



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, April 14, 2020; 10:00 a.m.

**Location:** Watch SF Cable Channel 26

Watch [www.sfgovtv.org](http://www.sfgovtv.org)

Watch <https://bit.ly/2y7KxbK>

**PUBLIC COMMENT CALL-IN:** 1-888-204-5987; Access Code: 2858465

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

**Acting Clerk:** Angela Tsao

### Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 virus. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to [clerk@sfcta.org](mailto:clerk@sfcta.org) by 8 a.m. on Tuesday, April 14, or call (415) 522-4800.

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1. Roll Call
2. Acknowledge and adopt meeting notice and meeting conduct requirements pursuant to the Governor's Executive Order N-29-20 - **ACTION**

Acknowledge and authorize notice and conduct of this and subsequent Transportation Authority Board and committee meetings pursuant to the authorization contained in the Governor's Executive Order N-29-20, including waiver of certain notice and meeting conduct requirements under the Brown Act and the Transportation Authority's Administrative Code and Rules of Order, in order to permit the meeting to be conducted by webcast, allowing members of the public to observe and address the meeting through electronic modes, and implementing procedures to address requests for reasonable accommodation or modification consistent with the Americans with Disabilities Act. This authorization shall apply only during



the period in which state or local public health officials have imposed or recommended social distancing measures.

3. Chair's Report - **INFORMATION**
4. Executive Director's Report - **INFORMATION**

### **Consent Agenda**

5. Approve the Minutes of the March 10, 2020 Meeting - **ACTION\*** 5
6. **[Final Approval]** Appoint John Larson to the Citizens Advisory Committee - **ACTION\*** 11
7. **[Final Approval]** State and Federal Legislation Update - **ACTION\*** 23  
**Support:** Assembly Bill (AB) 2828 (Friedman)  
**Conditional Support with Amendments:** AB 2824 (Bonta)
8. **[Final Approval]** Adopt a Support Position for the Seamless Transit Principles - **ACTION\*** 29
9. **[Final Approval]** Allocate \$60,732,027 in Prop K Sales Tax Funds, with Conditions, for the Light-Rail Vehicle Procurement - **ACTION\*** 37
10. **[Final Approval]** Allocate \$1,819,800 in Prop K Sales Tax Funds, with Conditions, for Two Projects - **ACTION\*** 87  
**Projects:** (SFMTA) District 3 Pedestrian Safety Improvements (NTIP Capital) (\$819,000) and Mission Street Excelsior Safety Project (\$1,000,000)
11. **[Final Approval]** 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\*** 119
12. **[Final Approval]** Approve San Francisco's Draft Plan Bay Area 2050 Fiscally Constrained Project List - **ACTION\*** 135
13. **[Final Approval]** 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\*** 153
14. **[Final Approval]** Extend the Vision Zero Committee of the Transportation Authority Until December 31, 2020 - **ACTION\*** 169

### **End of Consent Agenda**

15. **[Final Approval on First Appearance]** Increase the Amount of Professional Services Contract with MNS Engineers, Inc. by \$1,600,000, to a Total Amount Not to Exceed \$4,600,000, and Extend the Contract through December 31, 2022, for Construction



- Management Services for the Yerba Buena Island Southgate Road Realignment Improvement Project - **ACTION\*** 173
16. **[Final Approval on First Appearance]** Authorize the Executive Director to Execute Amendments to the Memorandums of Agreement with Treasure Island Development Authority for Both the Right-of-Way Phase and Construction Phase Related to the Southgate Road Realignment Improvement Project - **ACTION\*** 185
17. Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High Speed Rail Authority, and the City and County of San Francisco for the Establishment of a New Organizational Structure that Will Support the Efforts of the TJPA in the Development of the Downtown Rail Extension to a Ready-for-Procurement Status - **ACTION\*** 191
18. Allocate \$11,906,558, with Conditions, for Downtown Rail Extension - Phasing and Partial 15% Design and Appropriate \$2,636,109 in Prop K Sales Tax Funds for Rail Program Oversight and Project Development Support - **ACTION\*** 217
19. Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$3,000,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Express Lanes and Bus Project - **ACTION\*** 269
20. Approve Programming Priorities for Up to \$3,794,003 in San Francisco's Estimated Fiscal Year 2020/21 State Transit Assistance County Block Grant Funds - **ACTION\*** 283
21. Allocate \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests - **ACTION\*** 291
- Projects:** Prop K: (SFMTA) Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2 (\$480,000) and Bicycle Safety Education and Outreach (\$100,000). Prop AA: (SFMTA) Third Street Transit and Safety Improvements (\$383,776)

#### Other Items

22. 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.
23. Public Comment
24. Adjournment

#### \*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.



The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; [www.sfethics.org](http://www.sfethics.org).





# DRAFT MINUTES

## San Francisco County Transportation Authority

Tuesday, March 10, 2020

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Fewer, Mar, Mandelman, Preston, Peskin, Ronen, Stefani, Walton and Yee (9)

**Absent at Roll Call:** Commissioners Haney (entered during Item 2) and Safai (entered during Item 2) (2)

### 2. Citizens Advisory Committee Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), said the CAC was in support of the seamless transit principles, Item 6 on the agenda, and noted that a CAC member's first project during his former transit career was attempting to consolidate the regional transit agencies in 1984. He said the CAC affirmed centrality in addressing equity in the transit principals, the importance of a geographically diverse public coalition and that the proposed task force should look at creating a regional structure to accomplish the goal of providing seamless regional transit service.

Regarding Item 7 on the agenda, Chair Larson said the CAC had a number of follow-up questions concerning the San Francisco' Municipal Transit Agency's (SFMTA) light rail vehicle (LRV) procurement. These included seat redesign, the resolution of coupler issues and the resulting shear pin breaks and Siemens meeting the LRV4 overall performance goals. He said a specific issue arose over inclusion of approximately \$19 million of Education Revenue Augmentation Funds (ERAF) in the \$1.1 billion LRV4 funding plan. One CAC member noted there was major funding issues for teachers and did not feel comfortable recommending ERAF funds for a transit project. He said the SFMTA staff clarified that the ERAF funds in the LRV4 funding plan were one time funds from a previous funding cycle and did not include future ERAF funding. The CAC member requested a list of future projects slated to use ERAF funding be presented to the body to see if the recommendation to redirect funds to education initiatives would be warranted in the future.

Regarding Item 8 on the agenda, Chair Larson said the CAC and public expressed confusion over the proper use of recently installed pedestrian scrambles, specifically in the Tenderloin. One issue was whether diagonal crossing was always permitted at a pedestrian scramble. He said a CAC member asked if the District 3 allocation could be conditioned to include education such as signage and staffing to familiarize pedestrians to new crossing patterns. Lastly, CAC Chair Larson announced that SFMTA Executive Director, Jeffrey Tumlin would be attending the April 22 CAC meeting.

There was no public comment.



**3. Approve the Minutes of the February 25, 2020 Meeting - ACTION**

There was no public comment.

Commissioner Stefani moved to approve the item, seconded by Commissioner Fewer.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Mandelman (1)

**4. Appoint One Member to the Citizens Advisory Committee - ACTION**

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

John Larson spoke to his interest and qualifications in being reappointed to the CAC.

Commissioner Yee spoke in support of John Larson and asked the Board to reappoint Mr. Larson for another term.

Commissioner Yee moved to reappoint John Larson to the CAC, seconded by Commissioner Mandelman.

The motion to reappoint John Larson was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

**5. State and Federal Legislation Update - ACTION**

Mark Watts, State Legislative Advocate, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

**6. Adopt 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.

Chair Peskin clarified that an integration among the 27 transit agencies had not happened for many reasons and noted that the core transit systems like Muni, BART and AC Transit had the vast majority of ridership. He said it was important to make sure that core capacity continued to stay robust and was not in any way harmed. Chair Peskin said an example of how we can address the low-hanging fruit of transit system integration was the coordination happening at India Basin and Shoreline Park, where multiple private landowners all had similar signage and trail networks that connected to one another.



Commissioner Yee asked for clarification on the action request being made to the Board.

Chair Peskin said the request was to adopt a support position for the transit principles and agree to publicly be listed as a supporter and recommend that any task force formed through legislation be structured in a way that reflected where the transit ridership was strong and be guided by a principle to enhance and optimize and avoid harming the core system. He said it also affirmed the city's commitment to work with state agencies, the Metropolitan Transportation Commission (MTC), and other transit operators.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Stefani, Walton and Yee (10)

Absent: Commissioner Safai (1)

**7. Allocate \$60,732,027 in Prop K Sales Tax Funds, with Conditions, for the Light-Rail Vehicle Procurement - ACTION**

Anna LaForte, Deputy Director for Policy and Programming, and Julie Kirschbaum, SFMTA Director of Transit, presented the item per the staff memorandum.

Commissioner Peskin thanked the SFMTA for their work and Transportation Authority staff for obtaining independent third-party oversight. He said the Board withheld funding due to a series of performance issues, with the Siemens LRV4, that had been looked at and addressed by the Board and third-parties. He said he understood that that there was urgency to approve the allocation, due to the Breda fleet getting older and failing. Chair Peskin acknowledged that he was dubious to start, but had become increasingly convinced that the Siemens LRV was the right product and that Siemens was going to back the product up. He said he had reached the point where he was ready to vote in favor of the request.

Commissioner Fewer said she was unable to support the allocation of almost \$61 million in light of some of the issues that had not been resolved to her satisfaction. She felt that the coupler issues and need to replace shear pins every 120 days would become a burden. She said she was cautious about spending a large amount of money on a product that could possibly not meet all of the standards.

There was no public comment.

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

The item was approved by the following vote:

Ayes: Commissioners Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Nays: Commissioner Fewer (1)



**8. Allocate \$1,819,800 in Prop K Sales Tax Funds, with Conditions, for Two Projects - ACTION**

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

Chair Peskin noted that the pedestrian scramble system in the northeast corner of the city was 20 years old and existed throughout Chinatown, North Beach and the Montgomery Street corridor. He said he was fine with education related to how pedestrian scrambles work, but wanted to share that there was a lot of local exposure to the system already in place.

In regard to the Mission Street Excelsior Safety Project, Mark Dreger, SFMTA Project Manager, said the SFMTA had a quick build project currently designed to be implemented summer 2020. He said the quick build project would bring forth the curb management changes on the street, light restriping that did not require any hardscape and some Muni service changes for better reliability for transit on Mission and Geneva streets.

Commissioner Safai said his office and District 11 had been working with the SFMTA and the Transportation Authority to plan the Mission Street Excelsior Safety Project since he entered office in 2017. He said the project had gone through an extensive community process to create the Excelsior/Outer Mission Neighborhood Strategy to provide vision and parameters. He noted that there would be close to \$20 million in transportation improvements and his office was looking forward to re-envisioning the project. Commissioner Safai said the \$1 million allocation would go towards working quickly to realize the funding available for construction and asked the SFMTA and Transportation Authority staffs to go after grant opportunities that presented themselves for prioritized construction. He thanked his staff for helping convene a number of working groups and hoped the Board would support the allocation request.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Haney (1)

**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**

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

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



The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Haney (1)

**10. Approve 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.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

**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**

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Stefani, Walton and Yee (10)

Absent: Commissioner Safai (1)

**12. Extend the Vision Zero Committee of the Transportation Authority until December 31, 2020 - ACTION**

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

Commissioner Yee spoke in support of extending the Vision Zero Committee and said the work done in the Committee had been valuable to leading to some of the Vision Zero actions that had been taken in the city in the past few years.

There was no public comment.

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

The item was approved without objection by the following vote:



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

Absent: Commissioners Ronen and Safai (2)

#### **Other Items**

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

Commissioner Mar said following Commissioner Yee's 2019 resolution requiring the SFMTA to daylight 1,000 intersections, his office worked with the SFMTA staff to develop a data-driven strategy for prioritizing 100 intersections to daylight in District 4. He said it was now moving forward to implementation and would like to request a discussion on the city's approach to daylighting in District 4 at the next Vision Zero Committee meeting. He also requested a discussion at an upcoming Board meeting, in regard to Muni's 90-day action plans. Commissioner Mar said a hearing was previously held on the 90-day action plan matrix, at the Board of Supervisors Land Use and Transportation Committee, and felt an update would be appropriate.

##### **14. 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.

##### **15. Adjournment**

The meeting was adjourned at 11:14 a.m.



RESOLUTION REAPPOINTING JOHN LARSON 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 reviewed and considered all applicants' qualifications and experience and recommended reappointment of John Larson to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby reappoints John Larson 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 6

**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><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></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](http://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 <sup>1</sup>

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)

<sup>1</sup> 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

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

<b>Gordon</b>	<b>Crespo</b>	<b>Male</b>	<b>Not Provided</b>
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
<b>7</b>	<b>Midtown Terrace</b>	<b>REDACTED</b>	<b>REDACTED</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>REDACTED</b>	<b>San Francisco</b>	<b>CA</b>	<b>94131</b>
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):**

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

NAME OF APPLICANT

2/15/2018

DATE

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San Francisco  
County Transportation  
Authority





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

<b>John</b>	<b>Larson</b>	<b>Male</b>	<b>Not Provided</b>
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
<b>7</b>	<b>Miraloma Park</b>	<b>REDACTED</b>	<b>REDACTED</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>REDACTED</b>	<b>San Francisco</b>	<b>CA</b>	<b>94127</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>6</b>	<b>Civic Center</b>	<b>415-865-7589</b>	<b>john.larson@jud.ca.gov</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
<b>455 Golden Gate Ave</b>	<b>San Francisco</b>	<b>CA</b>	<b>94012</b>
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

### Statement of qualifications:

I have been serving for four years as the District 7 representative on the CAC. In that time I have developed a thorough understanding of the budgetary and decision-making processes of the Transportation Authority. Recently I was elected by my CAC peers to be Chair of the Citizens Advisory Committee. I have represented the CAC in making the Chair's Report before the Transportation Authority Board where I strive to present issues of importance to the CAC and highlight areas of particular public interest gleaned from public comment at the CAC meetings. As Chair, I will work to continue to run the CAC meetings in an efficient and equitable manner to make sure that all voices are heard and the issues are presented in a clear and understandable manner. I have worked as professional staff to diverse advisory groups in my work at the Judicial Council of California so I understand the value and role of professional staff in decision-making. 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.

I am a 20-year resident of Miraloma Park and West Portal and I have worked in the Civic Center for over 18 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. I have seen the vibrant neighborhood that has emerged in Hayes Valley resulting from the removal of the Central Freeway and the development of Octavia Boulevard. At the same time 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 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.

### Statement of objectives:

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. I continue to believe that a public-centered process always results in more successful long-term results for policy-makers and the public they serve. As Chair of the CAC I will focus on equitable distribution of resources across all supervisorial districts.

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

- Pedestrian safety and continued support of Vision Zero goals.
- Planning for future enhancements of subway, light rail, historic streetcar lines and bus rapid transit.
- Awareness of displacement and affordability impacts that come with development, land use and transportation policy decisions.
- Maintaining focus on the Transbay Transit Center and in particular funding oversight for the Downtown Extension so that the Transit Center doesn't end up a \$2 billion bus station.
- Planning for the Great Highway south of Sloat Boulevard and its transition to a more environmentally friendly, traffic-free recreational space and natural ocean buffer.

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

<input type="checkbox"/>	Business
<input type="checkbox"/>	Disabled

X	Environment
	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):**

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 A Larson

NAME OF APPLICANT

3/5/2018

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	<a href="#">AB 2121 Friedman</a> D and <a href="#">Ting</a> D	<p><b>Traffic Safety.</b></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	<a href="#">AB 2176 Holden</a> D	<p><b>Free student transit passes: eligibility for state funding.</b></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	<a href="#">AB 2305</a> <a href="#">Ting</a> D	<p><b>Vehicles: local regulation of traffic: private roads.</b></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	<a href="#">AB 2824</a> <a href="#">Bonta</a> D	<p><b>San Francisco-Oakland Bay Bridge: public transit: greenhouse gases.</b></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	<a href="#">AB 2828</a> <a href="#">Friedman</a> D	<p><b>Traffic safety.</b></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	<a href="#">AB 1350</a> <a href="#">Gonzalez</a> D  <a href="#">AB 2012</a> <a href="#">Chiu</a> D	<p><b>Free youth and senior transit passes: eligibility for state funding.</b></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	<a href="#">AB 2057</a> <a href="#">Chiu</a> D	<p><b>San Francisco Bay Area: public transportation.</b></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 #7, 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 7 for more details.</p>
Watch	<a href="#">SB 278</a> <a href="#">Beall</a> D	<p><b>Metropolitan Transportation Commission (MTC).</b></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 <sup>1</sup> (as of 3/4/2020)
Support	<a href="#">AB 40 Ting</a> D	Air Quality Improvement Program: Clean Vehicle Rebate Project	Dead
	<a href="#">AB 659 Mullin</a> D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	<a href="#">AB 1286 Muratsuchi</a> D	Shared mobility devices: agreements.	Senate Judiciary Committee
Oppose Unless Amended	<a href="#">AB 326 Muratsuchi</a> D	Vehicles: motorized carrying devices.	Senate Rules
	<a href="#">AB 1112 Friedman</a> D	Shared mobility devices: local regulation.	Senate Transportation
	<a href="#">AB 1964 Frazier</a> D	Autonomous vehicles.	Assembly Transportation
	<a href="#">SB 50 Wiener</a> D	Planning and zoning: housing development: streamlined approval: incentives.	Dead
Oppose	<a href="#">AB 553 Melendez</a> R	High-speed rail bonds: housing.	Dead

	<a href="#">AB 1167 Mathis</a> R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead
	<a href="#">AB 1848 Lackey</a> R	High-speed rail: Metrolink commuter rail system.	Assembly Transportation

<sup>1</sup>Under 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.





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 8

**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 specifics 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](http://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; now 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

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

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

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

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$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	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation Highlights
15, 17M, 17U	SFMTA	Light Rail Vehicle Procurement	\$ 60,732,027	<p><b>Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) amendments:</b> 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><b>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</b> 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><b>The allocation is conditioned upon implementation by the SFMTA and Transportation Authority of the Project Management Oversight Protocol for Siemens Light Rail Vehicle Procurement</b>, for both Phases 1 and 2. See Attachment 3 in allocation request form for details.</p> <p>Recommended allocation requires SFMTA to provide a <b>plan describing the preventative maintenance program</b> 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>
<b>TOTAL</b>			<b>\$60,732,027</b>	

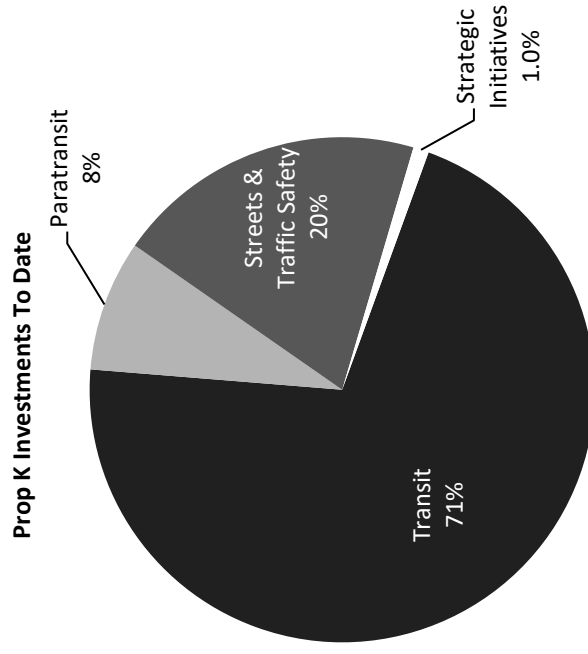
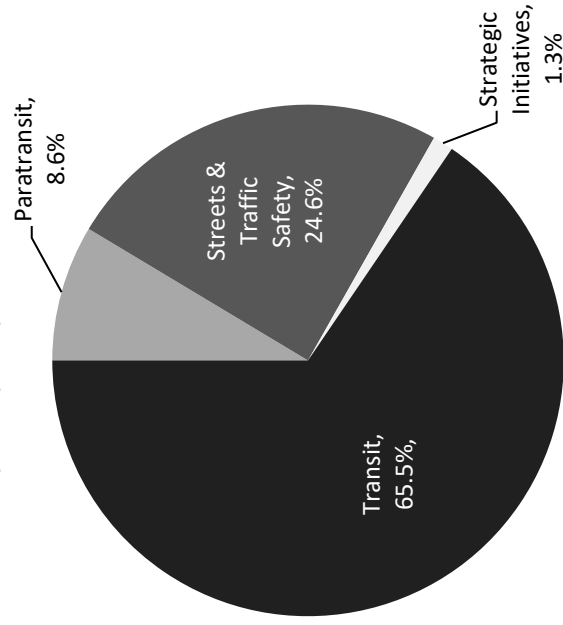
<sup>1</sup> See Attachment 1 for footnotes.

**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**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Vehicles - Undesignated, Purchase Additional LRV's, Vehicles - MUNI
<b>Current Prop K Request:</b>	\$60,732,027
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

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

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$62,767,638
<b>Justification for Necessary Amendment</b>	
<p>The SFMTA is requesting an amendment to the Prop K Strategic Plan to advance 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.</p> <p>The amendment would result in a minor 0.19% or \$5.3 million increase in finance costs to the Strategic Plan as a whole.</p>	



### **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 4<sup>th</sup> & King and will bring subway service to three new subway stations: Yerba Buena/Moscone Center, Union Square, and Chinatown. To support the increased service demand for the Central Subway project as well as system-wide growth along the Mission Bay corridor, 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

<b>Change Order</b>	<b>Mod 5</b>	<b>Mod 6</b>	<b>Mod 7</b>	<b>Total</b>
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	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$470,000</b>	<b>\$4,170,000</b>	<b>\$22,610,000</b>	<b>\$27,250,000</b>

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:

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

<b>Update</b>	<b>Description</b>	<b>Client/Beneficiary</b>
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
Televis 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

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

### ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction	Jul-Aug-Sep	2013		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2014		
Operations				
Open for Use			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

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Light Rail Vehicle Procurement
<b>Grant Recipient:</b>	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
<b>Phases in Current Request Total:</b>	\$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
<b>Funding Plan for Entire Project Total:</b>	\$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
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**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.
<b>MTC Subtotal</b>	<b>\$ 585,603,905</b>	<b>\$ 596,486,511</b>	<b>\$ 10,882,606</b>	

**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. <sup>1</sup>
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. <sup>1</sup>
Regional Measure 3 (RM3)	\$ -	\$ 7,122,556	\$ 7,122,556	This could be an exchange <sup>2</sup>
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.
<b>SFMTA Subtotal</b>	<b>\$ 526,846,286</b>	<b>\$ 530,473,819</b>	<b>\$ 3,627,533</b>	
<b>Total Funding</b>	<b>\$ 1,112,450,192</b>	<b>\$ 1,126,960,330</b>	<b>\$ 14,510,138</b>	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
<b>TOTAL</b>	<b>\$60,732,027</b>

<sup>1</sup> Current allocation includes Prop K 5YPP Funding as follows:

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

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

*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., 22<sup>nd</sup> Floor  
San Francisco, CA 94103

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

Dear Ms. Chang,

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

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

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

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

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

Sincerely,

*Leo Levenson*

Leo Levenson  
Chief Financial Officer

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

## 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	
<b>Total:</b>	\$1,126,960,331	\$60,732,027	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	09/30/2014
<b>Expected Useful Life:</b>	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
<b>Total</b>	<b>14,858,360</b>	<b>68,652,076</b>	<b>176,550,019</b>	<b>59,048,918</b>	<b>89,287,224</b>	<b>100,580,220</b>	<b>116,905,308</b>	<b>118,291,332</b>	<b>147,829,822</b>	<b>155,609,307</b>	<b>79,347,744</b>	<b>1,126,960,331</b>
<b>Cum. Expenses</b>	<b>14,858,360</b>	<b>83,510,436</b>	<b>260,060,455</b>	<b>319,109,373</b>	<b>408,396,597</b>	<b>508,976,817</b>	<b>625,882,125</b>	<b>744,173,457</b>	<b>892,003,279</b>	<b>1,047,612,587</b>	<b>1,126,960,331</b>	

Revenues	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total
<b>MTC</b>												
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	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total MTC</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>59,118,014</b>	<b>13,220,000</b>	<b>20,720,222</b>	<b>113,635,101</b>	<b>67,336,982</b>	<b>89,571,273</b>	<b>153,537,174</b>	<b>79,347,744</b>	<b>596,486,511</b>

<b>SFMTA</b>												
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
<b>Total SFMTA</b>	<b>75,134,103</b>	<b>14,605,029</b>	<b>177,404,547</b>	<b>49,914,904</b>	<b>19,000,000</b>	<b>79,859,998</b>	<b>9,368,318</b>	<b>46,988,501</b>	<b>58,161,888</b>	<b>36,532</b>	<b>-</b>	<b>530,473,820</b>
<b>Total Funding</b>	<b>75,134,103</b>	<b>14,605,029</b>	<b>177,404,547</b>	<b>109,032,918</b>	<b>32,220,000</b>	<b>100,580,220</b>	<b>123,003,419</b>	<b>114,325,483</b>	<b>147,733,161</b>	<b>153,573,706</b>	<b>79,347,744</b>	<b>1,126,960,331</b>

<b>Cumulative Revenues</b>	<b>75,134,103</b>	<b>89,739,132</b>	<b>267,143,679</b>	<b>376,176,597</b>	<b>408,396,597</b>	<b>508,976,817</b>	<b>631,980,236</b>	<b>746,305,719</b>	<b>894,038,880</b>	<b>1,047,612,587</b>	<b>1,126,960,331</b>	
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)	-	-
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)
<b>Unfunded Need</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>

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 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	\$ -	\$ -	\$ -	\$ -	\$ 36,443,101
Project Development Cost Share~ (175)	\$ -	\$ -	\$ -	\$ 2,141,493	\$ -	\$ 348,756	\$ 14,064,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,554,372
<b>Contract Subtotal</b>	<b>\$ 174,849</b>	<b>\$ 6,393,473</b>	<b>\$ 15,696,363</b>	<b>\$ 5,633,420</b>	<b>\$ 18,680,041</b>	<b>\$ 26,429,655</b>	<b>\$ 85,247,143</b>	<b>\$ 95,705,282</b>	<b>\$ 97,806,224</b>	<b>\$ 122,750,800</b>	<b>\$ 127,858,314</b>	<b>\$ 63,723,745</b>	<b>\$ 666,099,310</b>
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	\$ 6,160,993	\$ 3,076,641	\$ 30,626,460
<b>Other Costs Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,225,000</b>	<b>\$ 3,093,101</b>	<b>\$ 15,333,077</b>	<b>\$ 20,625,738</b>	<b>\$ 20,485,108</b>	<b>\$ 25,079,022</b>	<b>\$ 27,750,935</b>	<b>\$ 15,623,997</b>	<b>\$ 129,216,036</b>
<b>Cash Need (Grand Total)</b>	<b>\$ 174,849</b>	<b>\$ 6,393,473</b>	<b>\$ 15,696,363</b>	<b>\$ 5,633,420</b>	<b>\$ 19,905,041</b>	<b>\$ 29,522,756</b>	<b>\$ 100,580,220</b>	<b>\$ 116,331,020</b>	<b>\$ 118,291,332</b>	<b>\$ 147,829,822</b>	<b>\$ 155,609,307</b>	<b>\$ 79,347,742</b>	<b>\$ 795,315,346</b>
<b>Intuitive LRV Delivery Schedule**</b>													
							15	26	25	32	36	17	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	\$ 55,609,307	\$ 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

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

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$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-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

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

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$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

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

**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	\$ 4,694,972	\$ 96,661	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 842,227	\$ 93,507	\$ 77,691	\$ 71,079	\$ 65,342	\$ 84,845
				Total	\$ 5,537,199	\$ 190,168	\$ 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	\$34,881,744	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 7,544,092	\$ -	\$ -	\$ -	\$ 209,171	\$ 1,198,461
				Total	\$ 84,534,385	\$ -	\$ -	\$ -	\$ 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%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 29,615	\$ -	\$ (739)	\$ (1,536)	\$ 1,258	\$ 28,149	\$ (7,161)
				Total	\$ 29,615	\$ -	\$ (739)	\$ (1,536)	\$ 1,258	\$ 28,149	\$ (7,161)
17M	New and Renovated Vehicles-MUNI	\$ 114,005	0.13%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 621,489	\$ -	\$ (899,051)	\$ 538,399	\$ (173,978)	\$ 1,625,824	\$ (667,149)
				Total	\$ 621,489	\$ -	\$ (899,051)	\$ 538,399	\$ (173,978)	\$ 1,625,824	\$ (667,149)
17U	New and Renovated Vehicles-Discretionary	\$ 20,360	-0.14%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ (118,668)	\$ -	\$ -	\$ -	\$ -	\$ 55,805	\$ (128,663)
				Total	\$ (118,668)	\$ -	\$ -	\$ -	\$ -	\$ 55,805	\$ (128,663)

Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs
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TOTAL STRATEGIC PLAN - Approved (as Amended)	\$ 2,793,550,460	9.23%	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%	Programming	\$ 2,476,995,707
			Finance Costs	\$ 263,248,357
			Total	\$ 2,740,244,064

TOTAL STRATEGIC PLAN - Change	\$ 609,586	0.1888%	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)	\$(290)	\$ 245	\$ 806	\$ 1,400	\$ 2,060	\$ 2,759	\$ 3,472	\$ -	\$ -
		\$(807)	\$(290)	\$ 245	\$ 806	\$ 1,400	\$ 2,060	\$ 2,759	\$ 3,472	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$(130,531)	\$(89,016)	\$(46,572)	\$(1,926)	\$ 44,937	\$ 93,686	\$ 146,454	\$ 180,412	\$ -	\$ -
		\$(130,531)	\$(89,016)	\$(46,572)	\$(1,926)	\$ 44,937	\$ 93,686	\$ 146,454	\$ 180,412	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$(30,249)	\$(23,065)	\$(15,867)	\$(8,442)	\$(840)	\$ 6,358	\$ 13,515	\$ 12,781	\$ -	\$ -
		\$(30,249)	\$(23,065)	\$(15,867)	\$(8,442)	\$(840)	\$ 6,358	\$ 13,515	\$ 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 <sup>2,3</sup>	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 <sup>2</sup>	CON	Allocated	\$700,788					\$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder <sup>3</sup>	CON	Programmed	\$0					\$0
SFMTA	New Flyer Midlife Overhaul Phase 1 <sup>3</sup>	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 <sup>4</sup>	ANY	Programmed	\$2,035,607					\$2,035,607
SFMTA	Light Rail Vehicle Procurement <sup>1,4</sup>	CON	Pending	\$50,089,416					\$50,089,416
Total Programmed in 2019 5YPP									
Total Allocated and Pending				\$78,306,138	\$3,304,749	\$0	\$0	\$0	\$81,610,887
Total Unallocated				\$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									
Deobligated Funds				\$217,308	\$0	\$0	\$0	\$0	\$81,610,887
Cumulative Remaining Programming Capacity				\$217,308	\$217,308	\$217,308	\$217,308	\$217,308	\$217,308
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

## FOOTNOTES:

<sup>1</sup> Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> Strategic Plan and 5YPP amendments to accommodate allocation of \$50,089,416 for Light Rail Vehicle Procurement (Resolution 20-0XX, 3/23/2019):  
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 <sup>1</sup>	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:**

<sup>1</sup> 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 <sup>2</sup>	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:**


<sup>2</sup> 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
<b>Currently Held</b>		<b>\$3,055,293</b>	
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
<b>May be Withheld</b>		<b>\$28,401,821</b>	
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
<b>Total Available Retention</b>		<b>\$31,457,114</b>	

### **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](http://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 9

**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

#### RECOMMENDATION

☐ Information ☒ Action

Allocate \$60,732,027 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for Light Rail Vehicle (LRV) Procurement.

