$24,150.00
26	TEMPORARY CONSTRUCTION ENTRANCE	EA	3	\$4,000.00	\$12,000.00
27	STREET SWEEPING	LS	LUMP SUM	\$28,800.00	\$28,800.00
28	TEMPORARY CONCRETE WASHOUT	LS	LUMP SUM	\$20,000.00	\$20,000.00
29	ASBESTOS COMPLIANCE PLAN	LS	LUMP SUM	\$58,000.00	\$58,000.00
30	TREATED WOOD WASTE	LB	1820	\$0.85	\$1,547.00
31	INVASIVE SPECIES CONTROL	LS	LUMP SUM	\$4,000.00	\$4,000.00
32	NOISE MONITORING	LS	LUMP SUM	\$2,000.00	\$2,000.00
33	REMOVE CONCRETE (SQYD)	SQYD	90	\$75.00	\$6,750.00
34	REMOVE CONCRETE (MISCELLANEOUS)	CY	70	\$350.00	\$24,500.00
35	CLEARING AND GRUBBING (LS)	LS	LUMP SUM	\$45,000.00	\$45,000.00
36	ROADWAY EXCAVATION	CY	61300	\$50.00	\$3,065,000.00
37	ROADWAY EXCAVATION (TYPE Z-2)	CY	1200	\$325.00	\$390,000.00
38	ROADWAY EXCAVATION (TYPE Z-3)	CY	70	\$425.00	\$29,750.00
39	STRUCTURE EXCAVATION (RETAINING WALL)	CY	1036	\$55.00	\$56,980.00
40	STRUCTURE EXCAVATION (SOLDIER PILE WALL)	CY	1527	\$90.00	\$137,430.00
41	STRUCTURE EXCAVATION (GROUND ANCHOR WALL)	CY	1164	\$100.00	\$116,400.00
42	STRUCTURE BACKFILL (BRIDGE)	CY	5	\$600.00	\$3,000.00
43	STRUCTURE BACKFILL (RETAINING WALL)	CY	840	\$110.00	\$92,400.00
44	STRUCTURE BACKFILL (GROUND ANCHOR WALL)	CY	56	\$150.00	\$8,400.00

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
45	STRUCTURE BACKFILL (SOLDIER PILE WALL)	CY	202	\$110.00	\$22,220.00
46	CONCRETE BACKFILL (SOLDIER PILE WALL)	CY	440	\$495.00	\$217,800.00
47	LEAN CONCRETE BACKFILL	CY	622	\$405.00	\$251,910.00
48	DITCH EXCAVATION	CY	50	\$150.00	\$7,500.00
49	LIGHTWEIGHT EMBANKMENT MATERIAL (CELLULAR CONCRETE CLASS III)	CY	358	\$175.00	\$62,650.00
50	PLANT (GROUP K)	EA	375	\$185.00	\$69,375.00
51	DECOMPOSED GRANITE	SQFT	530	\$12.50	\$6,625.00
52	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	2	\$1,200.00	\$2,400.00
53	ROLLED EROSION CONTROL PRODUCT (BLANKET)	SQFT	8710	\$0.55	\$4,790.50
54	HYDROMULCH	SQFT	63600	\$0.05	\$3,180.00
55	FIBER ROLLS	LF	3470	\$2.75	\$9,542.50
56	STRAW	SQFT	54,900	\$0.06	\$3,294.00
57	HYDROSEED	SQFT	63600	\$0.11	\$6,996.00
58	COMPOST (CY)	CY	170	\$50.00	\$8,500.00
59	INCORPORATE MATERIALS	SQFT	54900	\$0.10	\$5,490.00
60	IMPORTED BIOFILTRATION SOIL	CY	490	\$150.00	\$73,500.00
61	CLASS 2 AGGREGATE BASE (CY)	CY	1480	\$125.00	\$185,000.00
62	CONCRETE BASE	CY	1050	\$350.00	\$367,500.00
63	HOT MIX ASPHALT (TYPE A)	TON	2800	\$125.00	\$350,000.00
64	TACK COAT	TON	5	\$1,884.00	\$9,420.00
65	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	2260	\$6.00	\$13,560.00
66	GROUND ANCHOR (SUB HORIZONTAL), LOCATION A	EA	11	\$9,400.00	\$103,400.00
67	GROUND ANCHOR (SUB HORIZONTAL), LOCATION B	EA	5	\$3,200.00	\$16,000.00
68	GROUND ANCHOR (SUB HORIZONTAL), LOCATION C	EA	254	\$3,200.00	\$812,800.00
69	GROUND ANCHOR (SUB HORIZONTAL), LOCATION D	EA	25	\$3,400.00	\$85,000.00
70	GROUND ANCHOR (SUB HORIZONTAL), LOCATION E	EA	84	\$3,200.00	\$268,800.00
71	MECHANICALLY STABILIZED EMBANKMENT, LOCATION A	SQFT	4397	\$125.00	\$549,625.00
72	MECHANICALLY STABILIZED EMBANKMENT (MODULAR BLOCK WALL)	SQFT	2322	\$250.00	\$580,500.00
73	STEEL SOLDIER PILE (W8X21)	LF	321	\$55.00	\$17,655.00
74	STEEL SOLDIER PILE (W14X82)	LF	594	\$115.00	\$68,310.00
75	STEEL SOLDIER PILE (W18X130)	LF	460	\$135.00	\$62,100.00
76	STEEL SOLDIER PILE (W18X158)	LF	195	\$165.00	\$32,175.00
77	STEEL SOLDIER PILE (W18X175)	LF	425	\$175.00	\$74,375.00
78	STEEL SOLDIER PILE (W18X211)	LF	549	\$205.00	\$112,545.00
79	STEEL SOLDIER PILE (W18X258)	LF	363	\$235.00	\$85,305.00
80	STEEL SOLDIER PILE (W24X192)	LF	328	\$185.00	\$60,680.00
81	STEEL SOLDIER PILE (W24X229)	LF	836	\$205.00	\$171,380.00
82	STEEL SOLDIER PILE (W24X250)	LF	447	\$295.00	\$131,865.00
83	STEEL SOLDIER PILE (W30X292)	LF	379	\$235.00	\$89,065.00
84	24" DRILLED HOLE	LF	791	\$110.00	\$87,010.00
85	30" DRILLED HOLE	LF	2016	\$75.00	\$151,200.00
86	36" DRILLED HOLE	LF	2169	\$75.00	\$162,675.00
87	42" DRILLED HOLE	LF	379	\$155.00	\$58,745.00
88	30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	171	\$375.00	\$64,125.00
89	72" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	616	\$600.00	\$369,600.00
90	48" PERMANENT NEW STEEL PIPE FORM	LF	162	\$525.00	\$85,050.00
91	72" STEEL CASING	LF	282	\$900.00	\$253,800.00
92	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	LUMP SUM	\$35,000.00	\$35,000.00
93	STRUCTURAL CONCRETE, BRIDGE	CY	247	\$4,200.00	\$1,037,400.00
94	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)	CY	240	\$800.00	\$192,000.00
95	STRUCTURAL CONCRETE, RETAINING WALL	CY	1398	\$2,000.00	\$2,796,000.00
96	STRUCTURAL CONCRETE, BARRIER SLAB	CY	516	\$850.00	\$438,600.00