#### SUMMARY

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.

☒ Fund Allocation

☐ Fund Programming

☐ Policy/Legislation

☐ Plan/Study

☐ Capital Project  
Oversight/Delivery

☐ Budget/Finance

☐ Contract/Agreement

☐ Other:



## 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	\$ 331,644,983	\$ 296,285,479
		Pending	\$ 96,661		
		Total	\$ 4,689,151		
Phase 2	151 replacement	Allocated	\$ 126,560,654	\$ 795,315,346	\$ 666,099,310
		Pending	\$ 60,635,366		
		Total	\$ 187,196,020		
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](http://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.
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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
<b>Currently Held</b>		<b>\$3,055,293</b>	
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
<b>May be Withheld</b>		<b>\$28,401,821</b>	
Phase 1 Retention: Vehicle Punchlist	3%	\$6,787,590	Retention for each vehicle until punch list items are completed
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Phase 2 Retention: Vehicle Punchlist	3%	\$18,562,525	Retention for each vehicle until punch list items are completed
<b>Total Available Retention</b>		<b>\$31,457,114</b>	

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San Francisco  
County Transportation  
Authority



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 <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	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
<b>TOTAL</b>					<b>\$ 3,819,800</b>	<b>20%</b>	<b>52%</b>		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

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

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
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>
<b>TOTAL</b>			<b>\$1,819,800</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
31, 38, 40	SFMTA	District 3 Pedestrian Safety Improvements [NTP Capital]	\$ 819,800	<p><b>Multi-phase allocation:</b> 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><b>Special Condition:</b> 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	<b>Quarterly progress reports will include updates on the status of the construction phase funding plan</b> and efforts to secure discretionary (competitive) grants and local funds.
<b>TOTAL</b>			<b>\$1,819,800</b>	

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

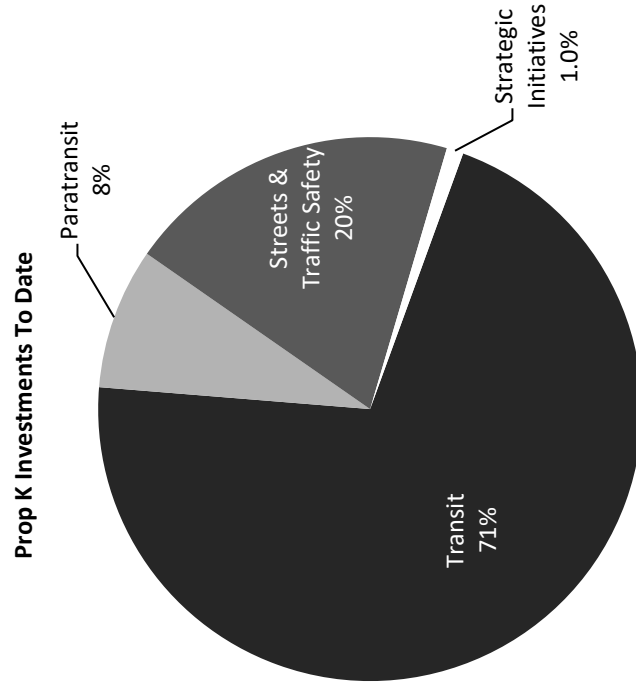
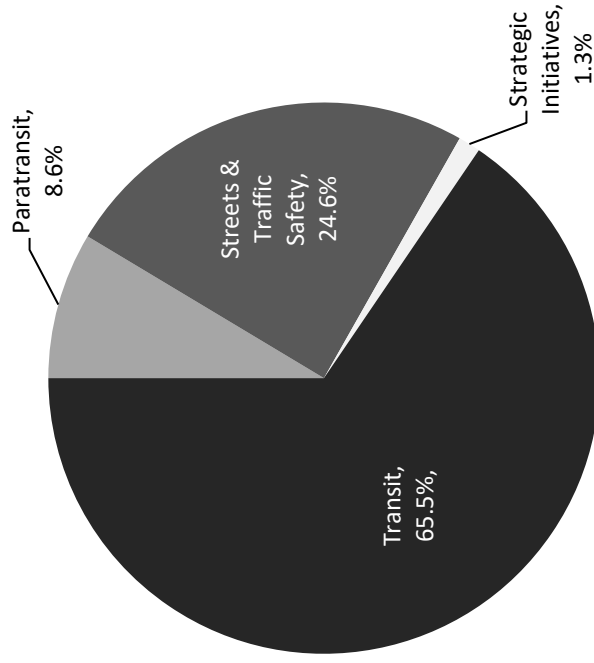
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Attachment 4.  
Prop K and Prop AA Allocation Summaries - FY 2019/20

PROP K SALES TAX								
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 73,281,531	\$ 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	\$ 100,000	\$ 1,719,800	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,101,331	\$ 22,978,138	\$ 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**





# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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

### EXPENDITURE PLAN INFORMATION

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

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

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	District 3 Pedestrian Safety Improvements [NTIP Capital]
<b>Grant Recipient:</b>	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
<b>Phases in Current Request Total:</b>	<b>\$819,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$819,800</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$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	
<b>Total:</b>	<b>\$819,800</b>	<b>\$819,800</b>	

<b>% Complete of Design:</b>	10.0%
<b>As of Date:</b>	02/25/2020
<b>Expected Useful Life:</b>	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
<b>Total</b>	<b>\$ 819,800</b>	

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	District 3 Pedestrian Safety Improvements [NTIP Capital]
<b>Grant Recipient:</b>	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			
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
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
<b>Deliverables</b>						
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.						
<b>Special Conditions</b>						
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			
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
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
<b>Deliverables</b>						
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.						
<b>Special Conditions</b>						
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

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

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$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

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

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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

### EXPENDITURE PLAN INFORMATION

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

- \* 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

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

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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

### ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	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

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Mission Street Excelsior Safety Project
<b>Grant Recipient:</b>	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
<b>Phases in Current Request Total:</b>	\$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
<b>Funding Plan for Entire Project Total:</b>	\$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	
<b>Total:</b>	\$20,814,000	\$1,000,000	

<b>% Complete of Design:</b>	10.0%
<b>As of Date:</b>	12/18/2019
<b>Expected Useful Life:</b>	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

109

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Mission Street Excelsior Safety Project
<b>Grant Recipient:</b>	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

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

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$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



	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Mark Dreger	Mary Jarjoura
<b>Title:</b>	Planner	Principal Administrative Analyst
<b>Phone:</b>	(415) 646-2719	(415) 646-2765
<b>Email:</b>	mark.dreger@sfmta.com	mary.jarjoura@sfmta.com

# Mission Street Excelsior Safety Project: Mission, Amazon to Onondaga

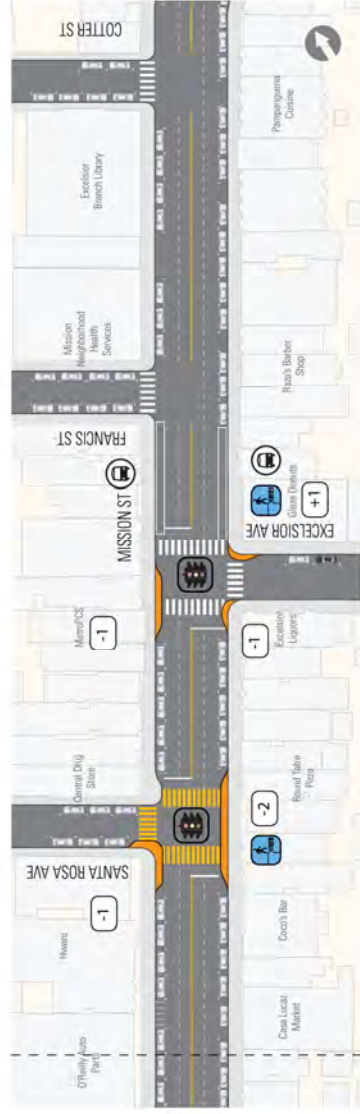


-  Existing Traffic Signals at Seneca Ave, Italy Ave, and Onondaga Ave
-  Existing Stop at Italy Ave and Onondaga Ave
-  Daylighting at Italy Ave, France Ave and Onondaga Ave

-  New Traffic Signals at France (Flashing Beacon during interim)
-  Relocate Stop at Onondaga Ave

-  New Pedestrian Bulbs at Italy St, France Ave, Amazon Ave, and Onondaga Ave
-  New Parking Meters





at Persia Ave (inbound and  
outbound)



midblock between Russia and Leo

**New Bus Bulbs**  
at Ocean Ave and Persia Ave



## New Parking Meters





**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 Nev Street



## New Parking Meters



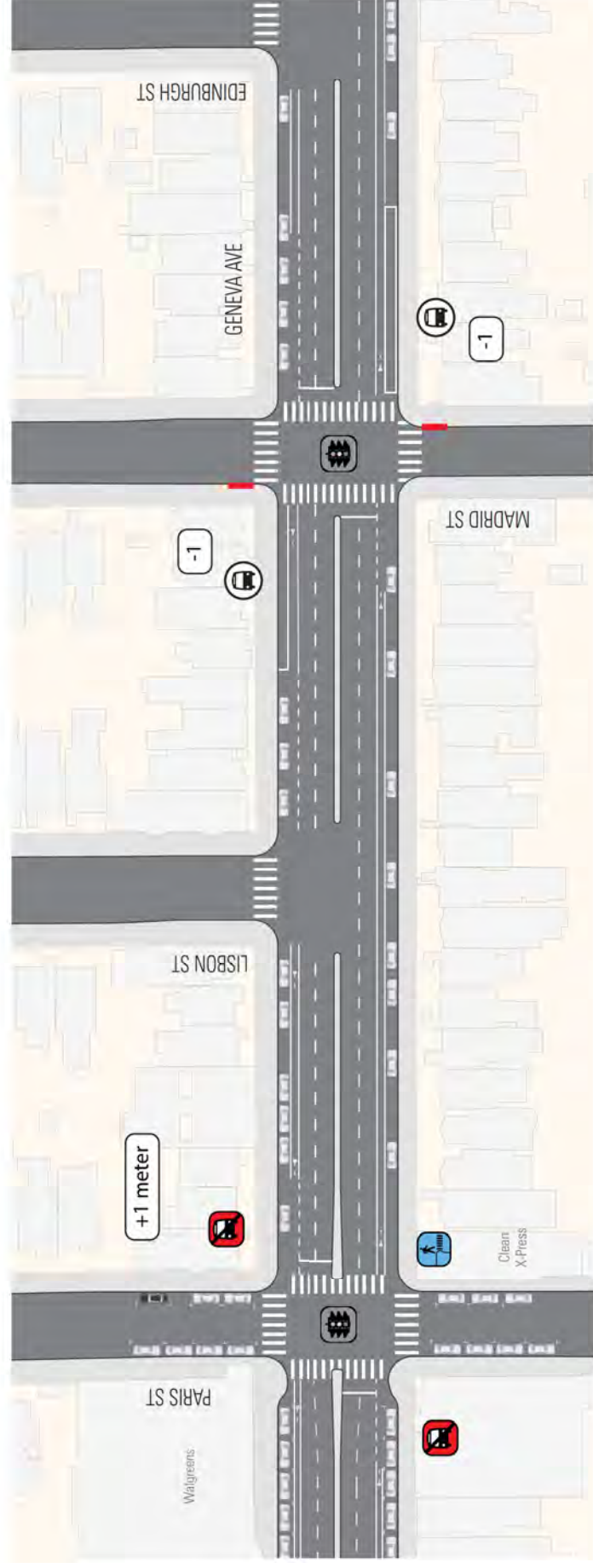
New Median Island at  
Trumbull St



Daylighting  
at Castle Manor Ave







### 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



Existing Stop  
at Madrid St



### Remove Outbound Stop at Paris St



## New Parking Meters









## Memorandum

### AGENDA ITEM 10

**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

<b>RECOMMENDATION</b> <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action	<input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
<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"><li>1. District 3 Pedestrian Safety Improvements (NTIP Capital) (\$819,800)</li><li>2. Mission Street Excelsior Safety (\$1,000,000)</li></ol> <p><b>SUMMARY</b></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>	

### 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)



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							
	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
<b>Revenues:</b>							
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
<b>Total Revenues</b>	<b>114,014,774</b>	<b>20,248,393</b>	<b>774,253</b>	<b>5,152,075</b>	<b>2,682,254</b>	<b>7,713,077</b>	<b>150,584,826</b>
<b>Expenditures</b>							
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
<b>Total Expenditures</b>	<b>171,654,511</b>	<b>24,014,967</b>	<b>1,158,362</b>	<b>4,941,003</b>	<b>2,045,422</b>	<b>75,032</b>	<b>203,889,297</b>
<b>Other Financing Sources (Uses):</b>							
<b>Net change in Fund Balance</b>	<b>\$ (60,769,479)</b>	<b>\$ -</b>	<b>\$ (384,109)</b>	<b>\$ 211,072</b>	<b>\$ -</b>	<b>\$ 7,638,045</b>	<b>\$ (53,304,471)</b>
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 11

**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..

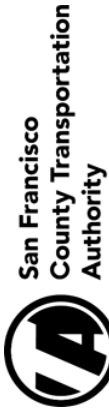
## **SUPPLEMENTAL MATERIALS**

- 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%
<b>Total Revenues</b>	<b>132,561,246</b>	<b>148,482,252</b>	<b>150,584,826</b>	<b>2,102,574</b>	<b>1.4%</b>
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%
<b>Total Expenditures</b>	<b>170,302,128</b>	<b>275,757,920</b>	<b>203,889,297</b>	<b>(71,868,623)</b>	<b>-26.1%</b>
Other Financing Sources (Uses)	-	67,000,000	-	(67,000,000)	N/A
<b>Net change in Fund Balance</b>	<b>\$ (37,740,882)</b>	<b>\$ (60,275,668)</b>	<b>\$ (53,304,471)</b>	<b>\$ 6,971,197</b>	<b>-11.6%</b>
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ 152,370,912</b>	<b>\$ 114,630,030</b>	<b>\$ 114,630,030</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 114,630,030</b>	<b>\$ 54,354,362</b>	<b>\$ 61,325,559</b>		



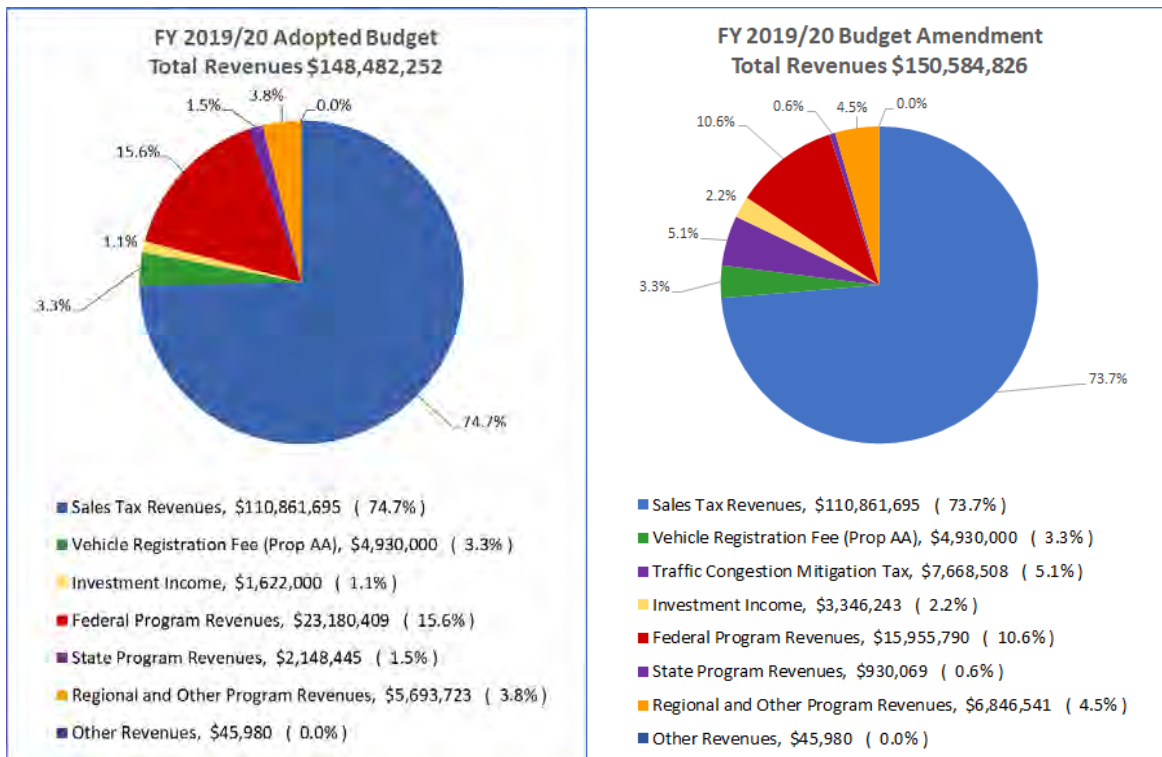
	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2019/20 Budget Amendment
	Vehicle					Traffic Congestion Mitigation Tax Program	
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program		
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 - 101/280 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	\$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
<b>Expenditures:</b>							
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
<b>Total Expenditures</b>	\$ 171,654,511	\$ 24,014,967	\$ 1,158,362	\$ 4,941,003	\$ 2,045,422	\$ 75,032	\$ 203,889,297
<b>Other Financing Sources (Uses):</b>							
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	-	-	-	-	-	-	-
<b>Total Other Financing Sources (Uses)</b>	(3,129,742)	3,766,574	-	-	(636,832)	-	-
<b>Net change in Fund Balance</b>	\$ (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
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 38,149,800</b>	<b>\$ -</b>	<b>\$ 706,065</b>	<b>\$ 14,831,649</b>	<b>\$ -</b>	<b>\$ 7,638,045</b>	<b>\$ 61,325,559</b>
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,

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**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.

<b>Investment Income</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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.

<b>Federal Program Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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

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**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.

<b>State Program Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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.

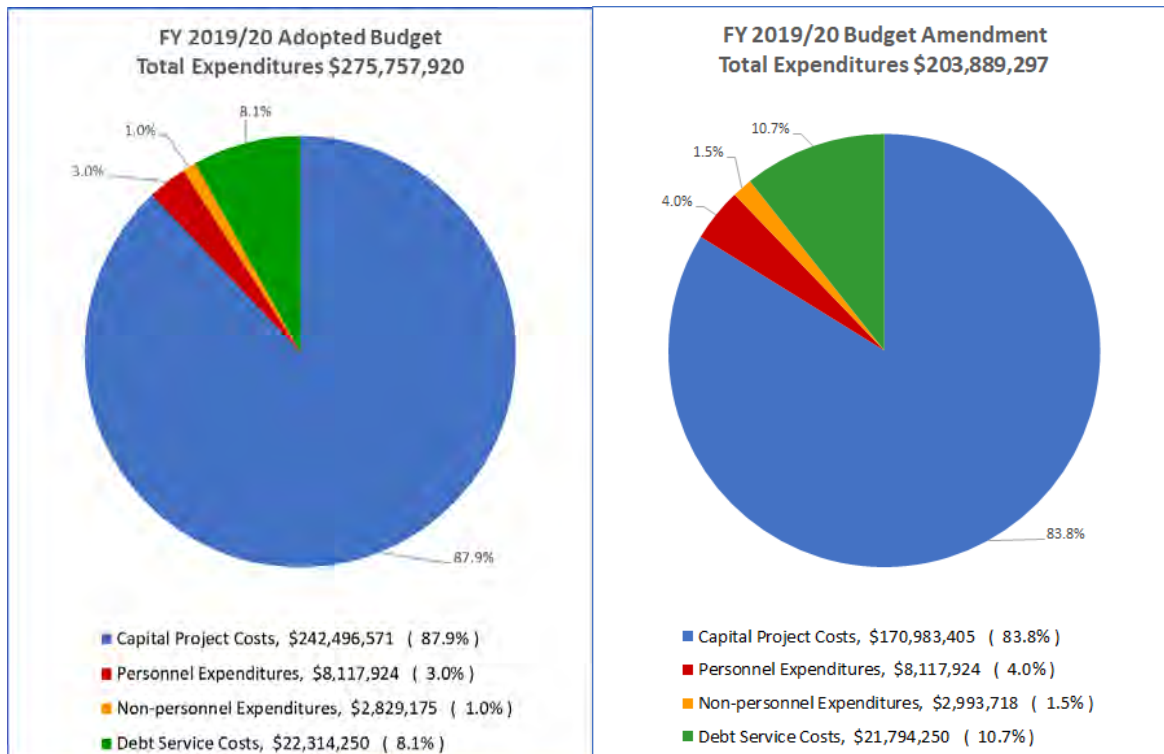
<b>Regional and Other Program Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$5,693,723	\$6,846,541	\$1,152,818

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**

<b>Capital Project Costs - Sales Tax Program</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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.

<b>Capital Project Costs - Congestion Management Agency (CMA) Programs</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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

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**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.

<b>Administrative Operating Costs - Non-Personnel Expenditures</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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.

<b>Debt Service Costs</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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.

<b>Other Financing Sources (Uses) - Draw on Revolving Credit Agreement</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$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 in 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 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"> <li>• 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</li> <li>• Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)</li> </ul>
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"> <li>• BART Core Capacity</li> <li>• Better Market Street</li> <li>• Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center</li> <li>• Downtown Rail Extension</li> <li>• Geary BRT</li> <li>• Muni fleet and facilities expansion</li> <li>• Muni Forward</li> <li>• Vision Zero (support eligibility for MTC fund programs)</li> <li>• Placeholders for transit expansion planning (e.g. west side rail, 19<sup>th</sup> Avenue/M-Line, Central Subway extension, etc.)</li> </ul>
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"> <li>• Regional transportation measure(s)</li> <li>• Regional housing measure(s)</li> <li>• State road user charge (monitor pilots)</li> <li>• Federal surface transportation bill</li> </ul>
5. Support performance-based decision-making	<ul style="list-style-type: none"> <li>• Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled</li> <li>• Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues</li> <li>• Advocate for discretionary funds for high-performing and regionally significant San Francisco projects</li> </ul>
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> <li>• 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</li> <li>• Advocate for more funds to support Priority Development Area planning</li> </ul>

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

Goals	Notes
	<ul style="list-style-type: none"> <li>Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment</li> </ul>
7. Focus on equity	<ul style="list-style-type: none"> <li><b>Access to transportation</b> – Late Night Transportation Study, Prosperity Plan</li> <li><b>Affordability</b> – MTC Means-Based Pilot, BART university pass/discount</li> <li><b>Communities of Concern</b> – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program</li> <li><b>Housing/Displacement</b> – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement</li> <li><b>Vision Zero</b> – SFTIP 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.</li> </ul>
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"> <li>Sea level rise/adaption</li> <li>Economic performance and access to jobs</li> </ul>

**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 <sup>1</sup>	Project Description	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	First Year Construction	First Year Operations / Open for Use	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	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 <sup>1</sup>	Project Description	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	First Year Construction	First Year Operations / Open for Use	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	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 <sup>1</sup>	Project Description	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	First Year Construction	First Year Operations / Open for Use	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	Supports MTC/ABAG's Transportation Strategies
21	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCIL	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 <sup>4</sup>	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 <sup>4</sup>	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 <sup>5</sup>	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

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

<sup>2</sup>Project costs are displayed in millions of year-of-expenditure dollars.

<sup>3</sup>O+M stands for Operations and Maintenance.

<sup>4</sup>We 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.

<sup>5</sup>Full 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 <sup>1</sup>	Project Description	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	First Year Construction	First Year Operations / Open for Use	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	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\VM-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	
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MTC/ABAG'S TRANSPORTATION STRATEGIES (Column J)	
<b>Draft Blueprint Transportation Strategies</b>	
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
<b>Other Transportation Strategies</b>	
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 Funding<sup>2</sup>**



	Column A	B	D	E	H	K	L	M	N	O	P	Q
	PBA 2050 Projects and Programs	Project Sponsor <sup>1</sup>	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	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 <sup>1</sup>	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	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 <sup>4</sup>	TJPA	\$ 3,935.0		\$ 3,935.0	\$ 194.2	\$ 1,068.5	\$ 350.0	\$ 2,322.3	\$ -	\$ -	\$ -
25	Caltrain Enhanced Service Growth <sup>4</sup>	Caltrain	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
26	BART Core Capacity <sup>5</sup>	BART	\$ 3,536.4		\$ 3,536.4			\$ 50.0				
27	Financing Costs	SF			\$ 250.0			\$ 250.0				

<sup>1</sup>Project 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

<sup>2</sup>Project costs are displayed in millions of year-of-expenditure dollars.

<sup>3</sup>O+M stands for Operations and Maintenance.

<sup>4</sup>We 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.

<sup>5</sup>Full 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 Funding<sup>2</sup>**



	Column A	B	D	E	H	K	L	M	N	O	P	Q
	PBA 2050 Projects and Programs	Project Sponsor <sup>1</sup>	Capital Cost <sup>2</sup>	Annual Average O+M <sup>3</sup> Cost <sup>2</sup>	Total Cost <sup>2</sup> incl. O+M <sup>3</sup>	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.

<b>PROJECT AND PROGRAM TOTALS</b>					<b>\$ 15,785.3</b>	<b>\$ 887.3</b>	<b>\$ 2,971.1</b>	<b>\$ 3,172.7</b>	<b>\$ 4,118.7</b>	<b>\$ 2,425.7</b>	<b>\$ 1,443.7</b>	<b>\$ 766.0</b>
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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 12

**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

#### **RECOMMENDATION** ☐ Information ☒ Action

Approve San Francisco's Draft Plan Bay Area (PBA) 2050 Fiscally Constrained Project List

#### **SUMMARY**

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. We are requesting approval of San Francisco's draft fiscally constrained list shown in Attachment 4. This list includes the list of regionally significant projects approved by the Board in July 2019 and, consistent with MTC/ABAG guidance, seeks to only name individual projects that trigger air quality conformity analysis such as a major transit or roadway expansion project. Everything else achieves PBA consistency via programmatic categories. We anticipate returning to the Board in June for approval of a refined project list with a more complete picture of how PBA 2050 is coming together, including more detailed information on regional strategies and projects, state of good repair needs and funding, and performance results from the preliminary draft blueprint or regional investment list of projects and programs.

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



## 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**

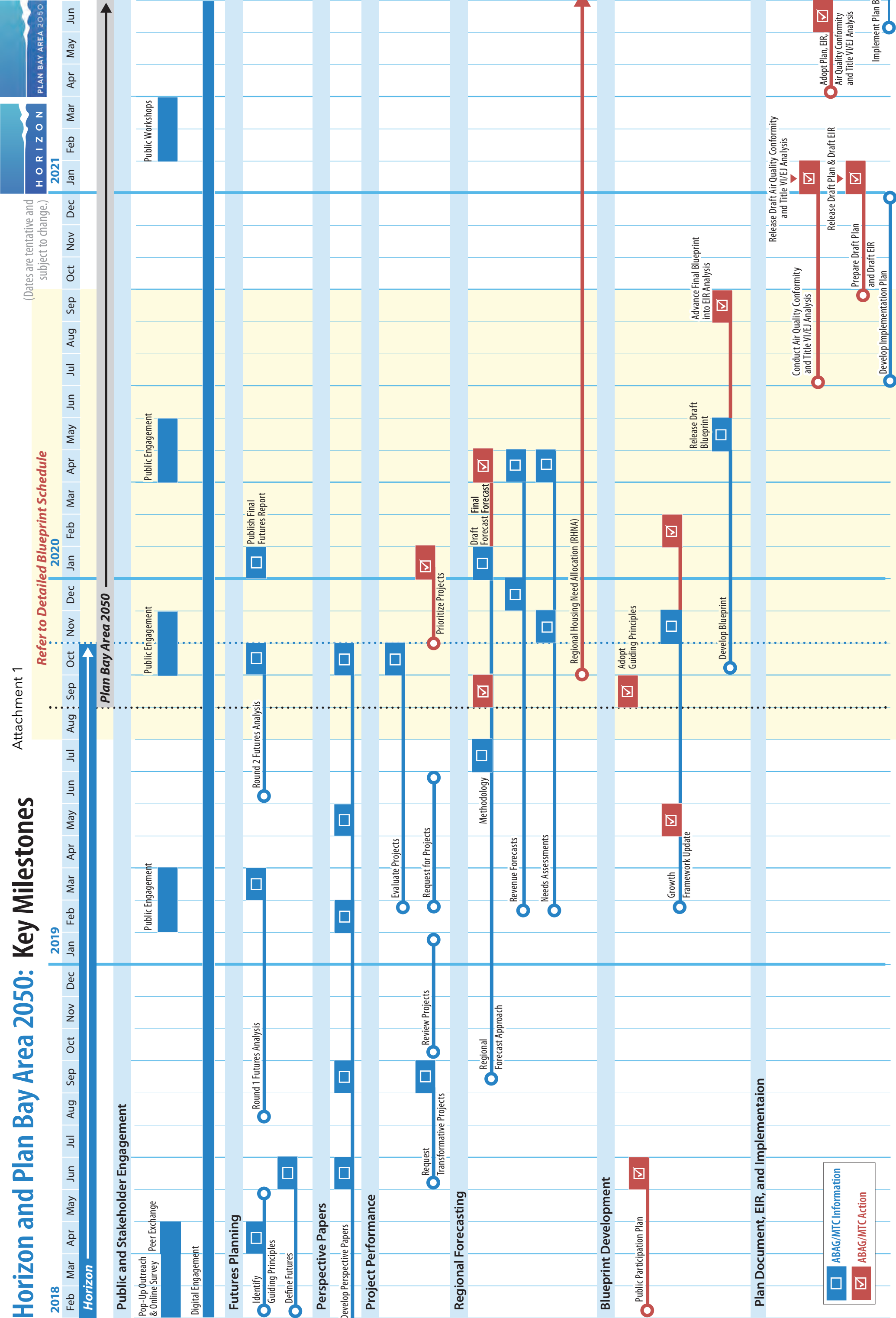
The CAC was briefed on this item at its February 26, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

## **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



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 \$10,961,417, FOR A TOTAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$40,645,870, 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 \$3,312,483, or 9% of total anticipated construction costs, for a total construction allocation allotment of \$40,645,870; 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 Citizens Advisory Committee 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 10,961,417, for a total construction allotment not to exceed \$40,645,870 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 13

**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

#### RECOMMENDATION ☐ Information ☒ Action

- 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

#### SUMMARY

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

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





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**

<b>Company</b>	<b>Bid Amount</b>	<b>DBE Commitment</b>
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
<b>Totals</b>	<b>\$32,520,149</b>	<b>\$2,274,615</b>	<b>\$2,400,000</b>	<b>\$2,950,000</b>	<b>\$1,350,000</b>	<b>\$14,534,385</b>	<b>\$7,720,700</b>	<b>\$63,749,849</b>

## 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 - SFD	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 - SFD	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 - SFD	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)	SQFT	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
<b>TOTAL SUPPLEMENTAL WORK ITEMS</b>		<b>\$ 6,966,109</b>

**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
<b>TOTAL STATE/AGENCY FURNISHED MATERIALS AND EXPENSES</b>		<b>\$ 682,825</b>

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
<b>TOTAL CONSTRUCTION ALLOTMENT</b>	<b>\$ 40,645,870</b>



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; and

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 14

**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><b>RECOMMENDATION</b>   <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><b>SUMMARY</b></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.

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San Francisco  
County Transportation  
Authority





RESOLUTION INCREASING THE AMOUNT OF PROFESSIONAL SERVICES CONTRACT WITH MNS ENGINEERS, INC. BY \$1,600,000, TO A TOTAL AMOUNT NOT TO EXCEED \$4,600,000, AND EXTENDING THE CONTRACT THROUGH DECEMBER 31, 2022, FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE YERBA BUENA ISLAND SOUTHGATE ROAD REALIGNMENT IMPROVEMENT PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The scope of the I-80/Yerba Buena Island Interchange Improvement Project includes two major components: the I-80/Yerba Buena Island Ramps Improvement Project and the Yerba Buena Island Westside Bridges Seismic Retrofit Project, and

WHEREAS, the I-80/Yerba Buena Island Ramps Improvement Project is comprised of two phases, of which Phase 1 includes 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), consists of the construction (re-opening) of the I-80 eastbound off-ramp to Yerba Buena Island at the San Francisco - Oakland Bay Bridge, realignment of Southgate Road, widening and improving Hillcrest Road, and construction of a bicycle and pedestrian path; 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, In July 2017, through Resolution 18-09, the Transportation Authority awarded a two-year contract in the amount of \$3,000,000 to MNS Engineers, Inc. (formerly S&C Engineers, Inc.) to provide construction management services for the Project; and

WHEREAS, Now that the Transportation Authority Board has recommended award of the construction contract for the Project on its first read at the March 10, 2020 meeting, it is an appropriate time to reassess the level of construction management services required to complete the Project; and



WHEREAS, As the Project design progressed, it was determined that the Project was significantly more complex than originally anticipated and the estimated construction cost has increased from the initial estimated \$33.5 million total project cost to \$47.7 million and the construction schedule duration has increased from an estimated 12-15 months to an estimated 24-26 months; and

WHEREAS, Due to the increased complexity of the Project, the increased scope and extended construction schedule, staff recommends increasing the amount of the professional services contract with MNS Engineers, Inc. by \$1,600,000 million, to a total amount not to exceed \$4,600,000 million, and extending the contract term to December 31, 2022; and

WHEREAS, The construction contract, construction management services, and the related items will be funded with federal Highway Bridge Program, State Prop 1B, Bay Area Toll Authority, 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 grant funds; and

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

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with MNS Engineers, Inc., by \$1,600,000, to a total amount not to exceed \$4,600,000, and extends the contract through December 31, 2022, for construction management services for the Yerba Buena Island Southgate Road Realignment Improvement Project; 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 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 15

**DATE:** March 31, 2020

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 04/14/20 Board Meeting: Increase the Amount of Professional Services Contract with MNS Engineers, Inc. by \$1,600,000, to a Total Amount Not to Exceed \$4,600,000, and Extend the Contract through December 31, 2022, for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvement Project

#### RECOMMENDATION ☐ Information ☒ Action

- Increase the amount of professional services contract with MNS Engineers, Inc. by \$1,600,000, to a total amount not to exceed \$4,600,000, and extend the contract through December 31, 2022, for construction management services for the Yerba Buena Island (YBI) Southgate Road Realignment Improvement Project
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions

#### SUMMARY

We have an existing contract with MNS Engineers, Inc. for construction management services for the YBI Southgate Road Realignment Improvement Project (Project). Now that the construction contract is being awarded for the Project (the Board recommended approval of the construction contract on its first read on March 10, it is an appropriate time to reassess the level of construction management services required to complete the Project. Due to the increased complexity of the Project, the increased scope and extended construction schedule, we are seeking to increase the amount of the MNS Engineers, Inc. contract and extending the contract term to as described above.

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



## 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 October 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

**Contract and Project Update.** In July 2017, through Resolution 18-09, we awarded a two-year contract in the amount of \$3,000,000 to MNS Engineers, Inc. (formerly S&C Engineers, Inc.) to provide construction management services for the Project. Over the past 2 years, the Project has been going through the final design phase. As the Project design progressed, it was determined that the Project was significantly more complex than originally anticipated. The estimated construction cost has increased from the initial estimated \$33.5 million total project cost to \$47.7 million and the construction schedule duration has increased from an estimated 12-15 months to an estimated 24-26 months. Major design changes and corresponding construction cost increases resulted from the following:

- Project geometrics changed to a braided ramp configuration such that the I-80 East Bay off-ramp was braided with Hillcrest Road in order to eliminate the queue spillback onto I-80;
- Construction costs increased due to increased project complexity, given the change in project geometrics in combination with the challenging topography, resulting in additional retaining walls;
- Construction costs increased due to increased number, height and complexity of retaining walls and increased unit prices reflecting the anticipated tight-market



bidding climate and constrained site conditions;

- Construction costs increased due to changes in retaining wall types adjacent to the San Francisco-Oakland Bay Bridge to minimize risk of running into old piles, waste concrete, etc. left from prior bridge construction efforts.

Due to the increased complexity of the Project and the increased scope and extended construction schedule, we are seeking to increase the amount of the MNS Engineers, Inc. contract by \$1,600,000 million, to a total amount not to exceed \$4,600,000 million, and extending the contract term to December 31, 2022. We are also recommending minor updates to the scope of work for MNS Engineers primarily related to environmental compliance as shown in Attachment 1.

The DBE goal for this contract is 10.2% and MNS Engineers, Inc. has achieved 3% DBE participation to date from one subconsultant: KL Bartlett Consulting, a women-owned firm. Now that the construction phase is underway, MNS Engineers, Inc. will be on track to achieve the DBE goal for this contract as the DBE subconsultants have yet to perform the majority of their portion of the scope. The MNS Engineers, Inc. team includes 24% DBE participation from three subconsultants: African-American-owned and San Francisco-based firm, Transamerican Engineers & Associates, Inc., and Women-owned firms, Inspection Services, Inc. and KL Bartlett Consulting.

**Schedule.** The Project schedule is projected as follows:

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

**Funding.** The construction contract, construction management services, 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, and 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 this table represent funds that were allocated to the project at the BATA Oversight Committee meeting on March 11, 2020, although the required funding agreement amendment has yet to be executed. Any costs not reimbursed by the various grant funds will be reimbursed by TIDA.



### 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
<b>Totals</b>	<b>\$32,520,149</b>	<b>\$2,274,615</b>	<b>\$2,400,000</b>	<b>\$2,950,000</b>	<b>\$1,350,000</b>	<b>\$14,534,385</b>	<b>\$7,720,700</b>	<b>\$63,749,849</b>

### FINANCIAL IMPACT

The contract will be funded by the various funding sources discussed above. Current year activities are included in the adopted 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

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

### SUPPLEMENTAL MATERIALS

Attachment 1 – Construction Management Services for the YBI Southgate Road Realignment Improvements – Scope of Services

## Attachment 1

### Construction Management Services for the YBI Southgate Road Realignment Improvements

#### Scope of Services

The Transportation Authority will be using the more traditional Design-Bid-Build project delivery method for Yerba Buena Island (YBI) Southgate Road Realignment Improvements. The construction management contract for the YBI Southgate Road Realignment Improvements project will consist of Task 1 consisting of pre-construction services; Task 2 consisting of construction phase management services, Task 3 consisting of post construction phase services, [and Task 4 consisting of other services](#).

The construction management (CM) services required will include:

#### Task 1 - Pre-Construction Services

- Perform constructability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Perform biddability review of the 100% contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a biddability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Prepare a detailed Critical Path Method (CPM) construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Transportation Authority in selecting the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Manager's baseline schedule of work.

#### Task 2 - Construction Phase Services

- Perform all necessary construction administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Assistance Procedures Manual including:
  - Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
  - Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Manager and to ensure that provisions of the contract documents are being met.
  - Prepare daily inspection reports documenting observed construction activities.
  - Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, Caltrans oversight, U.S. Coast Guard (USCG), Treasure Island Development Authority (TIDA), the City and County of San Francisco, and other interested



- parties. Prepare and distribute minutes of all meetings.
- Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.
- Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
- Monitor project budget, purchases and payment.
- Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
- Prepare quarterly project status newsletters.
- Establish and process project control documents including:
  - Daily inspection diaries
  - Weekly progress reports
  - Monthly construction payments
  - Requests for Information (RFI)
  - Material certifications
  - Material Submittals
  - Weekly Statement of Working Days
  - Construction Change Orders
  - Review of certified payrolls
- Review of construction schedule updates:
  - Review Construction Manager's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify Construction Manager of project slippage. Review Construction Manager's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Manager and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Manager submittals and monitor design consultant and Caltrans review activities.
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Manager and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Manager, Caltrans, USCG, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information Booklet.
- Schedule, manage, perform and document all field and laboratory testing services. Ensure the

Construction Manager furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, Caltrans Construction Manual and the Caltrans Materials Testing Manuals.

- Coordinate and meet construction oversight requirements of Caltrans, USCG, TIDA, the City and the US Navy for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with Caltrans, USCG, TIDA and the City regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Oversee environmental mitigation monitoring performed under a separate contract by the Transportation Authority's design and environmental consultant team. Monitor and enforce Construction Manager SWPPP compliance.
- Perform inspections, surveys and training to assure compliance with the Yerba Buena Island Ramps Improvements Project EIR/EIS and Final Section 4(f) Evaluation – Southgate Roadway Realignment (EA) 043A640): Environmental Commitment Record. Such work will include, but not be limited to the following tasks:
  - o Perform special-status wildlife species awareness training to contractors, their employees, and personnel involved in the construction and earthmoving portions of the project. Prepare a special hand-out for contractors with the special-status species information and other important facts. Train an onsite construction manager to perform subsequent contractor training.
  - o Perform preconstruction/construction/postconstruction surveys for Stinging Phacelia (Phacelia malvifolia) plant species. If Stinging Phacelia is found, map and provide recommendations for protection.
  - o Perform preconstruction surveys for monarch butterfly, gummifera leaf-cutter bee, San Francisco lacewing. If monarch butterfly, gummifera leaf-cutter bee and/or San Francisco lacewing are identified, provide recommendations for protection.
  - o Perform preconstruction surveys for American peregrine falcon, Cooper's hawk, golden eagle, white-tailed kite, and other nesting raptors, passerines and non-passerine land-birds, shorebirds, marsh birds, and water birds, and double-crested cormorant (Nesting birds and raptors). Preconstruction surveys for water birds (roost and nests). If nesting/roosting water birds, passerine birds, raptors or bats are found, determine required limits of protective buffers around the nest sites.
  - o Perform preconstruction surveys for Special-Status Bats and passively evict bats as required.
  - o Preconstruction surveys for San Francisco dusky-footed woodrat associated woodrat houses.
  - o Preparation of a detailed survey reports.
- Enforce safety and health requirements and applicable regulations for Contractor's employees. Construction Manager is responsible for project safety.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Manager's detours and staging plans with Caltrans, and San Francisco Bay Bridge construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) – Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". Enforce Quality Assurance requirements.

### Task 3 - Post-Construction Services

- Perform Post Construction Phase activities including:
  - Prepare initial punch list and final punch list items.
  - Finalize all bid item, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
  - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
  - Turn all required construction documents over to Transportation Authority and Caltrans for archiving.

### Task 4 - Other Services

- [Perform review of the Transportation Authority's Construction Contract Administration Procedures Manual and provide suggested updates and revisions for the Transportation Authority's review.](#)

### General Project Administration

The Construction Manager will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE firm participation each month based upon current billing and total billed to date.
- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

The Construction Manager shall demonstrate the availability of qualified personnel to perform construction engineering and construction contract administration.

The Construction Manager shall maintain a suitable construction field office in the project area for the duration of the project. ~~Under a separate contract with the Transportation Authority, the~~ Construction Manager will be required to provide a construction trailer for the construction management team's use which shall include desks, layout table, phone, computers, fax machine, reproduction machine, file cabinets and for use for weekly construction meetings. The Construction Manager shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Construction Manager personnel shall be provided with radio or cellular-equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Construction Manager shall provide for the consultant field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and having a driver control switch.

The Construction Manager field personnel shall perform services in accordance with Caltrans and FHWA criteria and guidelines and subject to the following general requirements:

**All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with Caltrans standards.**

All construction management services and construction work must comply with the requirements of the Transportation Authority, Caltrans, USCG and TIDA. The Construction Manager will report directly to Eric Cordoba, the Transportation Authority's Project Manager.

### **Project Status and Schedule**

The YBI Southgate Road Realignment Improvements are being fast-tracked and are required to be completed before the YBI Westside Bridges Project can be constructed. Preliminary engineering has been completed and the project elements are shown in the Project Exhibit in Appendix B.

The Transportation Authority desires to adhere to the milestone schedule shown below for the consultant contract to perform pre-construction and construction management services.

- |   |   |
|---|---|
| • Notice to Proceed (NTP) Pre-construction Services | _____ May 2018  |
| • <u>    </u> Perform Pre-construction Services     | June 2018 - <a href="#">March 2020</a>                      |
| • <u>    </u> NTP Construction Services             | <a href="#">April 2020</a>                                  |
| • Perform Construction Management Services          | <a href="#">April 2020</a> - September <a href="#">2022</a> |



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENTS TO THE MEMORANDUMS OF AGREEMENT WITH TREASURE ISLAND DEVELOPMENT AUTHORITY FOR BOTH THE RIGHT-OF-WAY PHASE AND CONSTRUCTION PHASE RELATED TO THE SOUTHGATE ROAD REALIGNMENT IMPROVEMENT PROJECT AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY AGREEMENT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development on the development of the I-80/YBI Interchange Improvement Project, which includes the YBI Southgate Road Realignment Improvements Project (Project); and

WHEREAS, Through Resolution 19-49, the Board authorized the Executive Director to execute various agreements for the Project, including license agreements with the U.S. Coast Guard and amendments to the right-of-way and construction Memorandums of Agreement (MOAs) with TIDA, and through Resolution 19-59, to execute additional agreements for utilities and right-of-way acquisition to prepare the Project for construction, including authorizing the Transportation Authority to purchase the property from the United States Coast Guard and subsequently transfer the property to TIDA, so that construction activities could continue as scheduled and for continued use of Vista Point; and

WHEREAS, Now that the Transportation Authority is awarding the construction contract for the Project, it is necessary to amend the MOAs between the Transportation Authority and TIDA for the Right of Way Phase and Construction Phase to reflect the current project delivery approach, scope, schedule and cost; and

WHEREAS, Amendment No. 2 for the Right-of-Way Phase would provide for TIDA to directly take ownership of certain property being acquired from the United States Coast Guard rather than having the Transportation Authority initially take title to the property on behalf of TIDA and subsequently transfer the property to TIDA and a small portion to the California Department of Transportation, and would also extend the term to December 31, 2022; and



WHEREAS, Amendment No. 2 for the Construction Phase MOA would amend the terms of the agreement to increase the cost of the construction phase to \$47.7 million for the Project, to update and include additional funding sources for the Project, and to extend the term to December 31, 2022; and

WHEREAS, The construction contract, the subject Construction Phase MOA, and the related items will be funded with federal Highway Bridge Program, State Prop 1B , Bay Area Toll Authority, State Affordable Housing and Sustainable Communities grant funds allocated to 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 grant; and

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

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute amendments to the MOAs with TIDA for both the Right-of-Way Phase and the Construction Phase related to the Southgate Road Realignment Improvement Project; and be it further

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

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

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



## Memorandum

### AGENDA ITEM 16

**DATE:** March 31, 2020

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 04/14/20 Board Meeting: Authorize the Executive Director to Execute Amendments to the Memorandums of Agreement with Treasure Island Development Authority for Both the Right-of-Way Phase and Construction Phase Related to the Southgate Road Realignment Improvement Project

#### **RECOMMENDATION** ☐ Information ☒ Action

- Authorize the Executive Director to execute amendments to the Memorandums of Agreement (MOAs) with Treasure Island Redevelopment Authority (TIDA) for both the Right-of-Way Phase and Construction Phase related to the Southgate Road Realignment Improvement Project
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions

#### **SUMMARY**

We are working jointly with TIDA and the Office of Economic and Workforce Development (OEWD) on the development of the I-80/YBI Interchange Improvement Project. One of the elements of the overall project is the YBI Southgate Road Realignment Improvements Project (Project). We entered into MOAs with TIDA for the Right of Way and Construction Phases for the I-80/YBI Interchange Improvement Project. Based on recent developments related to the Right of Way and Construction Phases for the Project, both MOAs need to be revised. The former is proposed to be modified so that the Transportation Authority will no longer purchase property on behalf of TIDA. The Construction Phase MOA needs to be modified to increase the cost of the construction phase from \$33.5 million to \$47.7 million for the Project, to update and include additional funding sources for the Project. Both MOAs need to extend the term to December 31, 2022.

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



## **BACKGROUND**

At its March 19, 2019 meeting, through Resolution 19-49, the Board authorized the Executive Director to execute various agreements for the Project, including license agreements with the U.S. Coast Guard and amendments to the right-of-way and construction MOAs with TIDA. The amendment to the right-of-way MOA included an amount not to exceed \$5,534,760 for right-of-way property acquisition.

At its June 11, 2019 meeting, through Resolution 19-59, the Board authorized the Executive Director to execute additional agreements for utilities and right-of-way acquisition to prepare the Project for construction, including authorizing our agency to purchase the property from the U.S. Coast Guard, in lieu of TIDA purchasing the property directly, so that construction activities could continue as currently scheduled and for continued use of Vista Point. We intended to subsequently transfer the majority of the property to TIDA as soon as practicable and the remainder to Caltrans after construction is complete.

## **DISCUSSION**

The MOAs between the Transportation Authority and TIDA for the Right of Way Phase and Construction Phase need to be revised. Each amendment is briefly discussed below.

TIDA MOA Amendment No. 2 for the Right-of-Way Phase: We entered into a MOA with TIDA for the Right of Way Phase in April 2012 and Amendment No. 1 in June 2019. This MOA establishes each party's role and responsibilities as well as the terms and conditions of TIDA repayments to us for all costs we incurred on the Right of Way Phase for the YBI Ramps Improvement Project. The proposed Amendment No. 2 would provide for TIDA to directly take ownership of certain property being acquired from the United States Coast Guard rather than having our agency initially take title to the property on behalf of TIDA. We negotiated this change at Chair Peskin's request to reduce potential risk to the Transportation Authority. The proposed amendment would also extend the term to December 31, 2022.

TIDA MOA Amendment No. 2 for the Construction Phase: We entered into an MOA with TIDA for the Construction Phase in August 2013 and Amendment No. 1 in June 2019. This MOA establishes each party's role and responsibilities as well as the terms and conditions of TIDA repayments to us for all costs we incurred on the Construction Phase for the YBI Ramps Improvement Project. The proposed Amendment No. 2 would amend the terms of the Agreement to increase the cost of the construction phase from \$33.5 million to \$47.7 million for the Project, to update and include additional funding sources for the Project, and to extend the term to December 31, 2022.

Over the past 2 years, the Project has been going through the final design phase. As the Project design progressed, it was determined that the Project was significantly more complex than originally anticipated. The estimated construction cost has increased from the initial estimated \$33.5 million total project cost to \$47.7 million and the construction schedule





duration has increased from an estimated 12-15 months to an estimated 24-26 months. Major design changes and corresponding construction cost increases resulted from the following:

- Project geometrics changed to a braided ramp configuration such that the I-80 East Bay off-ramp was braided with Hillcrest Road in order to eliminate the queue spillback onto I-80;
- Construction costs increased due to increased project complexity, given the change in project geometrics in combination with the challenging topography, resulting in additional retaining walls;
- Construction costs increased due to increased number, height and complexity of retaining walls and increased unit prices reflecting the anticipated tight-market bidding climate and constrained site conditions;
- Construction costs increased due to changes in retaining wall types adjacent to the San Francisco-Oakland Bay Bridge to minimize risk of running into old piles, waste concrete, etc. left from prior bridge construction efforts.

**Schedule.** The Project schedule is projected as follows:

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

**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 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 this table represent funds that were allocated to the project at the BATA Oversight Committee meeting on March 11, 2020, although the required funding agreement amendment has yet to be executed. Any costs not reimbursed by HBP, Prop 1B, and BATA funds will be reimbursed by TIDA.



### 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
<b>Totals</b>	<b>\$32,520,149</b>	<b>\$2,274,615</b>	<b>\$2,400,000</b>	<b>\$2,950,000</b>	<b>\$1,350,000</b>	<b>\$14,534,385</b>	<b>\$7,720,700</b>	<b>\$63,749,849</b>

### FINANCIAL IMPACT

Right of way and construction activities for the Project will be funded by the various funding sources discussed above. The first year's activities are included in the adopted Fiscal Year 2019/20 budget amendment, and sufficient funds will be included in future budgets to cover the remaining cost of the MOA with TIDA for the construction phase.

### CAC POSITION

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

### SUPPLEMENTAL MATERIALS

None.



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE TRANSBAY JOINT POWERS AUTHORITY (TJPA), THE METROPOLITAN TRANSPORTATION COMMISSION, THE PENINSULA CORRIDOR JOINT POWERS BOARD, THE CALIFORNIA HIGH SPEED RAIL AUTHORITY AND THE CITY AND COUNTY OF SAN FRANCISCO FOR THE ESTABLISHMENT OF A NEW ORGANIZATIONAL STRUCTURE THAT WILL SUPPORT THE EFFORTS OF THE TJPA IN THE DEVELOPMENT OF THE DOWNTOWN RAIL EXTENSION TO A READY-FOR-PROCUREMENT STATUS

WHEREAS, On October 23, 2018, the Transportation Authority Board unanimously voted to suspend a Prop K funding agreement with the TJPA for the Downtown Rail Extension (DTX), and recognizing the local and regional significance of the project, the technical and institutional complexity, the high investment cost, and limited funding identified to date, the Transportation Authority Board commissioned a review of current and best practices for governance, oversight, management, funding and project delivery of the DTX; and

WHEREAS, Transportation Authority staff subsequently convened a multidisciplinary Peer Review Panel (Panel) of experts with local, national, and international experience; and

WHEREAS, The Panel conducted research, expert interviews, and a series of workshops, with participation by key stakeholders including: Peninsula Corridor Joint Powers Board (PCJPB), California High-Speed Rail Authority (CHSRA), TJPA, Metropolitan Transportation Commission (MTC), AC Transit District, the SF Mayor's Office, SF Planning, San Francisco Municipal Transportation Agency, and the Transportation Authority; and

WHEREAS, Transportation Authority staff also sought input from TJPA's Citizens Advisory Committee, Friends of DTX, SPUR, the California State Transportation Agency and BART/Capitol Corridor staff; and



WHEREAS, The Panel presented its final recommendations to the Board on October 22, 2019; and

WHEREAS, The Panel's recommendations proposed actions in the areas of rail program re-positioning, funding, project delivery, and governance and oversight; and

WHEREAS, The Panel proposed that certain activities need to take place over the next two years to better position the project for success, regardless of the governance and oversight structures chosen; and

WHEREAS, To that effect the Panel developed a work program that summarizes the activities necessary for the implementation of the recommendations; specifically, this effort will re-envision and re-position the DTX program as a project of regional, state and national significance; confirm the project's phasing and funding plan; identify the governing entity and organization with a clear mandate and capability to implement it; and select a project delivery method; and

WHEREAS, Over the last several months, Transportation Authority staff has taken the lead in the development of a Memorandum of Understanding (MOU) with the TJPA, the MTC, the PCJPB, the CHSRA, the City and County of San Francisco, and the Transportation Authority (collectively, the 'Partners') for the implementation of most of the Panel's recommendations; and

WHEREAS The resulting MOU (attached) describes a new organizational structure that will support the efforts of the TJPA in the development of the DTX project to a ready-for-procurement status and make direct recommendations to the TJPA Board, based on a set of activities outlined therein; and

WHEREAS, Those activities will be undertaken by an integrated multi-agency project team, comprised of senior staff of the signatory agencies to the agreement, over a period of up to 3 years, following approval of the MOU by all Partners; and

WHEREAS, An Executive Steering Committee (ESC) will be instituted to support the TJPA in project development efforts for the DTX in accordance with the



MOU and will make recommendations to the TJPA Board regarding the scope of efforts and key decisions outlined in the MOU; and

WHEREAS, The ESC will consist of the executives (or their designee) of the signatory partnering agencies; and

WHEREAS, The ESC will be supported by an Integrated Project Management Team (IPMT) consisting of representatives with relevant experience in large complex projects from each of the partners, as designated by their corresponding executive; and

WHEREAS, The IPMT will be led by a new Project Director, who may be a TJPA employee or consultant, or a consultant seconded by any of the partners, and who will report to the ESC for purposes of coordinating the work of the IPMT; and

WHEREAS, The Project Director should have proven leadership, organizational acumen and relevant experience in delivering all aspects of mega rail projects and tunneling and will be responsible for the day-to-day management of those portions of the DTX work program identified for TJPA to lead, reporting on those matters to the TJPA's Executive Director; and

WHEREAS, Attachment 1 to the MOU names the initial members of the ESC and IPMT; and

WHEREAS, Attachment 2 to the MOU is the Summary Work Program, which describes the tasks and subtasks to be performed under the MOU and assigns responsibilities for their execution, which will be the basis for a detailed work plan to be developed by the IPMT as the first order of business upon the execution of the MOU; and

WHEREAS, As defined in the Summary Work Program, the ESC will work to develop an initial operating phase that provides the necessary capacity to operate a reliable blended system to the Salesforce Transit Center at the earliest practicable date and with consideration of reasonably available funding; and



WHEREAS, Attachment 3 to the MOU contains conceptual Organization Charts depicting the participation of partner and stakeholder agencies in the rail program (3a) and the TJPA organization for the project (3b); and

WHEREAS, The MOU commits the Partners to consider providing funding or resources, but does not commit any partner to provide any resources other than those the agency has already funded and programmed to support DTX; and

WHEREAS, The term of this MOU shall be 36 months following finalization of approvals or when the DTX reaches ready-for-procurement status, whichever is earlier; and

WHEREAS, The Partners may amend, conclude or extend this MOU by mutual agreement; now therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to Execute the attached MOU with the TJPA, the MTC, the PCJPB, the CHSRA and the City and County of San Francisco for the establishment of a new organizational structure that will support the efforts of the TJPA in the development of the DTX to a ready-for-procurement status.

Attachments: San Francisco Peninsula Rail Program MOU

1. List of initial members of the ESC and IPMT
2. Summary Work Program
3. Organizational Charts

## **San Francisco Peninsula Rail Program MOU**

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This San Francisco Peninsula Rail Program Memorandum of Understanding (MOU), effective \_\_\_\_\_, 2020 is between the Transbay Joint Powers Authority (TJPA); the Metropolitan Transportation Commission (MTC); the San Francisco County Transportation Authority (SFCTA); the Peninsula Corridor Joint Powers Board (Caltrain); the California High Speed Rail Authority (CHSRA); and the City and County of San Francisco (CCSF) (each a “Partner” and collectively the “Partners”).