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
97	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE EQ)	CY	41	\$1,400.00	\$57,400.00
98	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE EQ MODIFIED)	CY	61	\$1,100.00	\$67,100.00
99	STRUCTURAL CONCRETE, HEADWALL	CY	4	\$4,500.00	\$18,000.00
100	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	90	\$2,200.00	\$198,000.00
101	STRUCTURAL CONCRETE, CONCRETE SLAB	CY	100	\$500.00	\$50,000.00
102	STRUCTURAL CONCRETE, STAIR FOUNDATION	LS	LUMP SUM	\$20,000.00	\$20,000.00
103	MINOR CONCRETE	CY	160	\$500.00	\$80,000.00
104	LIGHTWEIGHT CONCRETE (RETAINING WALL)	CY	166	\$1,400.00	\$232,400.00
105	FRACTURED RIB TEXTURE	SQFT	20477	\$18.00	\$368,586.00
106	DRILL AND BOND DOWEL	LF	1009	\$70.00	\$70,630.00
107	JOINT SEAL (MR 1/2")	LF	56	\$100.00	\$5,600.00
108	JOINT SEAL ASSEMBLY (MR 6")	LF	116	\$800.00	\$92,800.00
109	BAR REINFORCING STEEL (BRIDGE)	LB	463567	\$1.21	\$560,916.07
110	BAR REINFORCING STEEL (RETAINING WALL)	LB	327155	\$1.24	\$405,672.20
111	STRUCTURAL SHOTCRETE	CY	412	\$690.00	\$284,280.00
112	STRUCTURAL STEEL (BRIDGE)	LB	3504	\$12.00	\$42,048.00
113	TIMBER LAGGING	MFBM	48	\$4,400.00	\$211,200.00
114	CLEAN AND PAINT STRUCTURAL STEEL	LS	LUMP SUM	\$169,840.00	\$169,840.00
115	PUBLIC SAFETY PLAN	LS	LUMP SUM	\$3,000.00	\$3,000.00
116	REMOVE RETAINING WALL (LF)	LF	660	\$90.00	\$59,400.00
117	REMOVE RETAINING WALL (PORTION) (LS)	LS	LUMP SUM	\$65,000.00	\$65,000.00
118	REMOVE TEMPORARY SHORING	LF	25	\$400.00	\$10,000.00
119	REMOVE CONCRETE DECK SURFACE	SQFT	340	\$15.00	\$5,100.00
120	REMOVE CONCRETE PILES (PARTIAL)	LF	2210	\$175.00	\$386,750.00
121	FURNISH POLYESTER CONCRETE OVERLAY	CF	370	\$120.00	\$44,400.00
122	PLACE POLYESTER CONCRETE OVERLAY	SQFT	8730	\$20.00	\$174,600.00
123	EMBANKMENT CONFINEMENT SYSTEM (ECS) REMOVAL (PORTION)	LS	LUMP SUM	\$20,000.00	\$20,000.00
124	12" ALTERNATIVE PIPE CULVERT	LF	45	\$250.00	\$11,250.00
125	18" ALTERNATIVE PIPE CULVERT	LF	240	\$275.00	\$66,000.00
126	24" ALTERNATIVE PIPE CULVERT	LF	150	\$300.00	\$45,000.00
127	10" CITY CULVERT	LF	230	\$200.00	\$46,000.00
128	12" CITY CULVERT	LF	1300	\$200.00	\$260,000.00
129	18" CITY CULVERT	LF	340	\$225.00	\$76,500.00
130	24" CITY CULVERT	LF	170	\$250.00	\$42,500.00
131	6" PERFORATED PLASTIC PIPE UNDERDRAIN	LF	150	\$350.00	\$52,500.00
132	DRAINAGE INLET MARKER	EA	20	\$40.00	\$800.00
133	12" WELDED STEEL PIPE (.105" THICK)	LF	60	\$375.00	\$22,500.00
134	CITY MANHOLE	EA	24	\$10,000.00	\$240,000.00
135	CITY MANHOLE FRAME AND COVER	EA	24	\$1,000.00	\$24,000.00
136	INLET DEPRESSION	EA	20	\$1,500.00	\$30,000.00
137	ABANDON CULVERT (LF)	LF	80	\$125.00	\$10,000.00
138	REMOVE CONCRETE GUTTER LINING	CY	14	\$125.00	\$1,750.00
139	REMOVE CULVERT (LF)	LF	1230	\$40.00	\$49,200.00
140	REMOVE INLET	EA	7	\$1,500.00	\$10,500.00
141	REMOVE MANHOLE	EA	1	\$2,000.00	\$2,000.00
142	REMOVE SEWER PIPE	LF	170	\$60.00	\$10,200.00
143	ADJUST INLET	EA	1	\$4,000.00	\$4,000.00
144	ROCK SLOPE PROTECTION (300 lb, Class IV, METHOD B) (CY)	CY	5	\$450.00	\$2,250.00
145	CONCRETE (DITCH LINING)	CY	20	\$1,000.00	\$20,000.00
146	SLOPE PAVING (CONCRETE)	CY	4	\$1,000.00	\$4,000.00
147	ROCK SLOPE PROTECTION FABRIC (CLASS 8)	SQYD	20	\$8.00	\$160.00
148	MINOR CONCRETE (CURB) (CY)	CY	20	\$1,800.00	\$36,000.00