### **1. Definitions:**

DTX Rail Program: Activities directed toward the advancement of the environmentally cleared Downtown Rail Extension Project (DTX)

SF Peninsula Rail Program: A program of projects comprised of the DTX and Related Projects

Related Projects: Pennsylvania Avenue Extension (PAX), Railyards Development, and 22<sup>nd</sup> St Station Study

Regional and State Rail Efforts: Related regional and state rail efforts including the ongoing development of Caltrain and CHSRA programs, the State Rail Plan, New Transbay Rail Crossing, and others, including any future regional rail planning or funding programs

Ready-for-Procurement: All work in planning and engineering is advanced to a level consistent with the contract(s) delivery method(s), has completed all required planning and National Environmental Policy Act/California Environmental Quality Act, and applicable other permit/approval requirements, has secured necessary funding, has obtained or identified Right-of-Way and/or easements and permits, and is ready to proceed to bid.

### **2. Purpose:**

The Partners recognize that the DTX is a critical rail link in the Bay Area, mega-region, and state transportation system and that it will be more efficiently and effectively developed through a multi-agency partnership among local, regional, and state stakeholder agencies with expertise in developing, funding, and implementing major infrastructure projects.

The Partners also recognize that – and nothing in this MOU is intended to imply otherwise – state law and the TJPA’s 2001 Joint Powers Agreement (as amended) currently provide that the TJPA has primary jurisdiction over and will implement all aspects of the DTX that will connect the new Salesforce Transit Center (STC) to the regional rail system.

This MOU describes a new organizational structure that will support the efforts of the TJPA in the development of the DTX to a Ready-for-Procurement status and would make direct recommendations to the TJPA Board based on a set of activities outlined below. These activities will be undertaken by an integrated multi-agency project team, comprised of senior staff of the signatory agencies to this agreement, as shown in Attachment 1, who will oversee the Work Program shown in Attachment 2.

### **3. Structure**

The new organizational structure described by this MOU is summarized below and depicted in the Organization Charts in Attachment 3.

#### **Executive Steering Committee (ESC):**

By virtue of this MOU, an Executive Steering Committee (ESC) will be instituted to support the TJPA in project development efforts for the DTX as described in Attachment 2, and empowered to implement this MOU. The ESC is responsible for making recommendations to the TJPA Board regarding the scope of efforts under this MOU. The TJPA Board will maintain its ultimate authority over the DTX. Accordingly, it may accept or reject recommendations of the ESC, and it may act in the absence of a recommendation from the ESC.

The ESC will consist of the executives (or their designee) of the TJPA, MTC, SFCTA, Caltrain, CHSRA, and the CCSF (for CCSF the executive will be the Mayor or her designee). The initial and alternate members of the ESC are named on Attachment 1. Each Partner may change its appointment to the ESC by providing written notice to the ESC. The ESC will meet at least monthly, sufficiently in advance of the TJPA Board's regularly scheduled meetings that the ESC will have an opportunity to provide a progress update or to present items to the TJPA Board; a majority of authorized representatives shall constitute quorum. The ESC will elect a Chair and Vice-Chair as a first order of business. At the request of the TJPA Board Chair, the ESC Chair or Vice-Chair will report to the TJPA Board on a monthly basis on the status of the program. The ESC will be responsible for the DTX work program as summarized in Attachment 2, which specifies which elements of the DTX work program must be brought to the TJPA Board for information and/or approval. The ESC will also help resolve conflicting areas of work among the Partners. While the ESC will attempt to reach consensus, it will make recommendations to the TJPA Board by a majority vote of the representatives present. The ESC may also serve as a coordinating forum for the SF Peninsula Rail Program and other relevant regional or statewide rail system planning and development efforts.

#### **Integrated Program Management Team (IPMT):**

For the DTX Rail Program, the ESC will be supported by an IPMT consisting of representatives with relevant experience in large complex projects from each of the Partners, as designated by their corresponding executive. In addition, the IPMT may also be supplemented with relevant qualified personnel from within their own agencies or their supporting consultancy organizations.



**Project Director (PD):**

The PD should have proven leadership, organizational acumen and relevant experience in delivering all aspects of mega rail projects and tunneling. The ESC, or a sub-committee thereof, will recruit and recommend a short list of the PD candidates to the TJPA Board for final selection. The TJPA prefers that the PD be a TJPA employee or direct consultant. However, the TJPA may also consider PD candidates as a consultant seconded to the TJPA through one of the Partners; in such case, a separate agreement between the TJPA and the Partner would be required. The PD will lead the IPMT.

The PD will report to his/her hiring entity for purposes of administrative matters and report to the ESC for purposes of coordination of the IPMT. The PD will coordinate the IPMT in its development of recommendations to present to the TJPA Board as to the delivery of the Work Program (Attachment 2). The PD will be responsible for the day-to-day management of those portions of the DTX work program identified for TJPA to lead, reporting on those matters to the TJPA's Executive Director. The PD shall also be responsible for directing TJPA DTX staff and consultants as needed. To the extent another Partner is identified as assuming a lead role for portions of the DTX work program, that Partner will be responsible for day-to-day management of its tasks.

The PD will coordinate with other IPMT members leading other tasks, as well as with the SF Peninsula Rail program of projects. The PD may also coordinate with other relevant Regional and State Rail Projects as needed.

**4. Scope/Responsibilities****SF Peninsula Rail Program Group of Projects:**

The DTX is part of a set of regional rail projects within San Francisco that will provide valuable connectivity for the Bay Area and mega-region rail network.<sup>1</sup> A subset of these, called "Related Projects" for the purpose of this MOU, is covered under a separately executed San Francisco 4<sup>th</sup>/King Railyard MOU (Railyards MOU)<sup>2</sup>, which describes cooperative planning and project development activities for the Related Projects.

Whereas the DTX Rail Program will be managed as described in this MOU, the Related Projects are coordinated in accordance with the Railyards MOU and managed according to their own responsible agency's individual governance. For the Related Projects, the ESC will serve in an advisory and supporting role.

While the Partners recognize that coordinating activities can improve their planning and delivery in order to maximize public benefit for the region as a whole, the Partners confirm

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<sup>1</sup> Additional regional rail system planning, and coordination is being undertaken for potential BART and standard gauge Transbay rail crossings with BART, Capitol Corridor, Caltrain and the California State Transportation Agency (CalSTA).

<sup>2</sup>San Francisco 4<sup>th</sup>/King Railyard MOU dated June 3, 2019 between Caltrain, Prologis, CCSF/SFCTA, and TJPA

that each project within the SF Peninsula Rail Program has independent utility from every other project.

### **Summary of Work Elements Under this MOU:**

#### **DTX Rail Program:**

The following are the main activities that comprise the DTX work program.

DTX Project Development -- anticipated activities include, but are not limited to, developing a phasing strategy that addresses both Caltrain and CHSRA needs, conducting industry reviews, performing design of the phased project to a level that will allow for a reliable bottom-up cost estimate, updating the right-of-way plan, conducting robust risk assessment, implementation planning, and developing the project delivery strategy to advance the DTX to a Ready-for-Procurement status.

Coordination for Regional Planning and Funding— this effort will focus on articulating the regional context for the DTX and integrating the planning and funding of the DTX with broader regional, mega-regional, statewide plans, and funding programs. This includes helping to design and advance DTX funding strategies and analyzing implementation options in coordination with other regional and statewide entities and efforts.

A Summary Work Program is attached (Attachment 2) that includes detailed description of the roles and responsibilities for each participating agency. The Summary Work Program consists of the following main tasks, for which the ESC will develop recommendations to the TJPA Board for decision:

- Establish and Initiate New Management Structure
- Define a Fundable and Deliverable Initial Phase of the DTX Project
- Select the Project Delivery Strategy
- Undertake a Governance and Oversight Review
- Prepare for Procurement

#### **Select work elements under the Railyards MOU:**

Pennsylvania Avenue Extension (PAX)– Led by the SFCTA, this project will perform scoping and pre-environmental engineering to affect an underground rail grade separation at 16<sup>th</sup> Street and Mission Bay Drive by means of a tunnel following the general alignment of Pennsylvania Avenue, with a special focus on the interface with the DTX at 4<sup>th</sup>/Townsend rail station and the transition to the mainline at its southern end.

4<sup>th</sup> and King Railyard Studies – Led by Caltrain, in coordination with Prologis, Inc. (the property owner), this project will perform studies to determine Caltrain's needs within San Francisco, develop railyard alternatives, determine storage, service,

station, and maintenance requirements, among others, in accordance with the agreement set forth in the Railyards MOU for the possible development of the railyard.

22<sup>nd</sup> Street Station Study – Led by SF Planning, in close coordination with Caltrain, this project will study the options for improving or relocating the current 22<sup>nd</sup> Street Station.

Railyard Site Land Use and Development Study – Led by Prologis, Inc., this work will examine the feasibility of various development options at the 4<sup>th</sup> and King railyards; options will consider DTX, PAX, and/or the undergrounding of some or all of the current railyard.

## **5. External Resources and Engagement:**

The Partners will work together to identify the necessary resources to support their respective activities to carry out the DTX work program. Some agencies' budgets have identified sources, while others are to be confirmed. Within two months after signing the MOU, the Partners will develop a more detailed work plan, identify a budget for the total resource requirement (staffing and contractor) for each agency and in total, and confirm funding sources. Notwithstanding the above, this MOU commits the Partners to consider providing funding or resources, but does not commit any Partner to provide any resources other than those the agency already has funded and programmed to support DTX or to provide any funding.

These resources may include, among others, on-call consultants and legal counsel. Actual staffing and support from each agency will be based on their designated roles and responsibilities. This MOU commits the Partners to participation in the ESC/IMPT process but does not constitute a commitment of financial resources.

The Partners recognize that other state, regional and local government agencies, such as BART, Capitol Corridor, California State Transportation Agency, and Caltrans, have an interest in and/or expertise regarding the matters contemplated in the Summary Work Program. Accordingly, the Partners agree to work collaboratively to engage those agencies as appropriate during implementation of the Summary Work Program.

## **6. Work Plan:**

A Summary Work Program, delineating the scope of efforts to be executed under this MOU, is attached (Attachment 2). Once the MOU is executed and the ESC and IPMT instituted, the first order of business will be the development of a comprehensive Work Plan, for presentation and approval by the TJPA Board, building upon the activities of the Summary Work Program. The Detailed Work Plan will detail all the necessary tasks, their relationships, schedule, and responsible Partner to take the project to start of construction. The Detailed Work Plan should be completed within 2 months.

As defined in the Summary Work Program, the ESC will work to develop an initial operating phase that provides the necessary capacity to operate a reliable blended system to the Salesforce Transit Center at the earliest practicable date and with consideration of reasonably available funding. Any proposed initial operating phase recommended by the ESC must have prior concurrence of Caltrain and CHSRA members of the ESC.

#### **7. NEPA/CEQA:**

Any recommendations regarding modifications to the DTX resulting from the work under the MOU is intended to be consistent with and not require any material modification of the existing DTX NEPA/CEQA documentation.

#### **8. Funding:**

The Partners recognize that Federal funding programs require demonstration of strong local financial capacity and commitment and intend to collaborate on strengthening project funding plans.

#### **9. Principles for Collaboration:**

- Follow the decision-making processes and communication models established by the ESC and IPMT
- Share information and resources to assist with the successful and timely completion of tasks and follow-on studies
- Respond and provide input within agreed-upon response times
- Design meetings as small working sessions and provide appropriate staff to focus on the outcomes required, in accordance with the roles and responsibilities established in the attached Summary Work Program
- Seek to make decisions by consensus when possible, by majority vote otherwise

#### **10. Policy Recommendations:**

Policy recommendations of the ESC to the TJPA Board for the DTX will require majority support of the ESC. Policy recommendations are expected to include, but are not limited to:

- Phasing Plan for the Initial Operating Segment
- Adoption of a new Funding Plan
- Project Delivery Plan, including ROW acquisition plan, project delivery method(s), contracting strategy
- Final institutional arrangement for project delivery through initial operating segment as proposed in the Summary Work Program
- Significant design decisions

**11. No Adjudication of Rights:**

The MOU does not adjudicate legal rights with respect to the development of the DTX or provide the Partners with any rights with respect to the revenues derived therefrom.

**12. Other MOUs:**

The Partners acknowledge that there are other agreements already entered into by the Partners or which may be entered in the future related to the SF Peninsula Rail Program, including but not limited to operating and maintenance agreements between the TJPA (or another entity designated to carry out the DTX) and Caltrain and the California High-Speed Rail Authority; MOU between the TJPA the Federal Railroad Administration related to the allocation of \$400 million for the construction of the train box at the STC; and the Railyards MOU. This MOU is separate from and does not modify or replace any other MOU or other agreement between the Partners regarding the DTX.

**13. Term**

13.1 The term of this MOU shall be 36 months or when the DTX reaches Ready-for-Procurement status, whichever is earlier.

13.2 The Partners may amend, conclude or extend this MOU by mutual agreement; such agreement shall be evidenced in writing. Notwithstanding the foregoing, the TJPA may terminate this MOU in its discretion by action of the TJPA Board; prior to any such proposed termination, the TJPA shall meet and confer with the other Partners in a good faith effort to resolve any concerns and avoid the need for termination. Any other Partner may withdraw from this MOU in its discretion, following a meet and confer with the other Partners in a good faith effort to resolve any concerns and avoid the need for withdrawal.

**14 General Conditions**

14.1 Each Partner will conduct its activities under this MOU in accordance with applicable federal, state, and local laws, regulations, and standards.

14.2 Each Partner will ensure that personnel assigned by it to conduct activities under this MOU are appropriately qualified or licensed to the perform the tasks assigned to them.

14.3 Each Partner will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the activities under this MOU in confidence to the extent permitted by law. Where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between the Partners. The Partners will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the activities under this MOU without the written consent of the Partner authorized to release

them, unless required and authorized to do so by law. If a Partner receives a public records request pertaining to activities under this MOU, that Partner will notify the other Partners within five (5) working days of receipt and make the other Partners aware of any intent to disclose public documents. The Partners will consult with each other prior to the release of any public documents or statements related to the activities under this MOU. Nothing herein shall require any Partner to waive any attorney-client privileges or other protections it otherwise has a right to assert.

14.4 The Partners do not intend this MOU to create a third- party beneficiary or define duties, obligations, or rights in parties not signatory to this MOU.

14.5 The Partners will not assign or attempt to assign their rights or obligations under this MOU to parties not signatory to this MOU without an amendment to this MOU.

14.6 The following documents are **Attachments** hereto:

Attachment 1: Initial members of the ESC

Attachment 2: Summary DTX Rail Program - Work Program

Attachment 3: Organization Chart

IN WITNESS WHEREOF, the Partners have executed this MOU as of the date first written above.

Transbay Joint Powers Authority

Metropolitan Transportation Commission

By: \_\_\_\_\_

TJPA Board Chair

Address:

By: \_\_\_\_\_

Address:

San Francisco County Transportation  
Authority

Peninsula Corridor Joint Powers Board

By: \_\_\_\_\_

Address:

By: \_\_\_\_\_

Address:

California High Speed Rail Authority

City and County of San Francisco

By: \_\_\_\_\_

By: \_\_\_\_\_

Address:

Address:

DTX MOU Attachment 1 Initial ESC and IPMT Membership		
Executive Steering Committee	Member	Alternate
Caltrain	Jim Harnett	Michelle Bouchard
CCSF	Paul Supawanich	TBD
CHSRA	Boris Lipkin	Simon Whitehorn
MTC/BATA	Andrew Fremier	Lisa Klein
TJPA	Mark Zabaneh	Erin Roseman
SFCTA	Tilly Chang	Eric Cordoba
Integrated Program Management Team		
Caltrain	Sebastian Petty	Anthony Simmons
CCSF	Doug Johnson	Anna Harvey
CHSRA	Simon Whitehorn	Paul Hebditch
MTC/BATA	Stephen Wolf	Trish Stoops
TJPA	TBD	TBD
SFCTA	Eric Cordoba	Luis Zurinaga



	<p>Roles and Responsibilities</p> <p>Lead: Agency responsible for executing the task</p> <p>Co-Lead: Agencies jointly responsible for executing the task</p> <p>Concur: Agency that must sign off on deliverables</p> <p>Contribute: Agency that will provide input and assistance to Lead</p> <p>Consulted: Agency that must be informed and consulted by Lead</p>									
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For	
A.	Establish and Initiate New Management Structure									
1	Establish Executive Steering Committee (ESC) and Integrated Project Management Team (IPMT), identify resources and develop a staffing plan.	(a)Develop MOU (b)Develop Summary Work Program (c) Define roles and responsibilities (d) Determine staffing levels for IPMT from participating agencies	Concur	Concur	Concur	Concur	Lead	Concur	Reporting	
2	ESC and IPMT Program Management	(a) Execute and implement transition to the new structure and agreements (b) Ongoing oversight and management of the program (c) Manage key initiatives to address issues (d) Coordinate with other regional and state projects (e.g. BART/Capitol Corridor on the development of the New Transbay Rail Crossing and State Rail Plan)	Contribute	Contribute	Contribute	Contribute	Contribute	Contribute	Reporting	
3	Recruit Program Director		Contribute	Contribute	Contribute	Contribute	Contribute	Lead	Approval	
4	Coordinate with Project Initiation phase of the Pennsylvania Avenue Extension (PAX)	(a) Interface with PAX pre-environmental engineering and funding permitting, environmental studies.	Contribute	Contribute	Contribute	Contribute	Lead	Contribute	Reporting	
5	Coordinate with other SF Peninsula Rail Program components	(a) Coordinate with Railyards Development planning (per Railyards MOU) and 22nd Street Station study led by SF Planning (b) Coordinate with BART/CCJPA on potential through running of conventional rail services	Contribute	Lead	Contribute	Contribute	Contribute	Contribute	Reporting	
6	Develop a comprehensive Work Plan, building upon the activities of this Summary Work Program. The Detailed Work Plan will describe all the necessary tasks, their relationships, schedule, and responsible party to take the project to start of construction. (target completion: within 2 months)	(a) Identify all tasks, including programmatic documentation (PMP and associated management plans and criteria), a project phasing study and business case analysis; branding, planning and funding plans; outreach and stakeholder engagement; qualitative and quantitative risk analyses, constructability review and industry review;	Concur	Concur	Concur	Concur	Concur	Lead	Approval	

		project delivery plan; and other tasks necessary to bring the DTX Rail Program to bid, and assign responsibilities								
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For	
7	Develop a re-branding strategy to reposition the DTX Rail Program	Develop a plan for re-branding of the Program with updated graphics and messaging based on economic benefits for the region, state, and nation	Contribute	Contribute	Contribute	Contribute	Concur	Lead	Approval	
8	Perform public outreach by engaging external stakeholders, advocacy groups, and the public at large, and perform public outreach	(a) Develop external outreach plan (b) Conduct public outreach (c) Conduct advocacy group outreach (d) Maintain clear records of stakeholder engagement (e) Coordinate with adjacent developments, related and interconnected plans and projects by other agencies, such as Transbay rail planning, and stakeholder business plans	Contribute	Contribute	Contribute	Contribute	Contribute	Lead	Reporting	
B.	Define a Fundable and Deliverable Initial Phase of the DTX Project									
9	Develop operational plans for near-term and long-term rail operations at the STC	(a) Develop a consolidated set of service assumptions (b) Develop operational objectives, timetables, track usage, and platform distribution. (c) Perform all necessary modeling, including perturbation analysis, to assure reliable, smooth operations at the STC and the Peninsula	Co-Lead	Contribute	Co-Lead	Contribute	Contribute	Contribute	Reporting	
10	Conduct planning for DTX	(a) Identify the full extent of the Salesforce Transit Center users, currently planned and future, direct and indirect, and existing relevant plans and studies (b) perform ridership forecasts, and coordinate with Caltrain and CHSR based on their current/updated Business Plans; transit users; and, New Transbay Crossing based on 2018 State Rail Plan, regional rail plan, and current BART/CCJPA planning study	Concur	Contribute	Concur	Concur	Lead	Concur	Reporting	

Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
11	Perform technical studies and design to re-define and deliver a DTX initial operating phase as soon as possible	(a) Engineering studies to achieve project re-definition and initial operating phase (b) Utilizing input from the operational plans developed under task 9, perform demand vs capacity scenario analysis over time and side-by-side comparison of options in terms of benefits (economic, riders, housing, etc.), costs, schedules, operations, etc. (c) Perform design of the phased project to a level that will allow for the reliability of the tasks below (d) Develop detailed cost estimates, schedules, and extensive risk register and analysis based on structured workshops, including risk management program and independent reviews (e) Develop plans for utility relocations and ROW acquisition requirements, including risk management and insurance plans, early works packages, and third-party agreements as needed (f) Resolve critical operational issues for all users of the initial operating phase, conduct operational analysis, and coordinate operators' plans and requirements	Concur	Contribute	Concur	Contribute	Concur	Lead	Approval
12	Prepare a preferred Phasing Plan conforming with technical studies and policy direction on realistic amounts/timing of funding and stakeholder delivery date expectations -with an explicit goal to deliver rail service to the STC as soon as possible	(a) Utilizing input from tasks 9, 10, 11 and 13, prepare Rail Program phasing options in response to rail service scenarios, funding sources and availability, and stakeholder requirements (b) Develop detailed risk management and assurance plans including ownership, staffing, independent strategic advisor / independent engineer, and management processes (c) Develop Business Case for the phased project (d) Revisit Detailed Work Plan to assure compatibility with preferred phasing plan	Concur	Concur	Concur	Concur	Concur	Lead	Approval
13	Develop and confirm Funding Plan strategy for the DTX Rail Program based on achievable funding assumptions and securing adequate capital funding and O&M revenues enough for the initial phase	(a) Develop funding plan for construction and operations, inter-agency responsibilities, securing commitments, schedule of availability, and tasks to enter FTA funding process (b) Conduct assessment of high/ low confidence sources of funding with focus on funding initial operating phase and funding strategy of subsequent phases (c) Develop new/innovative funding and financing sources including joint development (e-g, Railyards) enabled by project re-definition strategy (d) Develop funding plan strategy for operations phase, including funding agreements and commitments to support initial operating phase operating costs	Contribute	Contribute	Contribute	Concur	Lead	Concur	Approval

Attachment 2: DTX Summary Work Program FINAL V7 3-31-20

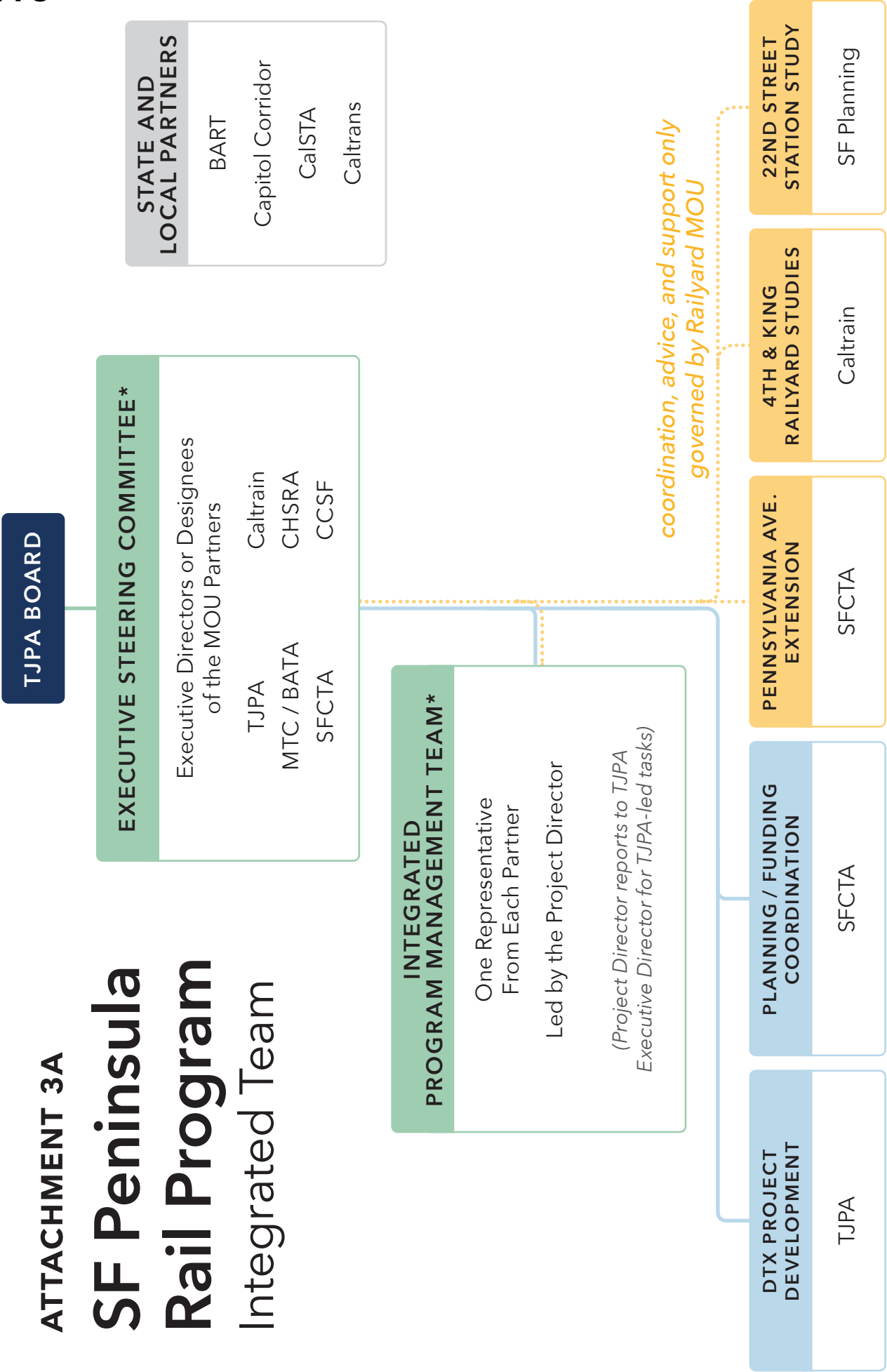
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
14	Prepare the project to enter the federal New Starts Program	(a)Develop all the documentation required by the FTA to enter the New Starts Program (b) Engage with the FTA to develop a road map to the Full Funding Grant Agreement	Concur	Concur	Concur	Concur	Concur	Lead	Report on progress and approval of final documents
C.	Select the Project Delivery Strategy								
15	Conduct industry outreach to validate construction methodology and contracting strategy	Conduct market sounding through engagement with the infrastructure industry and update the qualitative delivery options analysis previously completed.	Contribute	Contribute	Contribute	Contribute	Contribute	Lead	Report
16	Develop a project delivery and contracting strategy	(a) Analyze project delivery options analysis based on a business case and risk-adjusted financial analysis, including input from the market sounding (b) Analyze legal framework and issues for delivery options, procurement, and development of contracts (c) Develop a strategic implementation roadmap including a procurement and contracting plan, risk management plan, and organizational requirements (d) Conduct workshops to allocate risk based on risk analysis performed under tasks above, and develop analysis and plans for insurance (e) Scope pre-procurement engineering and early works contracts tailored to the delivery options	Contribute	Contribute	Contribute	Concur	Co-Lead	Co-Lead	Approval
17	Develop an O&M plan with roles and responsibilities	(a) Prepare a 20-year financial plan for Operations and Maintenance (b) Review and identify the ownership and governance of project elements for construction, operations, and maintenance (c) Develop and execute agreements for Operations and Maintenance	Concur	Consulted	Concur	Concur	Concur	Lead	Approval
D.	Undertake a Governance and Oversight Review and Transition								
18	Explore the best institutional arrangement and governance for the delivery of the DTX Rail Program thru construction and make recommendations to TJPA Board	(a) Detailed study to identify the governance structure to enable stakeholder alignment, effective mega-project delivery, oversight, independent strategic advice, and assurance (b)Stress-test options to maximize opportunities for Federal, State, and Regional funding as a Project of Regional and National Significance. Recommend governance/project delivery structure for delivery (c) Develop management structure, briefs with roles and responsibilities, staffing qualifications, reporting and communication protocols, contracting, and staffing plan (d) Conduct assessment with strategic, economic, commercial, financial, management cases and consider	Contribute	Contribute	Contribute	Co-Lead	Co-Lead	Concur	Approval

Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For			
19.	Select lead agency for Construction. Should an alternate structure be adopted by the TJPA Board as a result of the above task, effect transition to final institutional arrangement and organization	Execution and implementation of Task 18 outcomes in coordination with the selected project delivery method.	Concur	Concur	Concur	Concur	Concur	Lead	Approval			
E.	Prepare for Procurement											
20	Start procurement tasks as applicable based on final institutional agreement, selected project delivery method, and scoping	(a) Finalize Plans, Specifications, and Estimates (PS&E) to the level required by the contracting strategy and delivery method(s) (b) Develop draft Commercial Terms and Conditions as appropriate for each contract (c) Conduct additional industry outreach to create interest and create a competitive environment (d) Develop draft bid documents for each contract	Concur	Concur	Concur	Concur	Concur	Lead	Report on Progress Approval to begin procurement			