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
149	MINOR CONCRETE (GUTTER) (CY)	CY	33	\$1,800.00	\$59,400.00
150	REMOVE DETECTABLE WARNING PANEL	EA	2	\$500.00	\$1,000.00
151	DETECTABLE WARNING SURFACE	SQFT	200	\$30.00	\$6,000.00
152	MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	29	\$900.00	\$26,100.00
153	MINOR CONCRETE (CURB AND GUTTER)	CY	30	\$1,000.00	\$30,000.00
154	MINOR CONCRETE (ISLAND PAVING)	CY	1	\$1,000.00	\$1,000.00
155	REMOVE CONCRETE (CURB AND GUTTER)	LF	590	\$30.00	\$17,700.00
156	MISCELLANEOUS IRON AND STEEL	LB	8860	\$3.00	\$26,580.00
157	MISCELLANEOUS METAL (RETAINING WALL)	LB	45222	\$9.00	\$406,998.00
158	MISCELLANEOUS METAL (INCLINED SCREEN)	LB	170	\$15.00	\$2,550.00
159	MISCELLANEOUS METAL (STEEL STAIR)	LS	LUMP SUM	\$75,000.00	\$75,000.00
160	SIGNAL AND LIGHTING (CITY)	LS	LUMP SUM	\$105,000.00	\$105,000.00
161	MODIFYING EXISTING ELECTRICAL SYSTEM, LIGHTING (CITY STREET)	LS	LUMP SUM	\$265,000.00	\$265,000.00
162	ELECTRONIC TOLLING SYSTEM	LS	LUMP SUM	\$25,300.00	\$25,300.00
163	GROUNDING CABLE	LS	LUMP SUM	\$8,000.00	\$8,000.00
164	REMOVE WATER PIPE	LF	1500	\$125.00	\$187,500.00
165	REMOVE GAS PIPE	LF	330	\$60.00	\$19,800.00
166	REMOVE FIRE HYDRANT	EA	1	\$1,500.00	\$1,500.00
167	2" COPPER PIPE (SUPPLY LINE)	LF	60	\$300.00	\$18,000.00
168	6" DUCTILE IRON PIPE	LF	100	\$350.00	\$35,000.00
169	8" DUCTILE IRON PIPE	LF	560	\$375.00	\$210,000.00
170	12" DUCTILE IRON PIPE	LF	10	\$500.00	\$5,000.00
171	2" BALL VALVE	EA	1	\$1,700.00	\$1,700.00
172	6" GATE VALVE	EA	2	\$3,000.00	\$6,000.00
173	8" GATE VALVE	EA	3	\$3,300.00	\$9,900.00
174	AIR RELEASE VALVE	EA	2	\$6,500.00	\$13,000.00
175	FIRE HYDRANT	EA	1	\$6,000.00	\$6,000.00
176	12" x 8" REDUCER	EA	1	\$2,500.00	\$2,500.00
177	10" x 15" x 12" METER BOX ASSEMBLY	EA	1	\$750.00	\$750.00
178	48" x 72" x 30" METER VAULT ASSEMBLY	EA	2	\$9,000.00	\$18,000.00
179	6" BACKFLOW PREVENTER ASSEMBLY	EA	1	\$12,000.00	\$12,000.00
180	12" x 30" TRENCH - FOR JOINT TRENCH	LF	44	\$235.00	\$10,340.00
181	12" x 31" TRENCH - FOR JOINT TRENCH - SFDT	LF	94	\$235.00	\$22,090.00
182	12" x 39" TRENCH - FOR JOINT TRENCH	LF	94	\$235.00	\$22,090.00
183	18" x 46" TRENCH - FOR JOINT TRENCH	LF	38	\$235.00	\$8,930.00
184	24" x 49" TRENCH - FOR JOINT TRENCH	LF	1084	\$235.00	\$254,740.00
185	24" x 50" TRENCH - FOR JOINT TRENCH	LF	575	\$235.00	\$135,125.00
186	17" x 30" SPICE BOX - SFPUC	EA	2	\$1,500.00	\$3,000.00
187	24" x 36" (N40) SPLICE BOX - SFDT	EA	3	\$1,600.00	\$4,800.00
188	3'-0" x 5'-0" x 4'-6" VAULT - SFPUC	EA	1	\$21,000.00	\$21,000.00
189	4'-0" x 6'-6" x 5'-0" VAULT - SFPUC	EA	1	\$25,000.00	\$25,000.00
190	3" PVC SCHEDULE 40 CONDUIT - SFPUC	LF	4300	\$14.00	\$60,200.00
191	4" PVC SCHEDULE 40 CONDUIT - SFPUC	LF	3650	\$14.00	\$51,100.00
192	4" PVC SCHEDULE 40 CONDUIT - SFDT	LF	1606	\$14.00	\$22,484.00
193	TEMPORARY FENCE	LF	960	\$0.15	\$144.00
194	CHAIN LINK FENCE (TYPE CL-6)	LF	410	\$32.00	\$13,120.00
195	CHAIN LINK FENCE (TYPE CL-8, VINYL-CLAD)	LF	5	\$36.00	\$180.00
196	CHAIN LINK FENCE (TYPE CL-6, BLACK VINYL-CLAD Mod)	LF	145	\$42.00	\$6,090.00
197	PRIVACY FENCE PANEL	SQFT	4600	\$12.00	\$55,200.00
198	4' CHAIN LINK GATE (TYPE CL-6)	EA	3	\$1,800.00	\$5,400.00
199	16' CHAIN LINK GATE (TYPE CL-6)	EA	1	\$4,500.00	\$4,500.00
200	20' CHAIN LINK GATE (TYPE CL-10)	EA	2	\$6,500.00	\$13,000.00