# ATTACHMENT 3A

## SF Peninsula Rail Program

### Integrated Team



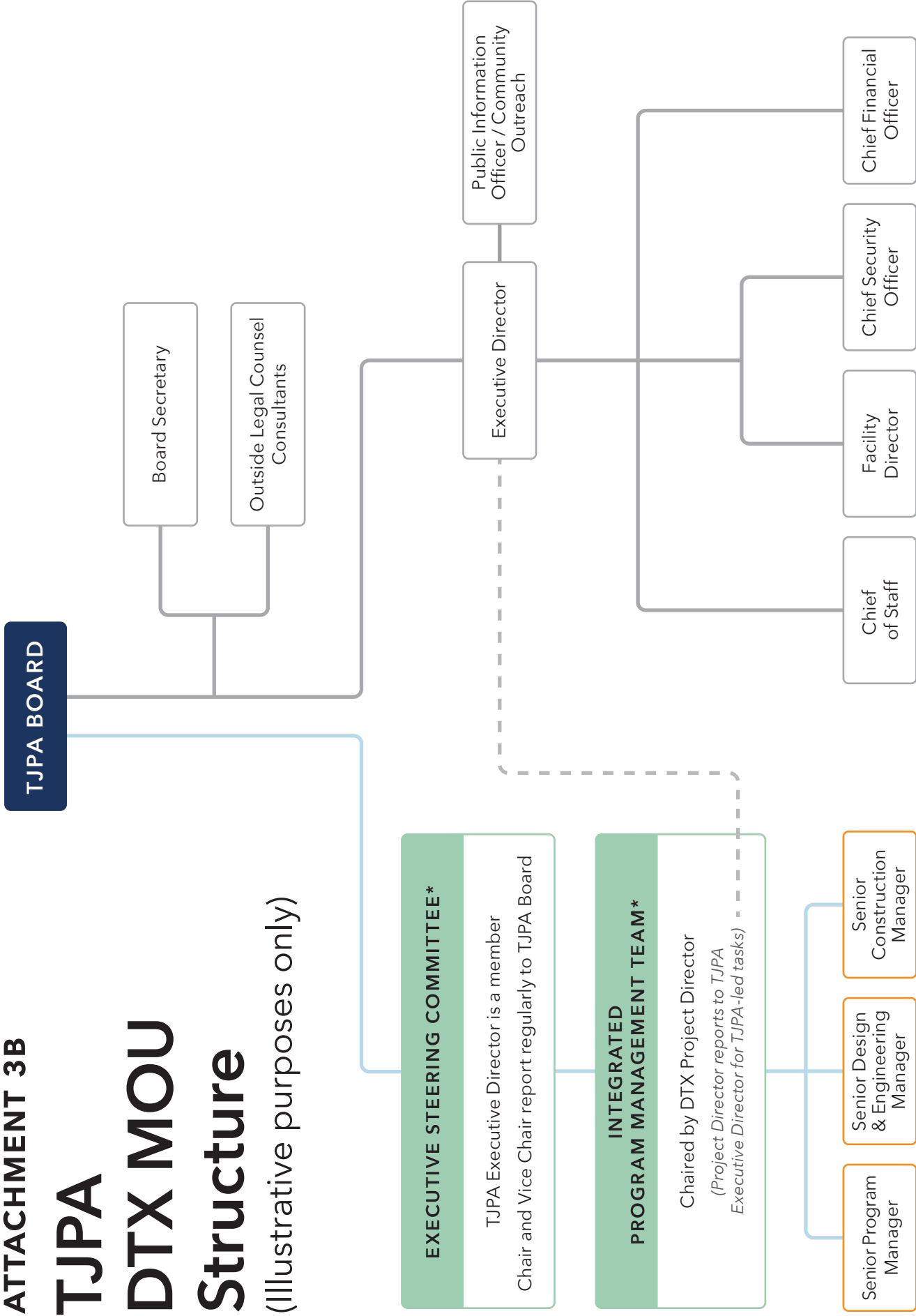
\* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPA Board on April 9, 2020



## ATTACHMENT 3B

# TJPA DTX MOU Structure

(Illustrative purposes only)



\* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPA Board on April 9, 2020



## Memorandum

### AGENDA ITEM 17

**DATE:** April 3, 2020

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 04/14/20 Board Meeting: Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA) the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High Speed Rail Authority and the City and County of San Francisco for the Establishment of a New Organizational Structure that Will Support the Efforts of the TJPA in the Development of the Downtown Rail Extension to a Ready-for-Procurement Status

#### RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to execute a Memorandum of Understanding (MOU) with the TJPA, the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (PCJPB), the California High Speed Rail Authority (CHSRA), and the City and County of San Francisco (CCSF) for the establishment of a new organizational structure that will support the efforts of the TJPA in the development of the Downtown Rail Extension (DTX) to a ready-for-procurement status

#### SUMMARY

At the request of the Board, we convened an expert panel (Panel) to review current and best practices for governance, oversight, management, funding, and project delivery for the DTX. The Panel presented its final recommendations to the Board on October 22, 2019. Over the last several months, we have taken the lead in the development of the subject MOU with the major partner agencies for the implementation of most of the Panel's recommendations. The TJPA is scheduled to consider approval of the MOU at a special meeting on April 9. Consistent with guidance from Chair Peskin, consideration of the Prop K allocation to the TJPA to continue DTX design activities, a separate item at the April 14 Transportation Authority Board meeting, is contingent upon TJPA approval of the subject MOU.

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





## **BACKGROUND**

On October 23, 2018, the Transportation Authority Board unanimously voted to suspend the Prop K funding agreement with the TJPA for the DTX project. Recognizing the local and regional significance of the project, the technical and institutional complexity, the high price tag, and limited funding identified to date, the Board commissioned a review of current and best practices for governance, oversight, management, funding, and project delivery of the DTX project. To that effect, staff convened a multidisciplinary panel composed of industry experts. The effort consisted of research of best practices and lessons learned from other megaprojects, expert and stakeholder interviews, and a series of workshops, with participation by key stakeholders: PCJPB or Caltrain, CHSRA, TJPA, MTC, A/C Transit, the SF Mayor's Office, SF Planning, the San Francisco Municipal Transportation Agency, and Transportation Authority staff. We also sought input from TJPA's Citizens Advisory Committee, Friends of DTX, SPUR, the California State Transportation Agency and BART/Capitol Corridor staff on the work ahead.

The Panel presented its final recommendations to the Board on October 22, 2019. The recommendations proposed actions in the areas of rail program re-positioning, funding, project delivery, and governance and oversight. The Panel proposed that certain activities need to take place over the next two years to better position the project for success, regardless of the governance and oversight structures chosen. To that effect they developed a work program that summarizes the activities necessary for the implementation of the recommendations. This effort will re-envision the DTX program; identify the governing entity and organization with a clear mandate and capability to implement it; and select a project delivery method.

Transportation Authority staff have presented updates on the MOU to the TJPA's Citizens Advisory Committee and TJPA Executive Director Zabaneh provided a briefing on the MOU to the TJPA Board on March 12. The TJPA Board will consider approving the MOU at a special meeting on April 9, which is why we are bringing this item forward now.

## **DISCUSSION**

The attached MOU describes a new organizational structure that will support the efforts of the TJPA in the development of the DTX project to a ready-for-procurement status and make direct recommendations to the TJPA Board, based on a set of activities outlined therein. These activities will be undertaken by an integrated multi-agency project team, comprised of senior staff of the signatory agencies to the agreement, over a period of up to 3 years, following approval of the MOU by all partners.

An Executive Steering Committee (ESC) will be instituted to support the TJPA in project development efforts for the DTX in accordance with the MOU, the ESC will make recommendations to the TJPA Board regarding the scope of efforts and key decisions outlined in the MOU. The TJPA Board will maintain its ultimate authority over the DTX and,



accordingly, it may accept or reject recommendations of the ESC, and it may act in the absence of a recommendation from the ESC.

The ESC will consist of the executives (or their designee) of the signatory partnering agencies. The ESC will meet at least monthly, sufficiently in advance of the TJPA Board's regularly scheduled meetings that the ESC will have an opportunity to provide a progress update or to present items to the TJPA Board. The ESC will be responsible for the DTX work program as summarized in Attachment 2 of the MOU, which specifies which elements of the DTX work program must be brought to the TJPA Board for information and/or approval. The ESC will guide the work of the Integrated Project Management Team (IPMT)(see below) and also help resolve conflicting areas of work among the partners. The ESC may also serve as a coordinating forum for the San Francisco Peninsula Rail Program and other relevant regional or statewide rail system planning and development efforts.

The ESC will be supported by an IPMT consisting of representatives with relevant experience in large complex projects from each of the partners, as designated by their corresponding executive. In addition, the IPMT may also be supplemented with relevant qualified personnel from within their own agencies or their supporting consultancy organizations. The IPMT will be led by a new Project Director, who may be a TJPA employee or consultant, or a consultant seconded by any of the partners. The Project Director should have proven leadership, organizational acumen and relevant experience in delivering all aspects of mega rail projects and tunneling.

The Project Director will be responsible for the day-to-day management of those portions of the DTX work program identified for TJPA to lead, reporting on those matters to the TJPA's Executive Director. The Project Director shall also be responsible for directing TJPA DTX staff and consultants as needed. To the extent another partner is identified as assuming a lead role for portions of the DTX work program, that partner will be responsible for day-to-day management of its tasks.

The Project Director will coordinate with other IPMT members leading other tasks, as well as with the San Francisco Peninsula Rail program of projects and other relevant regional and state rail projects as needed. The Project Director will report to the ESC for purposes of coordinating the work of the IPMT.

Attachment 1 to the MOU names the Initial members of the ESC and IPMT. Attachment 2 to the MOU is the Summary Work Program, which describes the tasks and subtasks to be performed under the MOU and assigns responsibilities for their execution. It will be the basis for a detailed work plan to be developed by the IPMT as the first order of business upon the execution of the MOU. Finally, Attachment 3 to the MOU contains conceptual Organization Charts depicting the relationships in for the rail program (3a) and the TJPA organization for the project (3b).



**Next Steps.** Based on recent meetings with partner agencies, we anticipate that following TJPA and Transportation Authority approval of the subject MOU, the other partner agencies will execute the MOU over the next few months. Pending the Transportation Authority Board approval of the two related funding requests on this April 14 Board agenda, we will continue to refine the DTX work program with TJPA and the other partner agencies. We may bring a subsequent set of funding requests to the Board to fund the work of partner agencies which would be reimbursable, once the Regional Measure 3 bridge toll program funds are available.

## **FINANCIAL IMPACT**

The MOU commits the partners to consider providing funding or resources, but does not commit any partner to provide any resources other than those the agency already has funded and programmed to support DTX or to provide any funding. Therefore, approving the MOU does not create a financial impact. However, a Prop K allocation request to fund the first 18 months of the TJPA portion of the program, together with an appropriation request to fund the Transportation Authority's participation and oversight, will be presented to the Board as a separate item on the April 14 agenda.

## **CAC POSITION**

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

## **SUPPLEMENTAL MATERIALS**

- Attachments: San Francisco Peninsula Rail Program MOU
  1. List of initial members of the ESC and IPMT
  2. Summary Work Program
  3. Organizational Charts

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San Francisco  
County Transportation  
Authority



RESOLUTION ALLOCATING \$11,906,558, WITH CONDITIONS, FOR DOWNTOWN RAIL EXTENSION - PHASING AND PARTIAL 15% DESIGN AND APPROPRIATE \$2,636,109 IN PROP K SALES TAX FUNDS FOR RAIL PROGRAM OVERSIGHT AND PROJECT DEVELOPMENT SUPPORT

WHEREAS, In late 2019, The Transportation Authority convened an expert panel review of the governance, oversight, management, funding, and project delivery of the Downtown Rail Extension (DTX), which resulted in a series of recommendations presented to the Transportation Authority Board on October 22, 2019; and

WHEREAS, To implement those recommendations, Transportation Authority staff, together with other major stakeholders, developed the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) which proposes a new management structure and defines a work program for the development of the project to ready-for-procurement status; and

WHEREAS, The Transportation Authority has received the two requests for a total of \$14,542,667 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 DTX to a Rebuilt Transbay Terminal category of the Prop K Expenditure Plan and will provide funding to cover the Transbay Joint Powers Authority and Transportation Authority's respective involvement for the first eighteen months of the implementation of the work program defined in the aforementioned MOU; and

WHEREAS, The adopted Prop K Strategic plan has funds programmed to the named projects such as DTX to a Rebuilt Transbay Terminal, which have no requirement for adoption of a 5-Year Prioritization Program (5YPP); and

WHEREAS, The Prop K Strategic Plan establishes that all remaining funds for the DTX to a Rebuilt Transbay Terminal, beyond those already programmed for



Phase 1, shall be for construction of Phase 2 (DTX); and

WHEREAS, Funding the two requests requires a concurrent Prop K Strategic Plan amendment to reprogram \$8.7 million in de-obligated funds and advance \$5.8 million in out year Prop K funds to Fiscal Year 2019/20 to the subject requests in the DTX to a Rebuilt Transbay Terminal category; and

WHEREAS, The requested Strategic Plan amendment would result in a decrease (-0.9%) to the assumed level of financing costs due to the de-obligated funds being reprogrammed at a less aggressive cash flow schedule than originally programmed; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$11,906,558, with conditions, and appropriating \$2,636,109 in Prop K Sales Tax funds for the two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation and appropriation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed actions; now therefore, be it

RESOLVED, That the Transportation Authority hereby waives the Prop K Strategic Plan policy requiring that all remaining unprogrammed funds in the DTX to a Rebuilt Transbay Terminal category be programmed for construction of the DTX and amends the Prop K Strategic Plan to reprogram \$8.7 million in de-obligated funds and advance \$5.8 million in out year Prop K funds programmed to the DTX design phase in Fiscal Year 2019/20, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further



RESOLVED, That the Transportation Authority hereby allocates \$11,906,558, with conditions, and appropriates \$2,636,109 in Prop K Sales Tax funds for the two subject requests, 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 and appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan and Strategic Plan; 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 is hereby amended, as appropriate.



Attachments:

1. Summary of Requests Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2019/20
5. Allocation Request Forms (2)



Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	5	TJPA	Downtown Extension - Phasing and Partial 15% Design	\$ 11,906,558	\$ 132,267,646	86%	91%	Design	6, 10
Prop K	5	SFCTA	Rail Program Oversight and Project Development Support	\$ 2,636,109	\$ 2,636,109	86%	0%	Planning	6, 10
TOTAL						\$ 14,542,667	\$ 134,903,755	86%	89%

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority) TJPA (Transbay Joint Powers Authority)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - Phasing and Partial 15% Design	\$11,906,558	The Downtown Rail Extension (DTX) will extend Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. The requested funds will support preliminary engineering work including a phasing study, industry review, project delivery and other management plans, and development of 15% design submittals for key elements of the DTX project consistent with the work program described in the 6 party Memorandum of Understanding (MOU) that is the subject of a separate agenda item at the April 14 Board meeting. The work funded by the subject request is scheduled for completion in June 2021.
5	SFCTA	Rail Program Oversight and Project Development Support	\$2,636,109	response to the Board's interest in enhanced oversight for the DTX, the work to be performed under this appropriation is intended to complement and enhance the Transportation Authority's ongoing oversight functions for the DTX and the Peninsula Rail Program. It also partially funds the Transportation Authority's roles to lead Planning and Funding Strategy updates, and to co-lead Project Delivery and Institutional Options analyses to help prepare the DTX project for procurement. These key tasks are consistent with the Expert Peer Review Final Report recommendations. This request covers the first 18 months of the Transportation Authority's efforts on the work program described in the 6-party MOU.
<b>TOTAL</b>			<b>\$14,542,667</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	TJPA	Downtown Extension - Phasing and Partial 15% Design	\$ 11,906,558	<p><b>Prop K Strategic Plan Amendment:</b> Recommendation is contingent upon an amendment to the Prop K Strategic Plan to advance outyear funds in the Downtown Extension (DTX) to a Rebuilt Transbay Terminal category to Fiscal Year 2019/20. See attached allocation request forms for details.</p> <p><b>Exception to Prop K Strategic Plan Policy:</b> Recommendation is contingent upon an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction.</p> <p><b>NTP #2 Funds on Reserve:</b> Funds for the second Notice to Proceed or NTP #2 (\$8,177,927) will be on reserve until released by the Board following: (1) Board acceptance of the Project Phasing Strategy and Interim Budget and Schedule for Phase 2, and (2) the identification of a new Program Director in accordance with the 6-party Memorandum of Understanding (see memo for additional details).</p>
5	SFCTA	Rail Program Oversight and Project Development Support	\$ 2,636,109	<p><b>Prop K Strategic Plan Amendment:</b> See above project.</p> <p><b>Exception to Prop K Strategic Plan policy:</b> See above project.</p>
<b>TOTAL</b>			<b>\$14,542,667</b>	

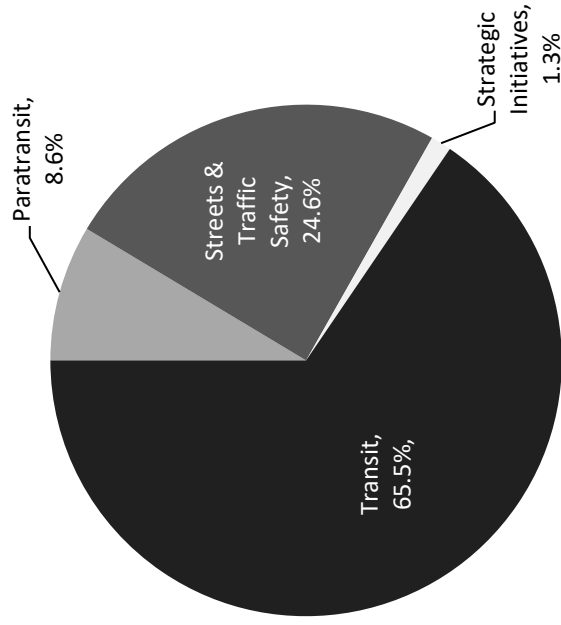
<sup>1</sup> See Attachment 1 for footnotes.

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

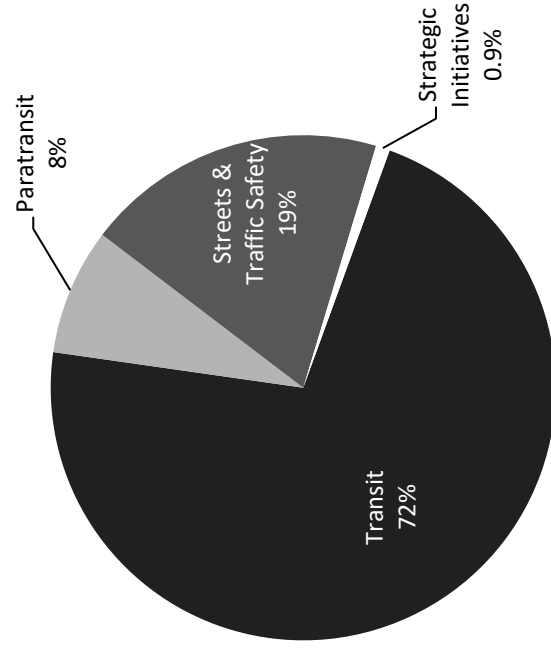
PROP K SALES TAX								
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 135,833,357	\$ 22,978,137	\$56,088,049	\$7,827,707	\$ 9,934,729	\$ 35,560,081	\$ 2,727,154	\$ 717,500
Current Request(s)	\$ 14,542,667	\$ 792,901	\$ 9,409,407	\$ 4,340,359	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 150,376,024	\$ 23,771,038	\$ 65,497,456	\$ 12,168,066	\$ 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

225

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Downtown Extension - Phasing and Partial 15% Design
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transbay Terminal / Downtown Caltrain Extension
<b>Current Prop K Request:</b>	\$11,906,558
<b>Supervisory District(s):</b>	District 06

### REQUEST

#### Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. The requested funds will support preliminary engineering work including a phasing study, industry review, project delivery and other management plans, and development of 15% design submittals for key elements of the Caltrain Downtown Extension (DTX) project.

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

See attached document for details.

#### Project Location

First & Mission Streets, San Francisco, CA

#### Project Phase(s)

Design Engineering (PS&E)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop AA Strategic Plan Amount:</b>	\$7,096,290

#### Justification for Necessary Amendment

In 2018 the Transportation Authority programmed and allocated \$9,678,626 in EP-5 funds for DTX 30% Design Part 1, of which \$8,696,290 was deobligated in November 2019 pursuant to suspension of the grant by the Transportation Authority. Also in November 2019 the Board approved reprogramming and appropriation of \$1.6 million of the deobligated funds for the Pennsylvania Avenue Extension Pre-environmental project. The TJPA and Transportation Authority are now requesting a total of \$14.5 million for Downtown Extension—Phasing and Partial 15% Design and Rail Program Oversight. These requests require a Prop K Strategic Plan amendment to program the remainder of the deobligated funds to the two projects in FY2019/20, and advance an additional \$5.8 million in unprogrammed capacity in the Downtown Extension to a Rebuilt Transbay Terminal category.

**Transbay Program Phase 2  
Scope of Work, Deliverables and Schedule  
May 1, 2020 –November 26, 2021**

The DTX MOU includes work scope to achieve ready for procurement status; however, this allocation only the initial 18 months of this scope; the remainder of the scope will be the subject of future funding request. Based upon direction from SFCTA staff, the scope of services is split into two terms, each of which will have a separate Notice to Proceed (NTP). Scope indicated as being included in NTP#1 is anticipated to commence on May 1, 2020. Scope within NTP #1 is expected to take approximately 6 to eight months to complete. The scope of NTP#2 will be initiated once the scope of NTP#1 is complete.

**NTP#1 (May 1, 2020 – November 30, 2020)**

The work during NTP#1 will focus on a project phasing study which will review options for identifying an initial operating segment for the DTX project in support of planning and funding strategy efforts. The work will also include creating a log of changes made to the program since the Supplemental EIS/EIR, a real estate acquisition plan, and the preparation of a configuration management plan, all of which will support and inform the phasing study and the procedures for implementing findings from the phasing study. The NTP will also include an industry review with contractors which will feed into a review with contractors which will feed into a review of project delivery planned in NTP#2

**A. Program Management \$1,078,311**

Manage program scope of work and develop and implement Program Management and Program Controls (PMPC). Other direct office costs. Manage staff and coordinate the following activities.

**A.1 Program Manager and Staff**

- Hire a Project Director in accordance with the Memorandum of Understanding prepared in coordination with all stakeholders. (TJPA)
- Provide a Program Manager and Deputy Program Manager (referred to collectively herein as the “Program Manager”) with overall responsibility for managing the program scope of work and developing and implementing PMPC. The Program Manager shall provide staff planning, supervision, and support for the Program Team, including coordination among project teams. As requested by TJPA, the Program Manager shall also assist the TJPA in the acquisition of funding for the Program, various Program approvals, and other third party agreements. The Program Manager, or his or her designee, will attend the TJPA’s weekly staff meetings and other meetings as required by the TJPA. The Program Manager will provide all other related services as requested by the TJPA. The Program Manager and Deputy Program Manager are designated as key personnel positions. The Program Manager also works with the project team to ensure schedule adherence.
- Program Management staff serve as a point of technical contact in connection to the planning and Phase 2 design. Coordinate and maintain contact with key Program members, PMPC consultant team members, the Transit Center design team, outside agency representatives, and others as directed.
- Staff provide assistance for the development and management of project design criteria, cost estimates and schedule.
- Staff also provides technical and project specific assistance to TJPA, including preparation of letters and presentations.

## A.2 Program Management Plans

- Preparation of a log of changes to the configuration of the Program since issuance of the Supplemental EIS/EIR.
- Preparation of a configuration management plan. The supplemental environmental document for Phase 2 completed in late 2018 established the baseline configuration for Phase 2. A configuration management plan will be developed to document the baseline configuration and the processes for ensuring that the baseline configuration is not changed without a systematic review of the changes to the design and the impact that design changes may have on all other aspects of the project. The configuration management plan will address changes during the design and construction phases, interface management, O&M interfaces, and procurement bid documents.
- Develop a preliminary real estate acquisition plan. A real estate acquisition plan was completed in 2005. Between 2008 and 2014, fifteen parcels were acquired to preserve right-of-way for the DTX. Since then, the right-of-way estimate has been updated (2017), and during the supplemental environmental process, DTX designers determined that underpinning could be used to support several historic buildings along the DTX alignment that previously had been slated for partial demolition and rebuilding. Work associated with an updated plan includes
  - Evaluating all affected properties to determine what engineering solutions are available to preserve as much of the buildings as possible
  - Estimating the right-of-way costs based on market rates of the buildings/portions of the buildings, potential for occupancy during construction, and the cost of construction of the engineering solutions
  - Updating the 2017 ROW estimate including utility relocations

### ***Deliverables/Schedule:***

1. *Log of changes made to the Program (PMPC): NTP#1 plus 2 months*
2. *Configuration Management Plan (PMPC): NTP#1 plus 6 months*
3. *Preliminary Real Estate acquisition plan (PMPC): NTP#1 plus 5 months*

- ## A.3 Program Meetings and Coordination.
- PMPC will plan and attend project meetings including bi-monthly meetings with SFCTA staff and the design team. PMPC Program Coordination activities including organizing project meetings with outside agencies and other stakeholder coordination activities to support the phasing concept study and stakeholder management efforts. Coordination with adjacent properties along the alignment to determine potential impacts to Phase 2 project elements and/or the properties.

### ***Deliverables/Schedule:***

1. *Bi-weekly meetings/meeting minutes (PMPC, attended by Design Team).*
2. *As-needed coordination and meetings/meeting minutes with stakeholders. (PMPC with Design Team support)*
3. *Analyze at a preliminary level impacts or benefits to the project if a specific concern or comment from a stakeholder increased or decreased project risk, scope, cost, or duration. (Design Team with support from PMPC)*
4. *Coordinate with rail operators on design criteria. (PMPC with Design Team support).*
5. *Prepare a draft updated East Bay Crossing memorandum including: coordination with BART on BART's second bay crossing effort, updated aerial mapping, updates to route constraints including potentially affected properties, and review Main Street route with reduced trainbox extension. (Design Team with management by PMPC)*

**A.4 Rebrand Program and Public Outreach.** TJPA and their consultants, in coordination with planning and modeling efforts by the SFCTA will develop a plan for re-branding of the Program with updated graphics and messaging based on economic benefits for the region, state, and nation. (TJPA)

**A.5 Public Outreach.** TJPA will perform outreach by engaging external stakeholders, advocacy groups, and the public at large, and perform public outreach. An external outreach plan will be developed. (TJPA)

**A.6 Design Team Invoicing, Subconsultant Management, Scheduling and Reporting.** Prepare monthly invoices including monthly invoice reports. Manage subconsultant contracts.

***Deliverables/Schedule:***

1. *Monthly invoice and invoice reports. (Design Team)*
2. *Bi-monthly updates to the design schedule. (Design Team)*

**B Program Implementation and Support Activities \$1,151,000**

**B.1 Project Phasing Concept.** Review opportunities for project phasing.

- Develop evaluation criteria including, but not limited to: constructability, scalability, cost and risk. (PMPC)
- Workshop#1: Host a one-day “brainstorming” workshop with the project team, Caltrain, CHSRA, MTC and SFCTA staff and their consultants to agree initial and subsequent operational assumptions and constraints to form the basis of the review and develop phasing opportunities. (PMPC, attended by Design Team)
- Analyze ideas from first workshop which may be selected for further study, including but not limited to the following:
  - High-level review of the loop concept to determine if two tracks is feasible for a near term scenario before a loop is built with connection to a new bay crossing including alignment and operations analyses to determine the maximum number of Caltrain trains which can operate reliably on two tracks. (Design Team)
  - Potential high-level review of the opportunity to lower profile on southern end to determine if there is a cost advantage to a one-tunnel solution for the Pennsylvania Avenue Extension, if agreed at the brainstorming workshop. (Design Team)
  - Provide a cost estimate for a high-level study of at least five other options as determined at the first workshop. (Design Team for construction costs, PMPC for program costs)
  - Costs for all options reviewed including the cost of deferred project elements will be based on current understanding of tunnel costs per mile, adjusted based on professional opinion. (Design Team for construction costs, PMPC for program costs)
- Workshop#2: Host a second one-day workshop with the project team, Caltrain, CHSRA, MTC, and SFCTA staff and their consultants to present findings (a menu of options that details costs and assumed timing of the phasing and potential related issues that may be caused by deferral) from analyses of options carried forward from first workshop. (PMPC, Design Team to attend)
- Hold up to two additional two-hour meetings to review with stakeholders. (PMPC, Design Team to attend)
- Prepare draft project phasing report to summarize phasing opportunities, tradeoffs and recommendations consistent with DTX MOU. (PMPC with input from Design Team)



- Present the draft report to the Executive Steering Committee (ESC). (PMPC with input from Design Team)
- Prepare final report with feedback from ESC. (PMPC with input from Design Team)
- Present to the final report to the SFCTA board and CAC. (PMPC with input from Design Team)
- Present to the final report to the TJPA board. (PMPC with input from Design Team)

***Deliverables/Schedule:** Evaluation criteria, preliminary risk matrix, phasing workshops and summary report and plan: NTP#1 plus 6 months. (PMPC with support from Design Team)*

- B.2 Project Implementation Plan.** Organize an initial Industry Review to review construction methodology, contract packaging, and project scheduling in consultation with the design teams and contractors and prepare a summary memorandum. Assumed five meetings at 2 hours/meeting. Design Team will provide on set of documents/graphics to support the meetings.

***Deliverables/Schedule:** Industry Review with contractor interviews: NTP#1 plus 2 months (PMPC with attendance and input from Design Team)*

- B.3 Issue Resolution.** Track and resolve issues related to design, construction and operations with regulatory agencies and other stakeholders that have an interest or are participants in the Program. Maintain issue-action logs.

***Deliverables/Schedule:** On-going. (PMPC)*

- B.4 Permit Management.** Prepare a list of required permits for the design and construction of Phase 2 of the Program.

***Deliverables:** Permit list: NTP#1 plus 3 months (PMPC)*

**C. Phase 2 Design \$82,531**

The Phase 2 PMPC Project Manager will be responsible for managing the project scope, schedule, budgets and contracting during the design phase. The Phase 2 PMPC Project Manager and support staff will perform the following:

- C.1 Engineering Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract. (PMPC)
- C.2 Project Management.** Provide project management oversight of the design team. (PMPC)
- C.3 Design Submittal Reviews.** Perform independent reviews of design submittal packages to verify that design intent is properly implemented, project scope is accurately represented in various contracts and QC/QA plans are effective. (PMPC)  
***Deliverables:** Comments on design submittals, as needed. (PMPC)*
- C.4 Design Work.** Perform a review of the throat trackwork geometry to reassess impacts on affected properties.  
***Deliverables:** Trackwork sketches for coordination and discussion with stakeholders. (Design Team)*

**D Program/Project Controls \$285,533**

PMPC Program/Project Controls Manager will develop and implement program/project controls. The PMPC Program Controls Manager and support staff will work with the PMPC Project Managers in accomplishing the following scope of work.