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
201	14' CHAIN LINK GATE (TYPE CL-10)	EA	2	\$4,000.00	\$8,000.00
202	5' CHAIN LINK GATE (TYPE CL-10)	EA	1	\$2,000.00	\$2,000.00
203	CANTILEVER SLIDING GATE	EA	1	\$25,500.00	\$25,500.00
204	COAST GUARD SECURITY METAL GATE	EA	1	\$32,000.00	\$32,000.00
205	REMOVE FENCE	LF	1150	\$10.00	\$11,500.00
206	REMOVE GATE	EA	11	\$750.00	\$8,250.00
207	SALVAGE FENCE	LF	260	\$15.00	\$3,900.00
208	RELOCATE GATE	EA	1	\$3,500.00	\$3,500.00
209	REMOVE PAVEMENT MARKER	EA	7	\$10.00	\$70.00
210	DELINEATOR (CLASS 1)	EA	11	\$40.00	\$440.00
211	PAVEMENT MARKER (RETROREFLECTIVE)	EA	180	\$12.00	\$2,160.00
212	REMOVE BOLLARD	EA	2	\$400.00	\$800.00
213	REMOVEABLE BOLLARD	EA	10	\$1,500.00	\$15,000.00
214	RESET BOLLARD	EA	2	\$700.00	\$1,400.00
215	OBJECT MARKER (TYPE P)	EA	2	\$50.00	\$100.00
216	SPECIAL MARKER	EA	2	\$40.00	\$80.00
217	REMOVE ROADSIDE SIGN	EA	15	\$100.00	\$1,500.00
218	REMOVE SIGN FROM ELECTROLIER	EA	2	\$50.00	\$100.00
219	REMOVE ROADSIDE SIGN (METAL POST)	EA	6	\$100.00	\$600.00
220	REMOVE ROADSIDE SIGN PANEL	EA	5	\$50.00	\$250.00
221	REMOVE SIGN PANEL	EA	2	\$200.00	\$400.00
222	RESET ROADSIDE SIGN (WOOD POST)	EA	1	\$200.00	\$200.00
223	RELOCATE ROADSIDE SIGN (METAL POST)	EA	2	\$200.00	\$400.00
224	RELOCATE ROADSIDE SIGN (WOOD POST)	EA	5	\$200.00	\$1,000.00
225	RELOCATE SIGN PANEL	EA	1	\$150.00	\$150.00
226	FURNISH LAMINATED PANEL SIGN (1"-TYPE A)	SQFT	360	\$36.50	\$13,140.00
227	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	380	\$23.75	\$9,025.00
228	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	171	\$19.50	\$3,334.50
229	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-FRAMED)	SQFT	72	\$20.75	\$1,494.00
230	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	SQFT	40	\$33.00	\$1,320.00
231	METAL (BARRIER MOUNTED SIGN)	LB	550	\$13.00	\$7,150.00
232	METAL (DECK MOUNTED SIGN)	LB	186	\$15.00	\$2,790.00
233	ROADSIDE SIGN - ONE POST	EA	45	\$275.00	\$12,375.00
234	ROADSIDE SIGN - TWO POST	EA	5	\$400.00	\$2,000.00
235	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	9	\$100.00	\$900.00
236	INSTALL SIGN (MAST ARM HANGER METHOD)	EA	2	\$200.00	\$400.00
237	INSTALL SIGN PANEL ON EXISTING FRAME	SQFT	360	\$15.00	\$5,400.00
238	INSTALL SIGN PANEL ON EXISTING COLUMN	EA	2	\$150.00	\$300.00
239	INSTALL ROADSIDE SIGN ON EXIST POST	EA	2	\$75.00	\$150.00
240	MIDWEST GUARDRAIL SYSTEM	LF	140	\$125.00	\$17,500.00
241	BIKE PATH RAILING	LF	230	\$900.00	\$207,000.00
242	BIKE PATH RAILING (RETAINING WALL) (Mod)	LF	324	\$1,050.00	\$340,200.00
243	RELOCATE PIPE HANDRAILING	LF	90	\$275.00	\$24,750.00
244	CABLE RAILING	LF	929	\$85.00	\$78,965.00
245	TRANSITION RAILING (TYPE WB-31)	EA	2	\$6,000.00	\$12,000.00
246	END CAP (TYPE A)	EA	1	\$1,000.00	\$1,000.00
247	ALTERNATIVE CRASH CUSHION	EA	6	\$50,000.00	\$300,000.00
248	CONCRETE BARRIER (TYPE 60M)	LF	150	\$250.00	\$37,500.00
249	CONCRETE BARRIER (TYPE 60MC)	LF	440	\$325.00	\$143,000.00
250	CONCRETE BARRIER (TYPE 60MD)	LF	183	\$175.00	\$32,025.00
251	CONCRETE BARRIER (TYPE 60MS)	LF	170	\$200.00	\$34,000.00
252	CONCRETE BARRIER (TYPE 60MSC)	LF	30	\$250.00	\$7,500.00