- D.1 Project Phasing Concept.** Provide cost estimating support to develop phasing concept cost estimates based on different time horizons for phasing project elements. Participate in phasing concept workshops and provide cost and schedule support for the entirety of the phasing concept study.  
*Deliverables/Schedule: On-going support throughout study. (PMPC)*
- D.2 Program Master Schedule.** Develop and maintain Program master schedule based on the WBS and the Project Delivery and Procurement Plan. Update the Program master schedule monthly, to include current information regarding project and contract progress.  
*Deliverables/Schedule: Quarterly Program Master Schedule update. (PMPC)*
- D.4 Work Plan.** Develop a comprehensive work plan in accordance with the DTX MOU, which will describe all necessary tasks and their relationships, and includes the prepared Program Master Schedule. (PMPC)  
*Deliverables/Schedule: Work Plan. (PMPC)*
- D.5 Status Reporting.** Prepare quarterly reports of Program status.  
*Deliverables/Schedule: Quarterly Program Status Reports to the Authority Board, Stakeholders and Funding Agencies. (PMPC)*
- D.6 Work Breakdown Structure.** Update and maintain a work breakdown structure (WBS) as needed for the implementation of the Program that will be used for organizing and reporting on cost, schedule and scope. (PMPC)
- D.7 Invoicing and Subconsultant Contract Management.** Draft and receipt of appropriate approvals of subconsultant agreements, amendments and work authorizations in accordance with company and contractual guidelines. Coordination with TJPA staff on approvals of subconsultants scopes of work and authorizations including management of billing rates, overhead, coding of invoices and eligibility of charges. Work with TJPA staff on invoicing issues. (PMPC)

**E Quality Control/Quality Assurance (QC/QA) \$37,586**

- E.1 QA Oversight.** Provide oversight of design activities relative to implementation of the adopted QC/QA program. Identify areas needing improvement, recommend corrective action plans and provide oversight to confirm compliance.  
*Deliverables/Schedule: Quarterly audit reports. (PMPC)*

**F Document Management and Administrative Support \$397,040**

- F.1 Administrative Support.** Administrative support will include, but not be limited to, documentation of meetings, report writing, and preparation of correspondence. Edits and produces technical documents and presentations issued by the PMPC team for the Transbay Program. This includes, but is not limited to: status reporting, Board reports and presentations, program plans and procedures, and letters and reports. Ensures that all documents reflect standard practices for good technical writing, are complete and accurate, and adhere overall to the Program's quality standards. Administrative staff are

also responsible for day-to-day operations of the Program office operations and for management of office resources such as scheduling conference rooms. (PMPC) TJPA staff will provide administrative support for the Executive Steering Committee. (TJPA)

**F.2 Document Control.** Maintain document control to serve as the official records management function for the Program and be the source for all official documentation and provide storage for all Program records and files. Coordinate with the TJPA IT Manager and Constructware representatives to ensure backup and disaster file procedures and protocols are in place. Perform day-to-day handling of all documents provided to Document Control for coding, reproduction, distribution, file sharing, storage and document searches and retrieval, and trouble-shooting office equipment such as printers and copiers. Provide quality assurance audits by checking documents for completeness. Provide the Program Information and Support Services as program software administrator responsible for creating and monitoring user accounts, profiles, permission levels, and training and assisting system users by trouble-shooting problems. Develop and updates databases used mostly by Document Control (e.g., software Interface, Protected Information List, Nondisclosure Agreements List, Annual Office Inventory, Reprographic Services, Messenger Services, and Agreements Lists). Implements the Program's compliance to its Protected Information Procedure by maintaining the Protected Information List and List of Approved Nondisclosure Agreement Holders while adhering to proper document handling protocol particularly involving the disseminating and securing of such documents. (PMPC)

**F.3 Presentation Support.** Provide data, graphics and other materials as required for internal, external and public presentation. Develop maps, diagrams, infographics and general graphics for the program including those needed for funding applications. Assist with all property issues including reviews of plats and legals, and existing and future use planning. (PMPC)

**G Management Information Systems (MIS) Support \$20,000**

**G.1 Program Software.** Maintain document management software to facilitate team communication and manage storage of Program documents. (PMPC)

**NTP#2 (December 1, 2020 – November 26, 2021)**

During NTP#2 the PMPC will be examining project delivery and developing a work plan. The NTP also will progress the design team's work on the design and cost estimate of the tunnel and Fourth and Townsend Street Station to a draft 15% design level and allow for a risk assessment to be performed. Additionally, the NTP supports the preparation of a third-party agreement plan. It is anticipated that this scope will take approximately 12 months after NTP.

**A. Program Management \$2,853,865**  
Manage program scope of work and develop and implement Program Management and Program Controls. Other direct office costs. Manage staff and coordinate the following activities.

**A.1 Program Management Staff**

- Maintain a Project Director in accordance with the Memorandum of Understanding prepared in coordination with all stakeholders. (TJPA)

- Provide a Program Manager and Deputy Program Manager (referred to collectively herein as the “Program Manager”) with overall responsibility for managing the program scope of work and developing and implementing PMPC. The Program Manager shall provide staff planning, supervision, and support for the Program Team, including coordination among project teams. As requested by TJPA, the Program Manager shall also assist the TJPA in the acquisition of funding for the Program, various Program approvals, and other third party agreements. The Program Manager, or his or her designee, will attend the TJPA’s weekly staff meetings and other meetings as required by the TJPA. The Program Manager will provide all other related services as requested by the TJPA. The Program Manager and Deputy Program Manager are designated as key personnel positions. The Program Manager also works with the project team to ensure schedule adherence.
- Program Management staff serve as a point of technical contact in connection to the planning and Phase 2 design. Coordinate and maintain contact with key Program members, PMPC consultant team members, the Transit Center design team, outside agency representatives, and others as directed.
- Staff provide assistance for the development and management of project design criteria, cost estimates and schedule.
- Staff also provides technical and project specific assistance to TJPA, including preparation of letters and presentations.

**A.2 Program Management Plans.** Preparation of a third-party agreement plan. A third-party agreement plan will be developed to address:

- New agreements with the operators Caltrain and CHSRA regarding design oversight, passenger facility charges, and operations and maintenance
- Coordination with utility companies and government agencies to determine the location of existing utility infrastructure, who will be responsible for relocation costs and the party that undertakes the relocation work, the phasing of the design and construction work needed; and the needed agreements with the various public agencies and utility companies
- Whether the existing agreements with the State and various City agencies and departments for various services can be amended or whether new agreements are required

The plan will include a matrix showing the status of all existing third-party agreements.

***Deliverables/Schedule:*** Third-party agreement plan: NTP#2 plus 8 months (PMPC)

**A.3 Program Meetings and Coordination.** PMPC will plan and attend project meetings including bi-monthly meetings with SFCTA staff and the design team. PMPC Program Coordination activities including organizing project meetings with outside agencies and other stakeholder coordination activities to support design and stakeholder management efforts.

***Deliverables/Schedule:***

1. *Bi-weekly meetings/meeting minutes (PMPC, attended by Design Team).*
2. *As-needed coordination with stakeholders (PMPC and Design Team).*
3. *Analyze at a preliminary level impacts to the project if a specific concern or comment from a stakeholder increases project risk, scope, cost, or duration. (Design Team with support from PMPC)*
4. *Coordinate with rail operators on design criteria. (PMPC with Design Team support)*
5. *Updated East Bay Crossing memorandum with additional information from BART’s second bay crossing effort as available during NTP#2 duration. (Design Team with management by PMPC)*

**A.4 Public Outreach.** TJPA and their consultants will conduct public outreach and advocacy group outreach. (TJPA)

**A.5 Construction Cost Estimating.** Update the construction cost estimate prepared in April 2018 based on updated quantities based on the updated design work performed in this scope of work and current market rates. Divide cost estimate into phases as determined and approved in NTP#1. Submit a draft construction cost estimate.

*Deliverables/Schedule: Draft Construction Cost Estimate. (Design Team)*

**B. Program Implementation and Support Activities \$830,238**

**B.1 Project Implementation Plan.** An in depth, detailed study to determine the most appropriate delivery option for the DTX. This study will analyze traditional methods of delivery such as Design Bid Build and Design Build as well as alternative methods such as Construction Manager at Risk, Design Build Finance, Design Build Finance Maintain, and other forms of Public Private Partnerships as appropriate. Prepare and update the Contract Packaging Strategy Report including project phasing in consultation with the design teams and contractors. Prepare a work plan incorporating project phasing and contract packaging. Provide recommendations for optimization of program delivery as necessary. This work will support the DTX Work Program Funding Planing/Strategy development.

*Deliverables/Schedule:*

- *Project Delivery Report: NTP#2 plus 6 months (PMPC)*
- *Updated Contract Packaging Report: NTP#2 plus 6 months (PMPC)*
- *Work Plan Memorandum: NTP#2 plus 9 months (PMPC)*

**B.2 Issue Resolution.** Track and resolve issues related to design, construction and operations with regulatory agencies and other stakeholders that have an interest or are participants in the Program. Maintain issue-action logs.

*Deliverables/Schedule: On-going. (PMPC)*

**B.3 Risk Management.** Provide Risk Manager. Organize and facilitate risk management and follow up mitigations workshop in conjunction with FTA and stakeholders. Develop and maintain Risk Register. Update Risk Register quarterly in conjunction with stakeholders. Prepare risk simulation modeling sufficient to develop project risk-based contingency. Summarize all work in performed in risk assessment report. It is assumed that any external experts required to attend the workshop would be provided by the funding partner.

*Deliverables/Schedule:*

- *Conduct formal risk management process. (PMPC with participation and support of Design Team to resolve recommendations)*
- *Prepare risk assessment report: NTP#2 plus 5 months (PMPC)*
- *Develop and maintain Risk Register: Ongoing. (PMPC)*

**B.4 Utility Coordination.** Provide limited utility coordination oversight to verify project teams are successful in making arrangements for timely and cost-effective relocations of existing facilities. (PMPC)

**C. Phase 2 Design \$3,924,490**

The PMPC Phase 2 Project Manager will be responsible for managing the project scope, schedule, budgets and contracting during the design phase. The PMPC Phase 2 Project Manager and support staff will perform the following:

- C.1 Engineering Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract. (PMPC)
- C.2 Project Management.** Provide project management oversight of the design team. (PMPC)
- C.3 Design Submittal Reviews.** Perform independent reviews of design submittal packages to verify that design intent is properly implemented, project scope is accurately represented in various contracts and QC/QA plans are effective.  
*Deliverables: Comments on design submittals, as needed. (PMPC)*
- C.4 Design Work.** Perform design work for limited Phase 2 elements as described below:
- **Train Operations:** Update alignment for TBM+SEM and new train operations model train for use in review. Review analysis performed by Caltrain, CHSRA and others that feed into DTX line. Prepare draft submittal. Assumption: No new analysis.
  - **Track:** Revise precise 1"=40' PE track plan and profiles to include adjustments at Fourth and Townsend Street Station and lower profile for TBM+SEM. Verification of special trackwork elements and identification of long-lead specialty items. Revised at-grade interlocking design concept along Seventh Street, including MOW tracks, turnback tracks and provisions for at-grade crossings. Continue to coordinate with Transit Center Phase 2 planning. Update track alignment and profile design calculations. Prepare technical memorandum documenting assumptions, outstanding issues and variances. Develop staging plans for cut-over of tunnel stub to a future rail connecting tunnel. Prepare draft submittal. Exclusion: Incorporate Caltrain North Terminal design.
  - **Fire/Life/Safety (FLS):** Update design plans for 2nd and Harrison emergency vent/exit building. Develop mechanical design for 3rd and Townsend emergency ventilation. Develop design for Fourth and Townsend Street Station emergency ventilation. Perform CFD station fire/life/safety modeling. Perform SES FLS modeling for DTX tunnel. Perform pedestrian flow/exit analysis for underground station. Update tunnel exiting technical memorandum (SES & CFD report). Prepare draft submittal. Assumption: Update for TBM+SEM and deeper tunnel profile.
  - **Geotechnical:** Conceptual evaluation of 655 Fourth Street impact. All field efforts (including tunnel stub explorations) and 80% of needed lab testing. Monitor groundwater in the existing and new wells for 6 months. Update Geotechnical Data Report (GDR) to include the new explorations and lab testing. Provide update parameters for the soil and rock units as given in the original Geotechnical Interpretive Reports (GIR) in a technical memorandum. (No other evaluations and updates to the GIR to be performed.) Reapply permitting, signages, and re-start investigation program for additional tunnel stub explorations which were approved in 2018. Prepare draft submittals. Exclusion: Does not include preparation of GBR.
  - **Tunnel:** Replace and extend with TBM+SEM method proposed in Tunnel Options Study including mining under 235 Second Street (and associated underpinning, as necessary) and mining under Howard Street. Assumes no code updates or review comments for previously accepted memos, calculations or drawings. Preparation of a draft submittal. Design temporary shafts, as needed.

Continue technical support of TJPA coordination with adjacent properties related to the staging locations by discipline lead.

- **Fourth and Townsend Street Station:** Prepare updated technical memorandum input and update 2016 conceptual plans to incorporate new station design utilizing third platform face on southside of station proposed by SFCTA Rail Operations Peer Review including updated rail operations analyses for third platform face. Includes coordination with Caltrain and CHSRA regarding platforms, Caltrain's surface station, and Prologis for underground station coordination. Includes update for TBM launch. Preparation of a draft submittal.
- **U-wall and Tunnel Stub:** Prepare technical memorandum and drawings for permanent structure and shoring to incorporate new track alignment (not to preclude future undergrounding of surface yard tracks by others) and tunnel stub transition. Perform impact analysis for U-Wall/Tunnel Stub adjacent to I-280 6th Street off-ramp foundations. Preparation of a draft submittal.
- **Fourth Street Central Subway Interface:** Technical support of TJPA coordination with SFMTA by discipline lead. Prepare conceptual design and technical memoranda of bridging structure/pipe canopy/tunnel. Prepare draft design plans.
- **Existing Building Settlement Analysis:** Update zone of influence of entire alignment using including Second Street based on new cross section and depth. Updated building assessment analysis as needed on Second Street. New development at 4th/Townsend coordination. Preparation of draft submittal.
- **Utilities:** Support advanced utility relocation package scoping by PMPC. Update technical memorandum and 1"=20' PE relocation plans to extend to Townsend Street, Seventh Street and at-grade crossings, including identification of temporary relocations. Technical support of TJPA coordination with City and utilities by discipline lead. Assist in coordination with utility providers as part of the Accela Notice of Intent process. Update existing utility CAD linework based on utility coordination. Coordination for potholing process. Utility potholing to confirm locations/depths/ sizes of utilities. Preparation of draft submittal. Assumptions: Utility companies and agencies will participate in the Accela Notice of Intent process at their own expense.

***Deliverables:***

- *Draft Train Operations submittal (Design Team)*
- *Trackwork Technical Memorandum and draft updated trackwork drawings (Design Team)*
- *FLS Modeling Technical Memorandum and draft updated submittal (Design Team)*
- *Draft Update to GDR and Limited Updates to GIR. (Design Team)*
- *Draft Tunnel Drawings for TBM+SEM method (Design Team)*
- *Draft Underpinning Drawings for 235 Second Street (as necessary) (Design Team)*
- *Draft Temporary Shaft Drawings (as necessary) (Design Team)*
- *Draft Technical Memorandum and drawings for Fourth and Townsend Street Station Design (Design Team)*
- *Draft U-wall and Tunnel Stub Technical Memorandum and drawings (Design Team)*
- *Draft Fourth Street Interface Technical Memorandum and drawings (Design Team)*
- *Draft Technical Memorandum on Existing Buildings (Design Team)*
- *Draft Potholing Memorandum and Utility Drawings (Design Team)*

- D. Program/Project Controls** **\$321,253**  
 PMPC Program/Project Controls Manager will develop and implement program/project controls. The PMPC Program Controls Manager and support staff will work with the Project Managers in accomplishing the following scope of work.

- D.1 Program Budget.** Update and maintain a Baseline Budget for the Program based on the results of the phasing study in accordance with the updated Work Breakdown Structure. Incorporate construction budgets using cost estimates developed by design teams. Estimate other soft costs for each line item. Conduct market and escalation studies to forecast potential cost increases and market pressures over the life of the Program. Work with Risk Manager to develop contingency budgets at the project and Program level that are consistent with the risks associated with each Program element. Monitor, update and manage the budget over the course of the Program. (PMPC)
- D.2 Program Master Schedule.** Develop and maintain Program master schedule based on the WBS and the Project Delivery and Procurement Plan. Update the Program master schedule monthly, to include current information regarding project and contract progress. Prepare an updated baseline schedule at the conclusion of the NTP#2.  
***Deliverables/Schedule:** Quarterly Program Master Schedule update including update to Program Baseline Schedule at conclusion of NTP#2. (PMPC)*
- D.3 Cash Flow Planning.** Working with the Authority's Program Grant Administration, Budgeting, Financial Management and Cost Control consultant, analyze, prepare and maintain current and projected cash flow requirements for the Program. Provide limited support for funding plan development by others. (PMPC)
- D.4 Status Reporting.** Prepare quarterly reports of Program status.  
***Deliverables/Schedule:** Quarterly Program Status Reports to the Authority Board, Stakeholders and Funding Agencies. (PMPC)*
- D.5 Work Breakdown Structure.** Update and maintain a work breakdown structure (WBS) as needed for the implementation of the Program that will be used for organizing and reporting on cost, schedule and scope. (PMPC)
- D.6 Invoicing and Subconsultant Contract Management.** Draft and receipt of appropriate approvals of subconsultant agreements, amendments and work authorizations in accordance with company and contractual guidelines. Coordination with TJPA staff on approvals of subconsultants scopes of work and authorizations including management of billing rates, overhead, coding of invoices and eligibility of charges. Work with TJPA staff on invoicing issues. (PMPC)

- E. Quality Control/Quality Assurance (QC/QA)** **\$159,550**

- E.1 QA Oversight.** Provide oversight of design activities relative to implementation of the adopted QC/QA program. Identify areas needing improvement, recommend corrective action plans and provide oversight to confirm compliance.  
***Deliverables/Schedule:** Quarterly audit reports. (PMPC)*



**F. Document Management and Administrative Support** **\$725,160**

- F.1 Administrative Support.** Administrative support will include, but not be limited to, documentation of meetings, report writing, and preparation of correspondence. Edits and produces technical documents and presentations issued by the PMPC team for the Transbay Program. This includes, but is not limited to: status reporting, Board reports and presentations, program plans and procedures, and letters and reports. Ensures that all documents reflect standard practices for good technical writing, are complete and accurate, and adhere overall to the Program's quality standards. Administrative staff are also responsible for day-to-day operations of the Program office operations and for management of office resources such as scheduling conference rooms. (PMPC) TJPA staff will provide administrative support for the Executive Steering Committee. (TJPA)
- F.2 Document Control.** Maintain document control to serve as the official records management function for the Program and be the source for all official documentation and provide storage for all Program records and files. Perform day-to-day handling of all documents provided to Document Control for coding, reproduction, distribution, file sharing, storage and document searches and retrieval, and trouble-shooting office equipment such as printers and copiers. Provide quality assurance audits by checking documents for completeness. Provide the Program Information and Support Services as program software administrator responsible for creating and monitoring user accounts, profiles, permission levels, and training and assisting system users by trouble-shooting problems. Develop and updates databases used mostly by Document Control (e.g., software Interface, Protected Information List, Nondisclosure Agreements List, Annual Office Inventory, Reprographic Services, Messenger Services, and Agreements Lists). Implements the Program's compliance to its Protected Information Procedure by maintaining the Protected Information List and List of Approved Nondisclosure Agreement Holders while adhering to proper document handling protocol particularly involving the disseminating and securing of such documents. (PMPC)
- F.3 Presentation Support.** Provide data, graphics and other materials as required for internal, external and public presentation. Develop maps, diagrams, infographics and general graphics for the program including those needed for funding applications. Assist with all property issues including reviews of plats and legals, and existing and future use planning. (PMPC)

**G. Management Information Systems (MIS) Support** **\$40,000**

- G.1 Program Software.** Maintain the Constructware software to facilitate team communication and manage storage of Program documents. (PMPC)

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Downtown Extension - Phasing and Partial 15% Design
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2018
Right of Way	Jul-Aug-Sep	2004	Oct-Nov-Dec	2022
Design Engineering (PS&E)	Jan-Feb-Mar	2005	Oct-Nov-Dec	2021
Advertise Construction	Jan-Feb-Mar	2021		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2022		
Operations				
Open for Use			Jan-Feb-Mar	2028
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

### SCHEDULE DETAILS

The above schedule was presented to the TJPA Board of Directors in July 2018, assumes funding availability, and is subject to change. The anticipated date for high-speed rail operations at the Salesforce Transit Center is 2029. This request is intended to support enhanced oversight and a review of project phasing as well as additional design to prepare an updated cost estimate. The work under this allocation and corresponding appropriation is scheduled for completion in November 2021. Construction of the advance contract package was anticipated in the above schedule to commence prior to Q1 2022 and proceed while design work was completed on the main contract package.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Downtown Extension - Phasing and Partial 15% Design
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transbay Terminal / Downtown Caltrain Extension	\$11,906,558	\$0	\$0	\$11,906,558
<b>Phases in Current Request Total:</b>	\$11,906,558	\$0	\$0	\$11,906,558

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

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$11,906,558	\$0	\$0	\$11,906,558
DETAILS IN ATTACHED FUNDING PLAN	\$3,881,025,769	\$0	\$42,099,423	\$3,923,125,192
<b>Funding Plan for Entire Project Total:</b>	\$3,892,932,327	\$0	\$42,099,423	\$3,935,031,750

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$42,099,423	\$0	Previous allocation request
Right of Way	\$305,900,000	\$0	July 2018 TJPA Board presentation plus 15% Program Reserve
Design Engineering (PS&E)	\$132,363,400	\$11,906,558	July 2018 TJPA Board presentation plus reserve and programwide
Construction (CON)	\$3,454,668,927	\$0	July 2018 TJPA Board presentation plus reserve and programwide
Operations	\$0	\$0	
<b>Total:</b>	\$3,935,031,750	\$11,906,558	

<b>% Complete of Design:</b>	15.0%
<b>As of Date:</b>	10/31/2019
<b>Expected Useful Life:</b>	70 Years

## Phase 2: Downtown Extension - Potential Funding

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

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

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

**MAJOR LINE ITEM BUDGET****Downtown Extension - Phasing and Partial 15% Design****Combined Budget for TJPA, PMPC Team, and Design Team**

Task	Scope	NTP 1	NTP 2	Total
	<b>PMPC Total</b>	<b>\$ 1,882,001</b>	<b>\$ 3,482,175</b>	<b>\$ 5,364,176</b>
A	Program Management	\$ 483,707	\$ 909,627	\$ 1,393,334
B	Program Implementation	\$ 649,143	\$ 830,238	\$ 1,479,381
C	Design Management	\$ 58,992	\$ 641,431	\$ 700,422
D	Project Controls	\$ 285,533	\$ 321,253	\$ 606,787
E	Quality Control/Quality Assurance	\$ 37,586	\$ 114,466	\$ 152,052
F	Document Control/Administrative	\$ 347,040	\$ 625,160	\$ 972,200
G	Program Software	\$ 20,000	\$ 40,000	\$ 60,000
	<b>Design Team Total</b>	<b>\$ 750,000</b>	<b>\$ 4,892,382</b>	<b>\$ 5,642,382</b>
1	Project Management, Cost Estimating & Coordination	\$ 726,461	\$ 1,564,238	\$ 2,290,699
3	Train Operations		\$ 48,023	\$ 48,023
5	Track & Fire/Life/Safety Design	\$ 23,539	\$ 315,903	\$ 339,442
6	Geotechnical		\$ 708,696	\$ 708,696
7	Tunnel Design		\$ 1,107,715	\$ 1,107,715
8	Underground Structures & Ventilation Structures Design		\$ 729,312	\$ 729,312
9	Existing Building Assessments & Utility Design		\$ 373,411	\$ 373,411
10	Quality Control/Quality Assurance		\$ 45,084	\$ 45,084
	<b>TJPA Total</b>	<b>\$ 420,000</b>	<b>\$ 480,000</b>	<b>\$ 900,000</b>
A	Program Director & Rebranding/Outreach	\$ 370,000	\$ 380,000	\$ 750,000
F	Administrative Support for Executive Steering Committee	\$ 50,000	\$ 100,000	\$ 150,000
	<b>TOTAL</b>	<b>\$ 3,052,001</b>	<b>\$ 8,854,557</b>	<b>\$ 11,906,558</b>
Task	TJPA, PMPC, and Design Team Scope	NTP 1	NTP 2	Total
A	Program Management	\$ 1,078,311	\$ 2,853,865	\$ 3,932,176
B	Program Implementation	\$ 1,151,000	\$ 830,238	\$ 1,981,238
C	Design Management	\$ 82,531	\$ 3,924,490	\$ 4,007,021
D	Project Controls	\$ 285,533	\$ 321,253	\$ 606,787
E	Quality Control/Quality Assurance	\$ 37,586	\$ 159,550	\$ 197,136
F	Document Control/Administrative	\$ 397,040	\$ 725,160	\$ 1,122,200
G	Program Software	\$ 20,000	\$ 40,000	\$ 60,000
	<b>TOTAL</b>	<b>\$ 3,052,001</b>	<b>\$ 8,854,557</b>	<b>\$ 11,906,558</b>

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

FY of Allocation Action:	FY2019/20
Project Name:	Downtown Extension - Phasing and Partial 15% Design
Grant Recipient:	Transbay Joint Powers Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$11,906,558	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$11,906,558	Total Prop AA Recommended:	\$0

SGA Project Number:	105-914036	Name:	Downtown Extension - NTP 1			
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	12/31/2020			
Phase:	Design Engineering	Fundshare:	100.0			
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-105	\$500,000	\$2,552,001	\$0	\$0	\$0	\$3,052,001
<b>Deliverables</b>						
1. Monthly progress reports shall be submitted through the Transportation Authority's grants portal. Quarterly progress reports shall include % complete of design, work performed in the prior month, Quarterly Program Master Schedule update, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.						
2. On completion of Task A.2 (estimated by March 31, 2121): 1. Log of changes made to the Program; 2. Configuration Management Plan; 3. Real estate acquisition plan.						
3. On completion of Task B.1 (estimated by March 31, 2121): Summary Phasing Report and Plan.						
<b>Special Conditions</b>						
1. Recommendation is contingent upon an amendment to the Prop K Strategic Plan to advance outyear funds in the Downtown Extension to a Rebuilt Transbay Terminal category to Fiscal Year 2019/20. Recommendation is also contingent upon an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.						
2. Reimbursement of NTP 1 funds (\$ 3,052,001) is contingent upon the TJPA's execution by March 31, 2020 of a 6-party Memorandum of Understanding (MOU) between TJPA, Transportation Authority, MTC, Caltrain, CHSRA and CCSF for the management of the project. (Condition met on April 9, 2020).						
3. The NTP 1 deliverable Project Phasing Strategy will be presented to the TJPA Board for adoption and then to the Transportation Authority Board for acceptance.						
4. Allocation is conditioned upon continued compliance with the attached Oversight Protocol until such time as the MOU (See Condition #2) is executed.						
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 SFCTA staff. In either case TJPA staff shall be in attendance to present or answer questions from Board and CAC members, if requested.						
<b>Notes</b>						
1. The scope of work will be adjusted as necessary to reflect the final scope of work as defined by the ESC/ IPMT work program.						

SGA Project Number:	105-914NT2	Name:	Downtown Extension - NTP 2
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	12/31/2021
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-105	\$0	\$5,100,000	\$3,754,557	\$0	\$0	\$8,854,557

**Deliverables**

1. Monthly progress reports shall be submitted through the Transportation Authority's grants portal. Quarterly progress reports shall include % complete of design, work performed in the prior month, Quarterly Program Master Schedule update, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. On completion of Task B.1 (estimated by June 2022): 1. Project Delivery Report, 2. Updated Contract Packaging Report, 3. Work Plan Memorandum

3. On completion of Task B.2 (estimated by August 2022): Risk Assessment Report.


**Special Conditions**

1. See Special Condition 1 for SGA 105-914036.

2. NTP 2 funds (\$8,854,557) are placed on reserve to be released by the Transportation Authority Board following: 1) Transportation Authority Board acceptance of the Project Phasing Strategy and Interim Budget and Schedule for Phase 2 (see Deliverables #2 and #3, respectively for NTP 1), and (b) the identification of a new Program Director in accordance with the 6-party MOU.

3. Allocation is conditioned upon continued compliance with the attached Oversight Protocol until such time as the MOU (See Condition #2, NTP 1) is executed.

4. 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.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	 99.7%	No Prop AA



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Downtown Extension - Phasing and Partial 15% Design
<b>Grant Recipient:</b>	Transbay Joint Powers Authority

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$11,906,558
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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
MM

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Skip Sowko	Mary Pryor
<b>Title:</b>	Senior Design & Engineering Manager	Financial Consultant
<b>Phone:</b>	(415) 597-4617	(415) 896-6945
<b>Email:</b>	ssowko@tjpa.org	mary@nwcpartners.com



EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
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5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,424,962	12.16%	Programming	\$ 206,490,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 34,599,606	\$ 3,874,961	\$ 3,122,463	\$ 2,755,305	\$ 3,441,813	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -
				Total	\$ 241,089,625	\$ 3,874,961	\$ 3,122,463	\$ 2,755,305	\$ 3,441,813	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -

Proposed Amendment 5

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
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5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,574,559	11.42%	Programming	\$ 213,936,395	\$ 16,142,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 32,498,556	\$ 1,791,465	\$ 3,257,834	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -
				Total	\$ 246,434,952	\$ 18,178,653	\$ 1,791,465	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -

Change

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
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5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 149,596	-0.74%	Programming	\$ 7,446,377	\$ 16,142,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ (2,101,050)	\$ (1,838,975)	\$ 502,529	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,345,327	\$ 14,303,692	\$ (1,330,998)	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs
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TOTAL STRATEGIC PLAN - as Amended	Programming	\$ 2,476,995,707
	Finance Costs	\$ 263,248,357
	Total	\$ 2,740,244,064

TOTAL STRATEGIC PLAN - as Proposed	Programming	\$ 2,484,442,084
	Finance Costs	\$ 238,219,439
	Total	\$ 2,722,661,523

TOTAL STRATEGIC PLAN - Change	Programming	\$ 7,446,377
	Finance Costs	\$ (25,028,918)
	Total	\$ (17,582,541)



Proposed Amendment 4

Draft 2019 Prop K Strategic Plan  
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,424,962	12.16%	Programming	\$ 206,490,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 34,599,606	\$ 3,122,463	\$ 2,755,305	\$ 3,441,813	\$ 2,738,587	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -
				Total	\$ 241,089,625	\$ 3,874,961	\$ 2,755,305	\$ 3,441,813	\$ 2,738,587	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -

Proposed Amendment 5

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,574,559	11.42%	Programming	\$ 213,936,395	\$ 1,197,767	\$ 4,340,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 32,498,556	\$ 2,035,986	\$ 3,257,834	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -
				Total	\$ 246,434,952	\$ 3,233,753	\$ 7,598,193	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -

Change

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 149,596	-0.74%	Programming	\$ 7,446,377	\$ 1,197,767	\$ 4,340,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ (2,101,050)	\$ (1,838,975)	\$ 502,529	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,345,327	\$ (641,208)	\$ 4,842,888	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	DTX Rail Program Oversight and Project Development Support
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transbay Terminal / Downtown Caltrain Extension
<b>Current Prop K Request:</b>	\$2,636,109
<b>Supervisory District(s):</b>	District 06, District 10

### REQUEST

#### Brief Project Description

The Caltrain Downtown Extension (DTX) Program of Projects represents the most significant interrelated rail projects in San Francisco and the region under development today. In response to the Board's interest in enhanced oversight for the DTX, the work to be performed under this appropriation is intended to complement and enhance the SFCTA's ongoing oversight functions for the DTX and the Program of Projects. This request is intended to fund an 18-month effort dedicated to coordinating decision-making on the various components of the Program and advancing the DTX project to shovel ready.

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

See attached

#### Project Location

District 6, District 10

#### Project Phase(s)

Planning/Conceptual Engineering

## DTX Rail Program Oversight and Project Development Support

The Caltrain Downtown Extension (DTX) Program of Projects represents the most significant interrelated rail projects in San Francisco and the region under development today. While some of them, like the DTX itself, are environmentally cleared, others are in the very early stages of planning. In response to the Board's interest in enhanced oversight for the DTX, the work to be performed under this appropriation is intended to complement and enhance the Authority's ongoing oversight functions for the DTX and the Program of related Projects. This request is intended to fund SFCTA staff and consultants for an 18-month effort dedicated to coordinating decision-making on the various components of the Program and advancing the DTX project to shovel-ready status.

This effort will be undertaken by a combination of both TJPA and SFCTA staff and consultants, with support from other members of the Integrated Program Management Team (IPMT). The goal of the effort is to achieve the following outcomes, consistent with the DTX Expert Peer Review Final Report recommendations:

1. Re-position the Rail Program such that it is developed and delivered by a highly collaborative inter-agency team and viewed as a "project of regional and national significance" by
  - a. re-defining the Program's value proposition as providing a critical connectivity link for current and future developing megaregional and state rail services and
  - b. establishing an affordability limit and confirming the business case for an initial operating segment
2. Strengthen the program's strong claim on revenues from existing and emerging sources by re-evaluating and strengthening the existing funding plan including
  - a. separating high-confidence from low-confidence level revenue sources
  - b. establishing a credible long-term financial plan, with stakeholder input, to secure the amount and timing of capital and operating funding needed to deliver each element of the program
  - c. seeking new grant opportunities to support development
3. Secure long-term, durable support of key local, regional, state, and federal elected officials and stakeholders by
  - a. Identifying and empowering internal and external program champions to drive progress
  - b. Engaging regional leaders and the public to build program support by demonstrating how the project(s) advance social equity, environmental, economic development and other regional goals
  - c. Providing clear direction to Congressional Delegation on program benefits and eligible sources of federal funds/financing support for the program

## Scope:

### Task A: Establish and Initiate New Management Structure

As recommended by the DTX Peer Review panel, and at the request of the TJPA Board, the San Francisco Peninsula Rail Program MOU has instituted the Executive Steering Committee (ESC), to support the TJPA in DTX project development efforts.

1. **Executive Steering Committee:** The ESC will consist of the Executive Directors (or designees) of the TJPA, MTC, SFCTA, Caltrain, CHSRA and the CCSF. The ESC is empowered to implement the DTX Summary Work Program as described in the MOU, with each organization responsible for separate tasks.
2. **Integrated Program Management Team:** The ESC will be supported by an Integrated Program Management Team (IPMT) consisting of qualified staff from each of the members' agencies designated by their corresponding Executive. The IPMT will be responsible for overseeing the program on behalf of the ESC, including weekly meetings and management of deliverables.
3. **Engagement and Outreach:** Engage the public, program partners, and decision makers to promote awareness of project tasks, costs, benefits and impacts and build consensus
  - a. Decision-makers and Policy-makers
    - i. Regularly brief TJPA Board and CAC members, as well as Transportation Authority, on project progress.
    - ii. Brief State and Federal representatives on program benefits and eligible sources of federal funds and financing opportunities.
    - iii. Participate in regional rail governance and organization conversations
  - b. Partner coordination  
The consultant will need to presenting project information to partner agencies and policy-makers, briefing funding agencies (federal, state, regional) and legislators.
  - c. Public Engagement  
Engage the public to build project awareness and support of the program.
    - i. Engage civic, environmental, business organizations and transportation advocates and meet regularly with community/neighborhood groups
    - ii. Maintain ongoing communications (web, social media, fact sheets, etc.)
4. **Rail Program Monitoring:** Related Projects in the SF Peninsula Rail Program include projects covered by the Railyards MOU. On June 3, 2019 the SFCTA, together with the CCSF, Caltrain, TJPA and Prologis entered into an MOU that recognizes a number of studies and a projects with independent utility that may affect the 4<sup>th</sup> and King Railyard site (owned by Prologis), the Peninsula Corridor Joint Powers Board easement, and the land adjacent to the railyard in San Francisco. The MOU establishes a venue to coordinate staff work related to the planning, design, development, operations, scheduling, funding, and other matters affecting these studies and projects, by

coordinating the following set of activities while providing a singular, focused forum to seek consensus and mutually support the objectives of each party:

- a. Railyard Site Land Use and Development Study (related to the RAB Study) and Railyard Neighborhood Planning Process
- b. Pennsylvania Avenue Extension (PAX) preliminary environmental scoping and conceptual design
- c. 22<sup>nd</sup> Street Station Location Study including as needed, consultation with the California High Speed Rail Authority (CHSRA)

**Deliverables:**

- A1 – Work Program Schedule and Meeting Agendas
- A2 – Monthly Progress Reports and Quarterly Board Reports
- A3 – Outreach Plan and Workshops
- A4 – Monitoring Reports/Coordination Meeting Minutes

**Task B: Define a Fundable and Deliverable Initial Phase of the DTX Project**

In addition to the technical elements of design development, there will be a parallel effort to re-set the DTX as a project of regional and statewide importance which will enhance the project's visibility and funding competitiveness.

The SFCTA is responsible for leading planning and demand analysis efforts as well as co-leading review of funding, governance, project delivery and contracting strategies.

1. **Planning and Coordination:** Regional Rail Network Planning and Coordination - This task involves coordinating with various related rail system studies to identify a regionally preferred rail network integration approach.
  - a. Caltrain Business Plan/Service Plan
  - b. HSR Preferred Alternative
  - c. Second Bay Crossings Study (BART and Capitol Corridor/Standard Gauge)
  - d. Other Transbay Corridor Network Improvements
2. **Demand Benefit Analysis:** Perform Demand and Benefit Analysis – This task involves coordinating with Caltrain and HSR on operational scenarios and estimating associated travel demand and benefits for the DTX project, using the SFCTA's travel demand forecasting model and coordination with other planning tools. Includes coordination with and estimation of:
  - a. Existing transit rider (Caltrain, Muni, BART A/C Transit) benefits (travel time or accessibility, crowding alleviation, reliability)
  - b. New transit rider benefits (Caltrain, other operators)
  - c. High Speed Rail rider benefits (accessibility)
  - d. Transportation system benefits (e.g. regional/inter-regional highway network delay, vehicle miles traveled, greenhouse gas emissions avoided)

Transportation and Land Use System Impact – Additionally, this task will estimate potential transportation and land use impacts of the DTX project as a component of a larger integrated regional rail network.

3. **Funding Strategy:** Initial Operating Segment (IOS) and Full Project Funding Strategy – This task involves reevaluating and strengthening the existing funding plan for the defined IOS and full project per the MOU work plan.
  - a. Establish preferred IOS:
    - i. Help identify preferred IOS and analyze business case
    - ii. Support financial analysis for phasing scenarios from engineering work stream
  - b. Determine Implementation Strategy:
    - i. Evaluate Procurement plans and contracting strategy
    - ii. Analyze funding plan alternatives and alternative delivery methods
  - c. Establish a credible long-term financial plan, with stakeholder input, to secure capital and operating funding needed to deliver each program element
    - i. Update DTX funding sources for capital and operating expenses, over the next 10+ years
    - ii. Identify an upper limit of funding by 2030

**Deliverables:**

- B1 – Planning Coordination Study
- B2 – Demand Benefit Analysis Report
- B3 – IOS and Full Project Funding Strategy

**Task C: Oversight of Project Delivery Strategy Selection**

In addition to expanding staff capacity through consultant Project Management and Oversight (PMO) services, it is the intent of the SFCTA to engage independent subject matter experts in key areas of program evaluation. These areas will include but are not limited to: rail program operations, project delivery strategy, tunneling/underground construction, railway engineering, right-of-way, and procurement. The consultants will be contributors to oversight and review activities to assure that DTX project development and engineering efforts meet the highest standards of quality and efficiency. The consultant experts and their resources will provide recommendations, concepts and ideas for the consideration of IPMT. Oversight efforts related to Phase 2 of the DTX project design will include:

1. **Project Management:** The consultant will provide third party review of project phasing plan prepared as part of DTX Phase 2 design work, inclusive of project delivery methods and industry standards.
2. **Constructability:** Review of proposed methods for tunneling, boring, cut-and-cover, underpinning, excavation, geotechnical evaluation. Also evaluate means of access and ability to maintain rail operations throughout construction.
3. **Engineering:** Review of design criteria for trackwork, ventilation, train operations, structural elements and utilities
4. **Right of Way:** The consultant will work with the IPMT to review of real estate acquisition plan and procurement strategy:



5. **Cost Estimating:** The consultant will prepare independent cost estimating for alternative delivery methods and phasing recommended by the IPMT.

**Deliverables:**

- C1 - Phasing Plan Review
- C2 - Constructability Review
- C3 - Initial Operating Segment Review
- C4 - ROW Acquisition Plan Review
- C5 - Independent Cost Estimates

**Task D: Undertake a Governance and Oversight Review and Transition**

1. **Governance Strategy:** SFCTA and MTC, in close coordination with TJPA are co-leading review of the governance strategy per the MOU Summary Work Plan. The review will consider alternative business models and approaches to rail service operation within the region.
  - a. Conduct studies, consultations and workshops with stakeholder agencies and organizations to identify potential and preferred Lead Agency arrangements for DTX Project delivery
  - b. Define responsibility for permanent governance and rail delivery lead agency and organizational plan, and scope agreements for delivery of the DTX Rail Program

**Deliverables:**

- D1 - Governance Strategy Review

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop AA Strategic Plan Amount:</b>	\$0
<b>Justification for Necessary Amendment</b>	
<p>In 2018 the Transportation Authority programmed and allocated \$9,678,626 in EP-5 funds for DTX 30% Design Part 1, of which \$8,696,290 was deobligated in November 2019 pursuant to suspension of the grant by the Transportation Authority. Also in November 2019 the Board approved reprogramming and appropriation of \$1.6 million of the deobligated funds for the Pennsylvania Avenue Extension Pre-environmental project. The TJPA and Transportation Authority are now requesting a total of \$14.5 million for Downtown Extension—Phasing and Partial 15% Design and Rail Program Oversight. These requests require a Prop K Strategic Plan amendment to program the remainder of the deobligated funds to the two projects in FY2019/20, and advance an additional \$5.8 million in unprogrammed capacity in the Downtown Extension to a Rebuilt Transbay Terminal category.</p>	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

255

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	DTX Rail Program Oversight and Project Development Support
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2020	Oct-Nov-Dec	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations				
Open for Use				
Project Completion (means last eligible expenditure)				

### SCHEDULE DETAILS

Task Deliverables:	Estimated Completion Date
A1 - Work Program Schedule and Meeting Agendas	
A2 - Monthly Progress Reports and Quarterly Board Reports	
A3 - Outreach Plan and Workshops	Summer 2020
A4 - Monitoring Reports/ Coordination Meeting Minutes	
B1 - Planning Coordination Study	
B2 - Demand Benefit Analysis Report	Spring 2021
B3 - IOS and Full Project Funding Strategy	Summer 2021
C1 - Phasing Plan Review	Fall 2020
C2 - Constructability Review	Winter 2021
C3 - Initial Operating Segment Review	Fall 2020
C4 - ROW Acquisition Plan Review	Spring 2021
C5 - Independent Cost Estimates	Summer 2021
D1 - Governance Strategy	Fall 2021

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	DTX Rail Program Oversight and Project Development Support
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transbay Terminal / Downtown Caltrain Extension	\$2,636,109	\$0	\$0	\$2,636,109
<b>Phases in Current Request Total:</b>	\$2,636,109	\$0	\$0	\$2,636,109

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$2,636,109	\$2,636,109	Project Cost Estimate based on scope of work
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$0	\$0	
<b>Total:</b>	\$2,636,109	\$2,636,109	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

**DTX Program Management Oversight Appropriation Budget**  
**18 month period**

Task	Scope	Total Cost	Staff Cost	Consultant Cost	Staff Hours						
					\$296	\$245	\$271	\$256	\$274	\$199	
A	Establish and Initiate New Management Structure	\$377,586	606	\$149,286	180	Assistant Deputy Director CP	Rail Program Manager	Deputy Director Planning	Deputy Director Data Analysis	Director of Comms	270
B	Define a Fundable and Deliverable Initial Phase of the DTX Project	\$417,410	910	\$242,410	80	500	390	160	120		\$53,730
C	Oversight of Project Delivery Strategy Selection	\$1,041,704	944	\$257,704	200	120	624				
D	Undertake a Governance and Oversight Review and Transition	\$234,372	432	\$120,072	120		312				
10% Contingency		\$207,107	\$77,176	\$130,544							
<b>Subtotal</b>					580	280	1482	160	120	270	
Expert Panel Review*					\$171,680	\$68,600	\$401,622	\$40,960	\$32,880	\$53,730	
<b>Total</b>					330						
					\$97,680						
<b>Total</b>											
					\$260,250						
<b>Total</b>											
					\$1,697,195						

\*Note: Budget accounts for additional costs for DTX expert panel review

DTX Program Management Oversight Appropriation Budget  
18 month period

18 month period																
Task	Scope	Total Cost	Staff Cost	Consultant Cost	Consultant Hours											
					Program Management Oversight	Admin Support	Outreach	Legal	Funding	Rail	Tunnels	Operations	ROW	Independent Cost Estimator		
A	Establish and Initiate New Management Structure		606	962	312	220	350	80								
		\$377,586	\$149,286	\$228,300	\$101,400	\$20,900	\$70,000	\$36,000								
			910	500				500								
B	Define a Fundable and Deliverable Initial Phase of the DTX Project	\$417,410	\$242,410	\$175,000					\$175,000							
			944	3,020	780	400					400	500	280	220		440
C	Oversight of Project Delivery Strategy Selection	\$1,041,704	\$257,704	\$784,000	\$253,500	\$38,000					\$110,000	\$150,000	\$84,000	\$49,500	\$99,000	
			432	319	234			85								
D	Undertake a Governance and Oversight Review and Transition	\$234,372	\$120,072	\$114,300	\$76,050			\$38,250								
		\$207,107		\$77,176		\$130,544										
				1326	620	350	165	500	400	500	280	220	440			
Subtotal		\$2,278,179	\$849,540	\$1,436,945	\$430,950	\$58,900	\$70,000	\$74,250	\$175,000	\$110,000	\$150,000	\$84,000	\$49,500	\$99,000		
Expert Panel Review*				310				110		400						
		\$357,930	\$97,680	\$260,250												
Total		\$2,636,109	\$947,220	\$1,697,195	\$100,750			\$49,500		\$110,000						

\*Note: Budget accounts for additional costs for DTX expert panel review

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

259

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	DTX Rail Program Oversight and Project Development Support
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$2,636,109	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$2,636,109	Total Prop AA Recommended:	\$0

SGA Project Number:	105-XXX	Name:	Rail Program Oversight
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2022
Phase:	Planning/Conceptual 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-105	\$292,901	\$1,757,406	\$585,802	\$0	\$0	\$2,636,109

**Deliverables**

1. Monthly progress reports shall be submitted through the Transportation Authority's grants portal with updates on each of the oversight tasks in the scope of work.

2. On completion of Task A3 – Outreach Plan and Workshops (estimated by September, 2020): Outreach Plan for partner coordination and public engagement.

3. On completion of Task B - Define a Fundable and Deliverable Initial Phase of the DTX Project: (estimated by September 2021): (1) Planning Coordination Study; (2) Demand Benefit Analysis of benefits to Caltrain, Muni, BART and A/C Transit riders as well as regional and inter-regional transportation networks; (3) IOS and Full Project Funding Strategy.

4. On completion of Task C - Oversight of Project Delivery Strategy Selection (estimated by September 2021): Project Due Diligence Report, including Phasing Plan Review, Constructability Review, Independent Cost Estimates.

5. On completion of Task D – Governance Strategy (estimated by December 2021): Governance Strategy identifying preferred lead agency and defining permanent governance responsibilities.

**Special Conditions**

1. Recommendation is contingent upon an amendment to the Prop K Strategic Plan to advance outyear funds in the Downtown Extension to a Rebuilt Transbay Terminal category to Fiscal Year 2019/20. Recommendation is also contingent upon an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.

2. Monthly progress reports may be calendared on a quarterly 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 staff.

**Notes**

1. Retroactive expenditures are eligible for this grant

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



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

261

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	DTX Rail Program Oversight and Project Development Support
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$2,636,109
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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
YW

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Yana Waldman	Anna LaForte
<b>Title:</b>	Assistant Deputy Director	Deputy Director for Policy & Programming
<b>Phone:</b>	(415) 522-4813	(415) 522-4805
<b>Email:</b>	yana.waldman@sfcta.org	anna.laforte@sfcta.org



EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
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5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,424,962	12.16%	Programming	\$ 206,490,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 34,599,606	\$ 3,874,961	\$ 3,122,463	\$ 2,755,305	\$ 3,441,813	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -
				Total	\$ 241,089,625	\$ 3,874,961	\$ 3,122,463	\$ 2,755,305	\$ 3,441,813	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -

Proposed Amendment 5

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
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5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,574,559	11.42%	Programming	\$ 213,936,395	\$ 16,142,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 32,498,556	\$ 1,791,465	\$ 3,257,834	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -
				Total	\$ 246,434,952	\$ 18,178,653	\$ 1,791,465	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -

Change

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
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5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 149,596	-0.74%	Programming	\$ 7,446,377	\$ 16,142,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ (2,101,050)	\$ (1,838,975)	\$ 502,529	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,345,327	\$ 14,303,692	\$ (1,330,998)	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs
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TOTAL STRATEGIC PLAN - as Amended	Programming	\$ 2,476,995,707
	Finance Costs	\$ 263,248,357
	Total	\$ 2,740,244,064

TOTAL STRATEGIC PLAN - as Proposed	Programming	\$ 2,484,442,084
	Finance Costs	\$ 238,219,439
	Total	\$ 2,722,661,523

TOTAL STRATEGIC PLAN - Change	Programming	\$ 7,446,377
	Finance Costs	\$ (25,028,918)
	Total	\$ (17,582,541)



Proposed Amendment 4

Draft 2019 Prop K Strategic Plan  
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,424,962	12.16%	Programming	\$ 206,490,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 34,599,606	\$ 3,122,463	\$ 2,755,305	\$ 3,441,813	\$ 2,738,587	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -
				Total	\$ 241,089,625	\$ 3,874,961	\$ 2,755,305	\$ 3,441,813	\$ 2,738,587	\$ 2,394,047	\$ 2,008,856	\$ 1,613,795	\$ 1,179,505	\$ 686,359	\$ 47,026	\$ -	\$ -	\$ -	\$ -

Proposed Amendment 5

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,574,559	11.42%	Programming	\$ 213,936,395	\$ 1,197,767	\$ 4,340,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ 32,498,556	\$ 2,035,986	\$ 3,257,834	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -
				Total	\$ 246,434,952	\$ 3,233,753	\$ 7,598,193	\$ 3,082,675	\$ 2,658,663	\$ 2,309,617	\$ 2,453,477	\$ 1,845,932	\$ 1,395,114	\$ 893,582	\$ 266,887	\$ -	\$ -	\$ -	\$ -

Change

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 149,596	-0.74%	Programming	\$ 7,446,377	\$ 1,197,767	\$ 4,340,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Finance Costs	\$ (2,101,050)	\$ (1,838,975)	\$ 502,529	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -
				Total	\$ 5,345,327	\$ (641,208)	\$ 4,842,888	\$ (359,138)	\$ (79,925)	\$ (84,430)	\$ 444,621	\$ 232,137	\$ 215,609	\$ 207,223	\$ 219,861	\$ -	\$ -	\$ -	\$ -



## Memorandum

### AGENDA ITEM 18

**DATE:** April 6, 2020

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba - Deputy Director for Capital Projects and Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 4/14/2020 Board Meeting: Allocate \$11,906,558, with Conditions, for Downtown Rail Extension - Phasing and Partial 15% Design and Appropriate \$2,636,109 in Prop K Sales Tax Funds for Rail Program Oversight and Project Development Support

#### RECOMMENDATION ☐ Information ☒ Action

Allocate \$11,906,558, with conditions, in Prop K funds to the Transbay Joint Powers Authority (TJPA) for:

1. Downtown Rail Extension (DTX) - Phasing and Partial 15% Design

Appropriate \$2,636,109 in Prop K funds for:

2. Rail Program Oversight and Project Development Support

#### SUMMARY

Pending TJPA approval of a 6-party Memorandum of Understanding (MOU) with the TJPA, the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (PCJPB), the California High Speed Rail Authority (CHSRA), and the City and County of San Francisco (CCSF) for the establishment of a new organizational structure that will support the efforts of the TJPA in the development of the DTX to a ready-for-procurement status on April 9, and approval of the MOU by the Transportation Authority, at this April 14 meeting, we are recommending approval of two Prop K funding items to support the TJPA and Transportation Authority's activities under the MOU's work program. These activities are consistent with the recommendations of an expert peer review convened by the Transportation Authority last year to review current and best practices for governance, oversight, management, funding, and project delivery for the DTX.

Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.

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



## DISCUSSION

The expert panel review of the governance, oversight, management, funding, and project delivery of the Downtown Rail Extension (DTX) conducted by staff at the request of the Board, resulted in a series of recommendations to re-envision and re-position the DTX program as a project of regional, state and national significance; confirm the project's phasing and funding plan; identify the governing entity and organization with a clear mandate and capability to implement it; and select a project delivery method, among other activities. To implement those recommendations, Transportation Authority staff, together with other major stakeholders, developed a MOU which proposes a new management structure and defines a work program for the development of the project to ready-for-procurement status. Participating agencies in the MOU are the TJPA, MTC, PCJPB, CHSRA, CCSF and the Transportation Authority.

**The two subject requests, an allocation for the TJPA and an appropriation to the Transportation Authority, will provide funding to cover our respective agencies' involvement for the first eighteen months of the implementation of the Work Program defined in the MOU. Together with our MOU partners, TJPA and Transportation Authority staff will work to develop an initial DTX operating phase that provides the necessary capacity to operate a reliable blended system to the Salesforce Transit Center at the earliest practicable date and with consideration of reasonably available funding.**

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

***Downtown Rail Extension (DTX) - Phasing and Partial 15% Design (TJPA) (\$11,906,558).*** This scope of work for this allocation has been divided into two Notices-to-Proceed (NTPs). The work during NTP#1 will focus on a project phasing study which will review opportunities for phasing the DTX project. The work will also include creating a log of changes made to the program since the Supplemental EIS/EIR, a real estate acquisition plan, support for planning and funding strategy tasks, and the preparation of a configuration management plan, all of which will support and inform the phasing study and associated recommendations to confirm the initial operating segment for the DTX project. The NTP will also include an industry review with contractors, which will feed into a review of project delivery planned in NTP#2.

Funds for NTP #2 (\$8,177,927) will be on reserve until released by the Board following: (1) Board acceptance of the Project Phasing Strategy and Interim Budget and Schedule for Phase 2, and (2) the identification of a new Program Director for the DTX in accordance with the 6-party MOU.

During NTP #2, the project team will progress the design and cost estimate of the tunnel and the 4th and Townsend Street Station to a draft 15% design level and allow for a risk



assessment to be performed. The project team will also examine project delivery options and expand the work plan.

**Rail Program Oversight and Project Development Support (SFCTA) (\$2,636,109).** *In* response to the Board's interest in enhanced oversight for the DTX, the work to be performed under this appropriation is intended to complement and enhance the Transportation Authority's ongoing oversight functions for the DTX and the Peninsula Rail Program. This request also funds the Transportation Authority's roles to lead Planning and Funding Strategy updates, and to co-lead Project Delivery and Institutional Options analyses to help prepare the DTX project for procurement. These key tasks are consistent with the Expert Peer Review Final Report recommendations.

**Strategic Plan Amendment:** When the Board adopted the 2019 Prop K Strategic Plan, the remaining Prop K funds for the DTX project were left unprogrammed to allow time for the Board, Mayor's Office, San Francisco agencies, and TJPA to move toward consensus on how to proceed with the DTX project. In 2018, the Transportation Authority allocated \$9,678,626 of those funds for DTX 30% Design Part 1, of which \$8,696,290 was de-obligated in November 2019, pursuant to suspension of the grant by the Transportation Authority Board. Funding the subject requests totaling \$14.5 million, requires a Strategic Plan amendment to program the remainder of the de-obligated funds to the subject projects in Fiscal Year 2019/20, and advance an additional \$5.8 million in unprogrammed capacity in the DTX to a Rebuilt Transbay Terminal category. These changes result in a net decrease in finance costs since the de-obligated funds are being reprogrammed with a delayed cash flow schedule compared to what was originally approved.

**Next Steps:** Based on recent meetings with partner agencies, we anticipate that following TJPA and Transportation Authority approval of the 6-party Peninsula Rail Program MOU, the other partner agencies will approve the MOU over the next two months. Pending the Transportation Authority Board approval of the subject funding requests, we will continue to refine the DTX work program with TJPA and the other partner agencies. We may bring a subsequent set of funding requests to the Board to fund the work of partner agencies which would be reimbursable, once the Regional Measure 3 bridge toll program funds are available.

## **FINANCIAL IMPACT**

Funding the two subject requests requires a Prop K Strategic Plan amendment to reprogram \$8.7 million in de-obligated funds and advance \$5.8 million in outyear funds from the Downtown Extension to a Rebuilt Transbay Terminal category to Fiscal Year 2019/20. The amendment would result in a net decrease of 0.9% in anticipated financing costs for the Prop K program over its 30-year life. See the attached allocation request forms for the amendment details.

Conditioned upon approval of the aforementioned Strategic Plan amendment, the recommended action would allocate and appropriate \$14,542,667 in Prop K funds. The allocation and appropriation 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 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**

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - Allocation Request Forms (2)

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San Francisco  
County Transportation  
Authority





RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO WMH CORPORATION, IN AN AMOUNT OF \$3,000,000, FOR ENGINEERING AND ENVIRONMENTAL CONSULTING SERVICES FOR THE U.S. 101/I-280 EXPRESS LANES AND BUS PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is seeking engineering and environmental consulting services for the U.S. 101/I-280 Express Lanes and Bus Project (Project); and

WHEREAS, The Project will help provide a continuous connection for bus and carpool riders between downtown San Francisco and downtown San Jose, one of the most congested corridors in the Bay Area; and

WHEREAS, The primary goals of the Project are to increase reliability and efficiency of the freeway, reduce emissions, and increase equitable access in the corridor; and

WHEREAS, On February 3, 2020, the Transportation Authority issued a Request for Proposals for preliminary engineering and environmental planning services for the Project, and by the due date of March 4, 2020, received two proposals in response; and

WHEREAS, A multi-agency selection panel comprised of staff from the California Department of Transportation and the Transportation Authority evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and recommended award of the contract to the highest-ranking firm: WMH Corporation; and

WHEREAS, The Project Report and Environmental Document are required by Caltrans as part of the Project Approval and Environmental Document process, which will scope and evaluate managed lane options consistent with the Project's goals; and

WHEREAS, The scope of services will include an advanced traffic study, equity study, environmental document, and project report and public outreach; and



WHEREAS, The initial contract amount of \$3,000,000 will be funded with Prop K sales tax funds appropriated through Resolution 20-16; and

WHEREAS, The proposed Fiscal Year 2019/20 budget amendment, recommended for approval on its first read by the Transportation Authority on March 10, 2020 includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract;

WHEREAS, Optional tasks estimated at \$2,400,000 may be exercised if additional funds are secured and after considering contractor performance, subject to a future Board approval action; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a preliminary engineering and environmental planning consultant services contract to WMH Corporation, in an amount not to exceed \$3,000,000, for engineering and environmental consulting services for the U.S. 101/I-280 Express Lanes and Bus Project, 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 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 19

**DATE:** April 2, 2020

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba -Deputy Director for Capital Projects

**SUBJECT:** 04/14/20 Board Meeting: Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$3,000,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Express Lanes and Bus Project

#### RECOMMENDATION ☐ Information ☒ Action

- Award a two-year professional services contract to WMH Corporation, in an amount not to exceed \$3,000,000, for engineering and environmental consulting services for the U.S. 101/I-280 Express Lanes and Bus Project
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

#### SUMMARY

We are seeking consultant services to provide preliminary engineering and environmental planning for the U.S.101/I-280 Express Lanes and Bus Project (Project). The Project will help provide a continuous connection for bus and carpool riders between downtown San Francisco and downtown San Jose, one of the most congested corridors in the Bay Area. The primary goals of this project are to increase reliability and efficiency of the freeway, reduce emissions, and increase equitable access in the corridor. We issued a Request for Proposals (RFP) in February. By the proposal due date, we received two proposals. Following evaluation of documents received from both firms, the multi-agency selection panel recommended award of the contract to the highest-ranking firm: WMH Corporation.