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
253	CONCRETE BARRIER (TYPE 60MC Mod)	LF	55	\$400.00	\$22,000.00
254	CONCRETE BARRIER (TYPE 60MD Mod)	LF	983	\$200.00	\$196,600.00
255	CONCRETE BARRIER (TYPE 60R Mod)	LF	200	\$650.00	\$130,000.00
256	CONCRETE BARRIER (TYPE 60M Mod)	LF	20	\$250.00	\$5,000.00
257	CONCRETE BARRIER (TYPE 60M Mod 1)	LF	60	\$300.00	\$18,000.00
258	CONCRETE BARRIER (TYPE 60M Mod 2)	LF	90	\$300.00	\$27,000.00
259	CONCRETE BARRIER (TYPE 60MC Mod1)	LF	230	\$300.00	\$69,000.00
260	CONCRETE BARRIER (TYPE 60MSC Mod)	LF	26	\$650.00	\$16,900.00
261	CONCRETE BARRIER (TYPE 836)	LF	313	\$283.81	\$88,832.53
262	CONCRETE BARRIER (TYPE 736)	LF	725	\$226.84	\$164,459.00
263	CONCRETE BARRIER (TYPE 736A)	LF	113	\$412.09	\$46,566.17
264	CONCRETE BARRIER (TYPE 842)	LF	69	\$437.05	\$30,156.45
265	CONCRETE BARRIER (TYPE 842A)	LF	199	\$250.56	\$49,861.44
266	CONCRETE BARRIER (TYPE 742 Mod)	LF	43	\$460.04	\$19,781.72
267	CONCRETE BARRIER TRANSITION	LF	76	\$150.00	\$11,400.00
268	CONCRETE RETAINING BARRIER	LF	56	\$245.83	\$13,766.48
269	REMOVE GUARDRAIL	LF	800	\$10.00	\$8,000.00
270	REMOVE CONCRETE BARRIER	LF	1050	\$35.00	\$36,750.00
271	REMOVE METAL RAILING	LF	280	\$25.00	\$7,000.00
272	REMOVE CRASH CUSHION	EA	2	\$800.00	\$1,600.00
273	12" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	190	\$6.00	\$1,140.00
274	THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SOFT	2220	\$8.00	\$17,760.00
275	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 17-7)	LF	110	\$1.90	\$209.00
276	4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 9-3)	LF	360	\$1.25	\$450.00
277	4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	90	\$1.30	\$117.00
278	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	4900	\$3.00	\$14,700.00
279	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	1300	\$3.40	\$4,420.00
280	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	LF	290	\$3.00	\$870.00
281	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	300	\$15.00	\$4,500.00
282	LIGHTING SYSTEM	LS	LUMP SUM	\$580,000.00	\$580,000.00
283	FLASHING BEACON SYSTEM	LS	LUMP SUM	\$30,000.00	\$30,000.00
284	TEMPORARY LIGHTING SYSTEM	LS	LUMP SUM	\$25,500.00	\$25,500.00
285	MODIFYING EXISTING ELECTRICAL SYSTEM	LS	LUMP SUM	\$155,000.00	\$155,000.00
286	REMOVE ELECTRICAL TRANSFORMER AND SERVICE ENCLOSURE	EA	1	\$12,000.00	\$12,000.00
287	BUILDING DEMOLITION	LS	LUMP SUM	\$115,000.00	\$115,000.00
288	REMOVE CARPORT	LS	LUMP SUM	\$4,500.00	\$4,500.00
289	MOBILIZATION	LS	LUMP SUM	\$2,900,000.00	\$2,900,000.00
290	SHOTCRETE (LOCATION C1)	CY	110	\$650.00	\$71,500.00
291	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	170	\$20.00	\$3,400.00

BID SCHEDULE B - VOLUME 2

1	INVASIVE SPECIES CONTROL	LS	LUMP SUM	\$5,000.00	\$5,000.00
2	NOISE MONITORING	LS	LUMP SUM	\$2,000.00	\$2,000.00
3	TEMPORARY HIGH-VISIBILITY FENCE	LF	430	\$15.00	\$6,450.00
4	ROADWAY EXCAVATION	CY	120	\$170.00	\$20,400.00
5	ROADSIDE CLEARING	LS	LUMP SUM	\$2,000.00	\$2,000.00
6	SOIL AMENDMENT	CF	40	\$12.00	\$480.00
7	PACKET FERTILIZER	EA	1970	\$1.00	\$1,970.00
8	PLANT (GROUP A)	EA	990	\$40.00	\$39,600.00
9	MAINTAIN EXISTING PLANTED AREAS	LS	LUMP SUM	\$30,000.00	\$30,000.00
10	PLANT ESTABLISHMENT WORK	LS	LUMP SUM	\$18,000.00	\$18,000.00

Item No.	Item Description	Unit of Measure	Estimated Quantity	UNIT PRICE	AMOUNT
11	WOOD MULCH	CY	90	\$115.00	\$10,350.00
12	WEED BLOCK FABRIC	SQFT	10200	\$0.50	\$5,100.00
13	CHECK AND TEST EXISTING IRRIGATION FACILITIES	LS	LUMP SUM	\$7,500.00	\$7,500.00
14	MAINTAIN EXISTING IRRIGATION FACILITIES	LS	LUMP SUM	\$9,000.00	\$9,000.00
15	OPERATE EXISTING IRRIGATION FACILITIES	LS	LUMP SUM	\$6,000.00	\$6,000.00
16	CONTROL & NEUTRAL CONDUCTORS	LS	LUMP SUM	\$2,500.00	\$2,500.00
17	5/8" DRIP IRRIGATION TUBING	LF	6289	\$5.00	\$31,445.00
18	DRIP VALVE ASSEMBLY	EA	4	\$800.00	\$3,200.00
19	3/4" PLASTIC PIPE (SCH 40) (SUPPLY LINE)	LF	96	\$6.50	\$624.00
20	1" PLASTIC PIPE (SCH 40) (SUPPLY LINE)	LF	246	\$7.50	\$1,845.00
21	2" PLASTIC PIPE (SCH 40) (SUPPLY LINE)	LF	150	\$12.00	\$1,800.00
22	COMBINATION AIR RELEASE VALVE	EA	16	\$65.00	\$1,040.00
23	QUICK COUPLING VALVE	EA	2	\$300.00	\$600.00
24	FLUSH VALVE	EA	17	\$65.00	\$1,105.00
25	BALL VALVE	EA	2	\$250.00	\$500.00
26	PVC PIPE CONDUIT (SLEEVE)	LF	12	\$55.00	\$660.00
27	MOVE-IN/MOVE OUT (EROSION CONTROL)	EA	1	\$1,200.00	\$1,200.00
28	ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	3850	\$0.58	\$2,233.00
29	HYDROMULCH	SQFT	3850	\$0.05	\$192.50
30	FIBER ROLLS	LF	554	\$2.75	\$1,523.50
31	HYDROSEED	SQFT	3850	\$0.11	\$423.50
32	COMPOST (CY)	CY	6	\$50.65	\$303.90
33	CLASS 2 AGGREGATE BASE (CY)	CY	68	\$275.00	\$18,700.00
34	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	1.92	\$4,000.00	\$7,680.00
35	18" ALTERNATIVE PIPE CULVERT	LF	57.1	\$185.00	\$10,563.50
36	MINOR CONCRETE (CURB) (CY)	CY	10	\$1,400.00	\$14,000.00
37	MINOR CONCRETE (SIDEWALK)	CY	45	\$800.00	\$36,000.00
38	REMOVE CONCRETE CURB AND SIDEWALK (SQYD)	SQYD	77	\$100.00	\$7,700.00
39	MISCELLANEOUS IRON AND STEEL	LB	239	\$3.00	\$717.00
40	FENCE (TYPE CL-12 BLACK VINYL CLAD) WITH BARBED WIRE EXTENSION ARMS	LF	60	\$110.00	\$6,600.00
41	REMOVE CHAIN LINK FENCE	LF	113	\$10.00	\$1,130.00
42	RELOCATE ROADSIDE SIGN (WOOD POST)	EA	2	\$200.00	\$400.00
43	MODIFIED CABLE RAILING	LF	180	\$75.00	\$13,500.00
44	SWING GATE (TYPE MODIFIED CABLE RAILING)	EA	2	\$1,200.00	\$2,400.00
45	FENCE (TYPE ANTI-CLIMB)	LF	564	\$150.00	\$84,600.00
46	SWING GATE (TYPE ANTI-CLIMB)	EA	2	\$4,500.00	\$9,000.00
47	CABLE BARRIER SYSTEM	LF	414	\$150.00	\$62,100.00
48	CONCRETE BARRIER (TYPE 60M)	LF	39	\$350.00	\$13,650.00
49	REMOVE CONCRETE BARRIER (TYPE K)	LF	416	\$25.00	\$10,400.00
50	REMOVE BOLLARD	EA	4	\$400.00	\$1,600.00
51	LIGHTING SYSTEM	LS	LUMP SUM	\$30,000.00	\$30,000.00
52	BUILDING WORK	LS	LUMP SUM	\$80,000.00	\$80,000.00
53	MOBILIZATION	LS	LUMP SUM	\$44,000.00	\$44,000.00

Total Item Amount:

\$29,684,452.46

Attachment 2
Supplemental Work Items and State/Agency Furnished Materials - Estimated Costs

SUPPLEMENTAL WORK ITEMS

1	FEDERAL TRAINEE PROGRAM	\$ 21,600
2	MAINTAIN TRAFFIC	\$ 100,000
3	VALUE ANALYSIS	\$ 10,000
4	DUST PALLIATIVE	\$ 25,000
5	MAINTAIN EXISTING PLANTED AREAS (EXTRA WORK)	\$ 25,000
6	CONTRACTOR YARD	\$ 500,000
7	RESIDENT ENGINEER'S OFFICE	\$ 170,000
8	TEMPORARY DRAINAGE	\$ 200,000
9	REMOVE UNSUITABLE MATERIALS	\$ 50,000
10	ADDITIONAL CONCRETE PILES REMOVAL	\$ 200,000
11	REMOVE BURIED MAN-MADE OBJECTS	\$ 200,000
12	ENVIRONMENTAL MITIGATION	\$ 20,000
13	HISTORICAL INTERPRETIVE SIGNS FOR Q8	\$ 35,000
14	REVEGETATION OF DISTURBED SLOPE	\$ 10,000
15	TEMPORARY BIKE SIGNAGE	\$ 10,000
16	WATER POLLUTION CONTROL MAINTENANCE SHARING	\$ 10,000
17	ADDITIONAL WATER POLLUTION CONTROL	\$ 8,109
18	STORM WATER SAMPLING AND ANALYSIS	\$ 25,000
19	ADDITIONAL SAMPLING AND ANALYSIS OF SURPLUS MATERIAL	\$ 50,000
20	PARTNERING	\$ 70,000
21	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS	\$ 24,300
22	USCG MISCELLANEOUS WORK	\$ 20,000
23	MAINTAIN EXISTING AND TEMPORARY ELECTRICAL SYSTEM	\$ 20,000
24	USCG DRIVEWAY SECURITY EQUIPMENT	\$ 20,000
25	ADDITIONAL WATER RELOCATION AND METERS	\$ 150,000
26	CONNECT UNDERGROUND ELECTRICAL/COMS TO Q9 OVERHEAD	\$ 20,000
27	ANNUAL CONSTRUCTION GENERAL PERMIT FEE	\$ 1,000
28	ADDITIONAL CONTAMINATION REMEDIATION	\$ 200,000
29	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	\$ 30,000
30	PENTAGONAL SHAPE BIKE PATH LIGHT POLE	\$ 59,500
31	PENTAGONAL SHAPE ROADWAY ELECTROLIER	\$ 24,000
32	PENTAGONAL SHAPE BIKE PATH ELECTROLIER	\$ 49,000
33	MITIGATION - TORPEDO BUILDING REHAB	\$ 1,508,600
34	TIMMA CIVIL INFRASTRUCTURE COST	\$ 2,700,000
35	BIKE/PEDESTRIAN SAFETY IMPROVEMENTS	\$ 400,000
TOTAL SUPPLEMENTAL WORK ITEMS		\$ 6,966,109

STATE/AGENCY FURNISHED MATERIALS AND EXPENSES

1	COZEEP CONTRACT	\$ 70,000
2	MODEL 2070E CONTROLLER ASSEMBLY	\$ 40,000
3	SFMTA TRAFFIC SIGNAL CONTROLLER ASSEMBLY AND CABINET	\$ 77,000
4	SFPUC FURNISHED WATER SYSTEM MATERIALS	\$ 150,000
5	JOINT TRENCE ELECTRICAL COMPONENTS, INCLUDING TRANSFORMER	\$ 185,825
6	SFPUC ELECTRIC SYSTEM ENERGIZING COSTS	\$ 100,000
7	PG&E GAS DESIGN, INSPECTION, TAX COSTS	\$ 60,000
TOTAL STATE/AGENCY FURNISHED MATERIALS AND EXPENSES		\$ 682,825

TOTAL SUPPLEMENTAL WORK ITEMS AND STATE/AGENCY FURNISHED MATERIALS	\$ 7,648,934
CONTINGENCY	\$ 3,312,483
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL	\$ 10,961,417
CONSTRUCTION CONTRACT	\$ 29,684,453
TOTAL CONSTRUCTION ALLOTMENT	\$ 40,645,870



RESOLUTION EXTENDING THE VISION ZERO COMMITTEE OF THE TRANSPORTATION
AUTHORITY UNTIL DECEMBER 31, 2020

WHEREAS, On February 25, 2014, the Transportation Authority Board approved Resolution 14-58, establishing an ad hoc Vision Zero Committee of the Transportation Authority to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024; and

WHEREAS, The Vision Zero Committee was established to serve for a two-year period beginning from the first Committee meeting and was composed of four members, with the Transportation Authority Chair serving as an ex-officio member; and

WHEREAS, On February 23, 2016, the Transportation Authority Board approved Resolution 16-41, extending the Vision Zero Committee for two years until April 10, 2018 and revising the structure of the Committee from five to three members to ensure that the Committee will be able to maintain quorum at its meetings, with the Transportation Authority Chair serving as an ex-officio member; and

WHEREAS, On March 20, 2018, the Board approved Resolution 18-44 extending the Committee for two additional years, until April 10, 2020.

WHEREAS, Vision Zero Committee meetings are held on an ad hoc basis, typically on a quarterly schedule; and

WHEREAS, At its March 10, 2020 meeting, the Transportation Authority Board met and recommended extending the Vision Zero Committee for the remainder of calendar year 2020 to continue to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024;; now therefore, be it

RESOLVED, That the Transportation Authority hereby extends the Vision Zero Committee until December 31, 2020.



Memorandum

AGENDA ITEM 12

DATE: February 25, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy & Programming

SUBJECT: 03/10/20 Board Meeting: Extend the Vision Zero Committee of the Transportation Authority until December 31, 2020

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Extend the Vision Zero Committee of the Transportation Authority until December 31, 2020</p> <p>SUMMARY</p> <p>The Vision Zero Committee was established as an ad hoc committee of the Transportation Authority in 2014. The committee is currently due to sunset on April 10, 2020. At the request of Chair Peskin, we are recommending a third extension of the Vision Zero Committee to December 31, 2020. If the Board does not act to extend the Vision Zero Committee, it will be discontinued on April 10 and any future Vision Zero items would be presented directly to the Transportation Authority Board.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: Ad Hoc Committee Extension</p>
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DISCUSSION

BACKGROUND.

On February 25, 2014, the Transportation Authority Board approved Resolution 14-58, establishing an ad hoc Vision Zero Committee of the Transportation Authority to track and support the City's progress toward prioritizing street safety and eliminating traffic deaths by 2024. The Vision Zero Committee was established to serve for a two-year period beginning from the first Committee meeting and was composed of four members, with the Transportation Authority Chair serving as an ex-officio member.

On February 23, 2016, the Transportation Authority Board approved Resolution 16-41, extending the committee for two years and revising the structure of the Vision Zero Committee from five to three members to ensure that the Committee would be able to



maintain quorum at its meetings, with the Transportation Authority Chair serving as an ex-officio member. On March 20, 2018, the Board approved Resolution 18-44 extending the Committee for two additional years, until April 10, 2020.

The first meeting of the Vision Zero Committee was held on April 10, 2014, with subsequent meetings held on an ad hoc basis but on a quarterly schedule. As noted above, the recommended action would extend the committee through the end of the calendar year.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2019/20 budget.

CAC POSITION

The CAC will be briefed on this item at its March 25 meeting.

SUPPLEMENTAL MATERIALS

None.