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

Parts of San Francisco's freeway network are critically congested, but there are many empty seats in cars, vans and buses. The U.S. 101/I-280 Carpool and Express Lanes and Bus Project (Project) will develop a plan to prioritize high occupancy vehicles traveling the corridor between downtown San Francisco and San Mateo County, which will give them a faster, more reliable trip.

The Project is part of a regional network of express lanes which hope to reduce travel time, increase person throughput, and improve reliability of Bay Area drivers. The proposed project, along with planned projects in San Mateo County, will provide a continuous carpool or express lane between San Francisco and Santa Clara.

The completed project is anticipated to be constructed in two phases. Phase 1 of the Project would include a northbound high-occupancy vehicle (HOV) lane along I-280 from approximately 23<sup>rd</sup> Street to the I-280/5<sup>th</sup> St. touchdown (freeway terminus) as well as two blocks along northbound King Street from 5<sup>th</sup> Street to 3<sup>rd</sup> Street. Phase 2 of the Project would include a southbound high-occupancy toll (HOT) lanes along King Street, I-280, and U.S. 101, starting from 4<sup>th</sup> Street and ending at the San Mateo County line. Phase 2 will also include HOV to HOT lane conversion of the previously constructed northbound lanes and the remaining northbound HOT facility gap from the San Mateo County line to 23<sup>rd</sup> Street.

The current phase of work has been developed based upon our 2018 Freeway Corridor Management Study and 2019 Project Initiation Document. The Project Initiation Document laid out potential carpool and express (i.e., managed) lane alternatives along the U.S. 101/I-280 corridor within the City and County of San Francisco and San Mateo County. As part of the Project Initiation Document phase, we engaged in outreach to educate stakeholders about the feasibility of different types of managed lanes. Key stakeholders for this outreach effort included elected officials, community groups, merchants, residents, and likely users, especially those who work or live close to the freeways.

## **DISCUSSION**

We are seeking consultant services to assist with engineering and environmental studies support in the development of a Project Report and Environmental Document, as well as an Equity Study to ensure that the environmental process considers the impact of the project on communities of concern.

The Project Report and Environmental Document are required by Caltrans as part of the Project Approval and Environmental Document phase. This phase will scope and evaluate managed lane options with the goal of reducing congestion by efficiently prioritizing high-occupancy vehicles within the project corridor. The scope of work will consist of an advanced Traffic Study, Equity Study, Environmental Document, Project Report, and Public Outreach. Contingent upon the contractor's satisfactory performance on the contract and additional funding being secured, we will seek approval of a contract amendment for the optional tasks



described in Attachment 1, Scope of Services, for an additional estimated amount of \$2,400,000.

We intend to fast track Phase 1 (northbound HOV lane) with environmental approval anticipated before December 2020, subject to availability of grant and private funds. Given the use of entirely existing right-of-way, the proposed level of environmental approval documentation for Phase 1 is anticipated as a Categorical Exemption per CEQA and Categorical Exclusion per NEPA. Environmental analysis for Phase 2 covering the remaining portion of the corridor, is expected to be completed by fall 2022.

**Procurement Process.** We issued an RFP for engineering and environmental consulting services for the U.S. 101/I-280 Express Lanes and Bus Project on February 3, 2020. We hosted a pre-proposal conference at our offices on February 12, which provided opportunities for small businesses and larger firms to meet and form partnerships. 21 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP and questions and answers to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of March 4, 2020, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority and the California Department of Transportation (Caltrans) staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: WMH Corporation. The WMH Corporation team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around Environmental Process for Caltrans projects. In addition, the WMH Corporation team demonstrated stronger capabilities and experience in conducting traffic analysis and community engagement processes that are essential to the success of the project.

We established a Disadvantaged Business Enterprise (DBE) goal of 12.8% for this contract, accepting certifications by the California Unified Certification Program. Proposals from both teams exceeded the DBE goal. The WMH Corporation team includes a combined 24.7% DBE participation from multiple subconsultants, including Convey and Haygood & Associates Landscape Architects, both are women-owned firms; MGE Engineering Inc., Rail Surveyors and Engineers, Inc., and WRECO, all three are Asian Pacific-owned firms; and Next Steps Marketing, Inc., a San Francisco-based and women-owned firm.



## **FINANCIAL IMPACT**

The initial contract amount, not to exceed \$3,000,000, will be funded with Prop K sales tax funds, appropriated through Resolution 20-16. The proposed Fiscal Year 2019/20 budget amendment, recommended for approval by the Board on its first read on March 10, includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract. As noted above, optional tasks estimated at \$2,400,000 may be exercised if additional funds are secured and after considering contractor performance, subject to a future Board approval action.

## **CAC POSITION**

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Scope of Services

## Attachment 1

### Scope of Services

Contractor shall provide engineering and environmental consultant services to support the US 101/I-280 Express Lanes and Bus project (Project). The designated Project limits are from the US 101 San Francisco/San Mateo county line along I-280 to the I-280/King St. touchdown (freeway terminus) extending two blocks along northbound King Street from 5<sup>th</sup> Street to 3<sup>rd</sup> Street in San Francisco.

The Purpose and Need of the Project as articulated in the approved Caltrans Project Initiation Document (PID) is as follows:

**Purpose:** Increase person throughput; Encourage carpooling and transit use; Improve travel time and reliability for HOV and transit users; Minimize degradation to general purpose lanes and local streets; Optimize freeway system management and traffic operations; and Create a facility that extends the benefits of the San Mateo US 101 Express Lane Project into San Francisco.

**Need:** All lanes on US 101 and I-280 experience congestion resulting in an overall degradation of operations throughout the corridor. Traffic flow is constrained at several bottlenecks where vehicular demand exceeds the capacity of the facility. All users traveling on US 101 and I-280, whether they are in single or multiple occupant vehicles or in buses, experience delays in both the northbound and southbound directions in the AM and PM peak hours, and at other periods during the week.

Specific tasks include: 1) Project Management, 2) Traffic Study, 3) Equity Study, 4) Environmental Document (CEQA/NEPA), 5) Project Report, and 6) Outreach and Communications.

Optional tasks are to be exercised at the discretion of the Transportation Authority, and contingent upon Contractor's satisfactory performance on the contract and additional funding being secured. It is anticipated that a contract will be awarded for a two-year term, inclusive of optional tasks being exercised.

The tasks are detailed below.

#### Task 1. Project Management

This task provides for ongoing management of the Project team and associated Project controls including monitoring project progress against the baseline schedule and budget. The task will also involve interagency coordination meetings, quality assurance/quality control, Project risk and opportunity management, as well as regular progress updates to the Transportation Authority Citizens Advisory Committee and Board.

- 1.1 Be responsible for organizing and leading team meetings including developing agendas and distributing meeting minutes in work breakdown structure format.
- 1.2 Management of the Project budget will include tracking of subconsultant time, invoicing, and development of supporting progress reports in work breakdown structure format.

1.3 Development of baseline schedule for design and construction phases will allow the Project team to make informed decisions related to permitting, funding and procurement. Contractor is expected to manage the Project schedule for current and future phases of work.

1.4 *[Optional Task]* Assist Transportation Authority staff in development of a project risk register to identify and track potential project threats and opportunities and well as provide advice on required project permitting schedules.

Required Deliverables:

1.1 – Meeting Agendas and Minutes

1.2 – Progress Reports and Invoices

1.3 – Baseline Project Schedule and Updates

Optional Deliverables:

1.4 – Project Risk Register

## **Task 2. Traffic Study**

In this task, Contractor shall collect and analyze pertinent Project information including but not limited to existing and forecasted traffic counts and operations data. Contractor shall conduct traffic operations analysis using previously collected traffic data and traffic forecasts prepared by the Transportation Authority for select Project alternatives and time horizons. Contractor shall use the results of the traffic operations analysis, combined with alternatives cost estimates, to develop preliminary facility revenue projections and provide better understanding of the financial viability of each Project alternative.

2.1 Collect existing traffic data including information related to: travel time, vehicle occupancy, mainline counts, and on-ramp and off-ramp counts, and traffic signal timing.

2.2 Process traffic forecasting data prepared by the Transportation Authority to develop a Traffic Operations Analysis model using PTV VISSIM or similar software. The model will evaluate the Project alternatives and Federal Highway Administration collision prediction.

2.3 Work with Transportation Authority staff to develop a Toll Policy Strategy including operations planning, toll collection and potential partnerships.

2.4 *[Optional Task]* Develop preliminary traffic and revenue analysis accounting for assumed tolling rates and time valuation projections.

2.5 *[Optional Task]* Develop a financial model, including traffic and revenue assumptions as well as operations and maintenance cost projections based on typical highway lifecycles within the region.

Required Deliverables:

2.1 – Existing Traffic Data

2.2 – Traffic Operations Analysis Report (TOAR)

2.3 – Toll Policy Strategy



Optional Deliverables:

2.4 - Traffic and Revenue Model

2.5 - Financial Model

**Task 3. Equity Study**

The Project corridor traverses communities that have experienced negative impacts from past development and transportation investments. The purpose of this task is to better understand the potential impacts and benefits to these communities and to users of the corridor. Contractor shall help implement an equity-first approach that includes surveying and analyzing data and information on current and expected future corridor users and the surrounding communities to broadly understand the potential impacts and benefits that may be experienced by groups of particular concern. Transportation Authority staff will use this data and analysis to inform Project alternatives with an overall goal of advancing equity in the corridor and the region.

3.1 Apply Equity Framework. Work with Transportation Authority staff to apply regional and organizational equity goals to Project context.

- a) Review existing framework for equity analysis developed by Transportation Authority staff and similar equity analyses conducted for pricing and similar projects.
- b) Confirm specific equity impacts to evaluate including economic burden, travel time, air quality/noise, access to opportunities (employment, schools, etc.), and others as identified from the review.

3.2 Support Development of Existing Conditions Analysis. Transportation Authority staff will develop supplemental travel survey data for the US 101/I-280 corridor, building on travel survey data collected in 2019 that includes demographics, trip types and times, trip traces, and other information. Data will be made available to Contractor to support the identification of existing conditions. Contractor shall:

- a) Identify any additional data needed to analyze equity for this study.
- b) Help identify community groups for coordination on the development of the equity analysis and engagement process. This subtask is directly related to the engagement process defined in Task 6.2.
- c) Develop a technical memorandum documenting existing conditions in the corridor.

3.3 Support Development of Equitable Project Alternatives. Identify elements from the engagement process and the existing conditions that could be used to help advance equity in the Project corridor. This work will primarily consist of assembling existing transit and urban planning work conducted in the corridor and in the neighborhoods that may be affected by the potential Project and identifying how transit and urban design elements could be incorporated into Project alternatives. This task includes:

- a) Identify and evaluate transit improvements in the corridor, including express bus services and potentially other transit improvements.
- b) Collect urban design improvements identified from local plans in potentially impacted communities.

- c) All improvements will be responsive to the conditions identified in Task 3.2 and gathered through community engagement in Task 6.

3.4 Support Development of an Equity Analysis of Alternatives. Analyze Project alternatives developed as part of the Project approval process utilizing the equity framework developed as part of Task 3.1. This task will also be coordinated, as needed, with the environmental analysis conducted in Task 4.2.

3.5 Develop Recommended Project Equity Features, Policies and Programs. Transportation Authority staff will develop Equity Study recommendations based on alternatives analysis and input received from Task 6.2 Public Outreach and Engagement Outreach efforts.

Required Deliverables:

3.1 – *Equity Framework*

- a) *Goals and Objectives*
- b) *Performance Metrics*

3.2 – *Existing Conditions Analysis*

3.3 – *Equity Input to Alternatives*

- a) *Transit Planning*
- b) *Urban Design Concept Planning*
- c) *Incorporate Public Input from Task 6.2 Public Outreach and Engagement*

3.4 – *Equity Analysis of Alternatives*

3.5 – *Develop Equity Study Recommendations*

**Task 4. Environmental Document**

In this task, Contractor shall complete the required studies to receive environmental clearances for both phases of the Project per the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements.

- 4.1 The first step of the environmental clearance process includes the updating of the goals and purpose and need of the Project, evaluation framework development, initial screening of alternatives, an initial site assessment and detailed project scoping. This work will inform requirements for both Phase 1 and Phase 2 environmental documents.
- 4.2 Contractor shall conduct all required environmental studies, including but not limited to: biologic field studies, wetland delineation, geologic assessment, flood plain mapping and hydrology studies. Contractor shall also evaluate project impacts to storm water, air quality, noise, energy, climate, community and cultural resources.
- 4.3 For Phase 1 of the Project, Contractor shall develop an environmental document to support construction of a northbound HOV facility within the existing shoulder (approximately from the 23<sup>rd</sup> St. overcrossing to King St./3<sup>rd</sup> Street intersection).
- 4.4 For Phase 2 of the Project, Contractor shall draft the environmental documents pertaining to construction of southbound HOT lanes and northbound lane conversion. Contractor shall also coordinate the process of all public circulation and comment for the document.

4.5 [Optional Task] After completion of the Draft Environmental Document, Contractor shall work with the Transportation Authority and Caltrans to gain approval of a Final Environmental Document. The Final Environmental Document will be informed by information included in the environmental impact reports and the equity study.

Required Deliverables:

4.1 - Environmental Scoping

- a) Initial Site Assessment (ISA)

4.2 - Environmental Technical Studies

- a) Natural Environmental Study (NES)
- b) Air Quality Analysis
- c) Noise Study Report
- d) Water Quality Study
- e) Visual Impact Analysis
- f) Archaeological Survey Report
- g) Historic Resources Evaluation Report
- h) Finding of Effect
- i) Community Impact Assessment
- j) Section 4F Evaluation

4.3 - Environmental Documents (Phase 1)

- a) CEQA Documents
- b) NEPA Documents

4.4 - Draft Environmental Document (Phase 2)

- a) Notice of Intent
- b) Notice of Preparation
- c) CEQA Evaluation
- d) Summary of Public/Agency Process
- e) Mitigation and Monitoring Commitments

Optional Deliverables:

4.5 - Final Environmental Document (Phase 2)

- a) Notice of Completion
- b) Notice of Availability
- c) Record of Public Meeting
- d) Findings Report
- e) Statement of Overriding Considerations
- f) FHWA Checklist
- g) Notice of Determination
- h) Record of Decision

## Task 5. Project Report

This task provides for the development and approval of a Caltrans Project Report which will be prepared after preliminary engineering and draft environmental studies have been completed. Contractor shall collect as-built mapping including verification of existing roadway geometry information and aerial topographic mapping. Consultant will develop preliminary geometric engineering designs, toll system concepts, traffic management plans and analysis of the existing structures. The findings of these individual studies will be compiled in a Project Report for approval by Caltrans.

- 5.1 Conduct topographic mapping and collect relevant Project data such as roadway and structures as-built data in order to develop concept level design alternatives for preliminary screening. Contractor shall also be aware of utility conflicts and account for any required relocation plans.
- 5.2 Prepare engineering designs for select Project alternatives including but not limited to vertical and horizontal alignments, cross sections and design exceptions.
- 5.3 Prepare Project cost estimates for capital investments inclusive of design and construction as well as for operations inclusive of toll systems, transit and life cycle maintenance.
- 5.4 Prepare draft Project Report including all supporting draft technical studies.
- 5.5 *[Optional Task]* Prepare all necessary technical studies required as part of the Caltrans Project approval process. Reports will provide an understanding of the facility conditions under existing and proposed scenarios. Reports will evaluate pavement condition, bridge structures, foundations, drainage, hydrology and local geology.
- 5.6 *[Optional Task]* Prepare a preliminary Traffic Management Plan (TMP) to inform early discussions around Project implementation and staging.
- 5.7 *[Optional Task]* Develop a conceptual level design for the toll systems in order to inform preliminary cost estimates and operations planning.
- 5.8 *[Optional Task]* Deliver final version of the Project Report for required review and comment by Caltrans and other stakeholders.

### Required Deliverables:

#### 5.1 – Preliminary Engineering

- a) *Data Collection*
- b) *Topographic Mapping*
- c) *Utility Coordination*
- d) *Design Alternatives*
- e) *Value Analysis*

#### 5.2 – Geometric Designs

- a) *Geometric Drawings*
- b) *Right of Way Data Sheets*
- c) *Design Exceptions Fact Sheets*

#### 5.3 – Project Cost Estimates

- a) *Capital Expenditures*
- b) *Operating Expenditures*

#### 5.4 - Project Report

- a) *Draft Report*

#### Optional Deliverables:

#### 5.5 - Technical Studies

- a) *Structural Planning Study*
- b) *Preliminary Foundations Report*
- c) *Drainage Impact Report*
- d) *Bridge Hydrology Report*
- e) *Pavement Evaluation Report*
- f) *Geotechnical Designs*

#### 5.6 - Traffic Management Plan

#### 5.7 - Toll System Concept

#### 5.8 - Project Report

- a) *Final Report*

### **Task 6. Outreach and Communications**

Contractor shall support Transportation Authority outreach efforts to gain an understanding of key stakeholder interest, concerns, and questions associated with alternatives analysis, environmental process and the equity study. Contractor shall also support Transportation Authority staff to conduct public outreach and community meetings to communicate findings related to the studies surrounding social and environmental impact within the Project corridor.

The audience for this effort includes:

- the Transportation Authority Board of Commissioners,
- other local and state elected officials
- Public agency partners (e.g. SFMTA, Caltrans, SamTrans)
- CBOs
- Neighborhoods adjacent to the freeways
- Advocacy groups (e.g. TMAAF, SF Transit Riders, SF Bicycle Coalition, SPUR)
- Businesses
- Commuters
- General public
- Outreach efforts will pay special attention to the subject of equity and the impacts the Project will have on communities of concern.

6.1 Develop a Project kick-off meeting and Information Review and Work Plan for the communications element.

6.2 Planning for Public Outreach and Engagement. This includes outreach specifically supporting the Equity Study and public involvement required to support the CEQA/NEPA environmental

review process. Outreach is expected to take place in English, Spanish, and Chinese and include, but not be limited to:

- Public meetings
- Co-creation
- Pop-up events
- 1-on-1 listening sessions

6.3 Outreach and Engagement Support Services. This includes assistance in executing the Outreach and Engagement Plan using the methods identified above.

Project team is seeking input from the public on various project elements, including:

- Design alternatives
- Express lane policies including discounts, exemptions
- Where revenues are directed
- What elements would advance equity

6.4 Administration and Reporting.

Required Deliverables:

6.1 - *Communications Element Work Plan*

6.2 - *Public Outreach and Engagement Plan*

6.3 - *Outreach and Engagement Support and Staffing*

6.4 - *Status Reports*



RESOLUTION APPROVING PROGRAMMING PRIORITIES FOR UP TO \$3,794,003 IN  
SAN FRANCISCO'S ESTIMATED FISCAL YEAR 2020/21 STATE TRANSIT ASSISTANCE  
COUNTY BLOCK GRANT FUNDS

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

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

WHEREAS, MTC requires that by May 1 of each year, CMAs submit the distribution policy for STA population-based funds; and

WHEREAS, STA funds are generated by the sales tax on diesel fuel and have been a volatile source of funding even before the COVID-19 pandemic; and

WHEREAS, For the first two years of the STA block grant program (Fiscal Years (FYs) 2018/19 and 2019/20), San Francisco was projected to receive a total of \$7.9 million of which the Board programmed \$3.1 million (40%) to the San Francisco Municipal Transportation Agency (SFMTA) for its paratransit program based on the amount that SFMTA would have received under the regional program in FY 2018/19, and for the remaining \$4.7 million (60%), the Board approved the San Francisco LTP Cycle 1 program of projects that address transportation needs of low-income populations; and

WHEREAS, The STA County Block Grant Cycle 1 program of projects included the SFMTA's paratransit program (\$3,141,610), SFMTA's Continuing Late Night Transit Service to Communities in Need (\$1,609,700), SFMTA's San Francisco



Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (\$396,300), and the Bay Area Rapid Transit's (BART's) Elevator Attendant Initiative (\$2,600,000); and

WHEREAS, Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each FY following the State's reconciliation of actual revenues generated; and

WHEREAS, The current projections for San Francisco's FY 2020/21 and FY 2021/22 STA County Block Grant funds, totaling \$7.59 million, are based on estimates that were prepared in January 2020 before the economic effects of the COVID-19 pandemic began to be experienced; and

WHEREAS, Given expectation of lower than anticipated FY 2019/20 STA revenues and a fall revision to reduce the FY 2020/21 revenue forecast, Transportation Authority staff recommended programming just the first year of funds at this time with the first priority for the FY 2020/21 funds as backfilling anticipated lower STA revenues for the aforementioned four transit operating projects serving low income populations funded in the prior cycle and then directing all the remaining funds to support SFMTA's FY 2020/21 paratransit program operations; and

WHEREAS, Transportation Authority staff anticipate returning to the Board in Spring 2021 to recommend a programming approach for the FY 2021/22 STA revenues after assessing the updated STA revenue forecast and considering the status of SFMTA's operating revenues, now, therefore be it

RESOLVED, That the Transportation Authority hereby approves up to \$3,794,003 in San Francisco's estimated FY 2020/21 STA County Block Grant funds with the first priority being to backfill any shortfalls in the aforementioned four projects funded in the prior cycle due to lower than anticipated FY 2019/20 STA County Share block grant revenues and then programming all remaining revenues to





SFMTA's paratransit program; and be it further

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



## Memorandum

### AGENDA ITEM 20

**DATE:** March 31, 2020

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 04/14/20 Board Meeting: Approve Programming Priorities for Up to \$3,794,003 in San Francisco's Estimated Fiscal Year 2020/21 State Transit Assistance County Block Grant Funds

#### **RECOMMENDATION** ☐ Information ☒ Action

Approve programming priorities for up to \$3,794,003 in San Francisco's Estimated Fiscal Year 2020/21 State Transit Assistance (STA) County Block Grant Funds

#### **SUMMARY**

In 2018, the Metropolitan Transportation Commission (MTC) established the STA County Block Grant program to be administered by Congestion Management Agencies (CMAs). MTC used to distribute these funds via a regional paratransit program, a regional Lifeline Transportation Program (LTP), and a northern counties/small transit operators program. For the first cycle (FYs 2018/19 and 2019/20) the Board directed 40% (\$3.1 million) of San Francisco's share of revenues to SFMTA's paratransit program and the remaining 60% (\$4.7 million) to a new San Francisco LTP (Table 1 in the memo). STA revenues come from the state sales tax on diesel fuel and have been a volatile source of funding even before the COVID-19 pandemic. We expect to receive actual FY 2019/20 revenues in the fall and updated FY 2020/21 revenue estimates, both of which will likely be lower than current estimates. In light of the significant decline in transit fare and other operating revenues due to the COVID-19 pandemic, we recommend first backfilling the FY 2019/20 funds programmed to paratransit and SF LTP projects (Table 1) and then directing the remaining FY 2020/21 funds to support the San Francisco Municipal Transportation Agency's paratransit operations.

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



## BACKGROUND

STA funds are generated by the sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of transit-related capital and operating purposes. In FY 2018/19, MTC began distributing a majority of the region's STA population-based funds to CMAs through a transit-focused STA County Block Grant program. The program allows each county to determine how best to invest in paratransit and other transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the amount that each county would have received in FY 2018/19 under the former regional programs. MTC requires that by May 1 of each year, CMAs submit the distribution policy for STA population-based funds.

In FYs 2018/19 and 2019/20, the first two years of the new STA block grant program, San Francisco was projected to receive a total of \$7.9 million. The Board previously directed \$3.1 million (40%) to the SFMTA for its paratransit program based on the amount that SFMTA would have received under the regional program in FY 2018/19. For the remaining \$4.7 million (60%), the Board approved the SF LTP Cycle 1 program of projects that address transportation needs of low-income populations. Table 1 below shows the projects funded in the prior cycle of the STA block grant program.

Table 1. STA County Block Grant Program (FYs 2018/19-2019/20)	
Paratransit (operations) (SFMTA)	\$ 3,141,610
San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	\$ 396,300
Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$1,609,700
Elevator Attendant Initiative (BART)	\$2,600,000
<b>Total</b>	<b>\$7,747,610</b>



## DISCUSSION

As noted above, STA funds tend to be a volatile fund source. For each funding cycle, we receive an estimate of San Francisco's share of revenues, which is followed by a reconciliation with actual revenues when those figures become available. Table 2 below shows the current projections for San Francisco's FY 2020/21 and FY 2021/22 STA County Share Block Grant funds, totaling \$7.59 million. These estimates were prepared in January 2020 before the economic effects of the COVID-19 pandemic began to be experienced.

<b>Table 2. Estimated San Francisco STA County Block Grant Funds for FY 2020/21 and 2021/22 (as of January 2020)*</b>	
STA Revenues (FY 2020/21)*	\$ 3,794,003
STA Revenues (FY 2021/22)**	\$ 3,794,003
<b>Total Estimated Funds</b>	<b>\$ 7,588,006</b>

*\* Based on the Governor's budget released in January 2020. The Metropolitan Transportation Commission will provide revised county share estimates in Fall 2020.*

*\*\* Projected 0% growth rate for FY 2021/22 is based on annual trends from FY 2008/09 to FY 2017/18 in diesel fuel prices and diesel consumption in California, an average of 2.2% and -1.3% respectively.*

Given our expectation of lower than anticipated FY 2019/20 STA revenues and a fall revision to reduce the FY 2020/21 revenue forecast, we are recommending programming just the first year of funds at this time. We recommend that the first priority for the FY 2020/21 funds be backfilling anticipated lower STA revenues for the four projects shown in Table 1, funded in the prior cycle. These are SFMTA and BART transit operating projects benefitting communities of concern. Then, we recommend directing all the remaining funds to support SFMTA's paratransit program operations in FY 2020/21.

### Next Steps

Following Board approval of the FY 2020/21 STA County Block Grant priorities, we will provide the Board resolution to MTC. We will provide an update to the Board in Fall 2020 on actual FY 2019/20 STA revenues. We anticipate returning to the Board in Spring 2021 to program the FY 2021/22 STA revenues. At the time, we will assess the current STA revenue forecast and consider the status of SFMTA's operating revenues, as well as other factors to develop a recommendation about whether to continue directing all the funds toward SFMTA's paratransit program or to issue a call for projects for San Francisco's LTP.

## FINANCIAL IMPACT

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



## **CAC POSITION**

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

## **SUPPLEMENTAL MATERIALS**

None.

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San Francisco  
County Transportation  
Authority



RESOLUTION ALLOCATING \$580,000 IN PROP K SALES TAX FUNDS AND \$383,776  
IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR THREE REQUESTS, WITH  
CONDITIONS

WHEREAS, The Transportation Authority received three requests for a total of \$580,000 in Prop K local transportation sales tax funds and \$383,776 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Bicycle Circulation/Safety category of the Prop K Expenditure Plan; and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

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

WHEREAS, Two of the three requests are consistent with the relevant 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Bicycle Safety Education and Outreach requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$100,000 from Citywide Neighborways to the subject project in Fiscal Year 2019/20, and reprogram all of the funds Fiscal Year 2020/21 programmed for Bike Safety Education and Outreach (\$90,000) to Citywide Neighborways, as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with conditions, for three projects, as described



in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA 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; now therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bicycle Circulation/Safety 5YPP, as detailed in the attached allocation request form for Bicycle Safety Education and Outreach; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with conditions, for three projects, 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 and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

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

Attachments:

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2	\$ 480,000		\$ 480,000	28%	0%		Design	9, 10
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 100,000		\$ 100,000	28%	0%		Construction	citywide
Prop AA	Transit	SFMTA	Third Street Transit and Safety Improvements		\$ 383,776	\$ 2,883,776	NA	13%		Construction	6
TOTAL							\$ 580,000	\$ 383,776	\$ 3,463,776	5%	11%

Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- <sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2	\$ 480,000	\$ -	Requested funds are for design of the next set of improvements to the subject intersection, also known as the Hairball. This project will build on previous planning and Phase 1 near-term improvements. It will create a continuous, accessible and safe series of bicycle and pedestrian pathways that connect the surrounding areas, providing a crucial link between residential neighborhoods and vital destinations such as regional transit stops, parks, hospitals, educational institutions and food markets. The scope includes roadway striping, signs, posts, and some civil design work, including designs for five new concrete raised crosswalks. Design is expected to be done by March 2021.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 100,000	\$ -	Provide 16 months of Bicycle Safety Education and Outreach from September 2020 through December 2021, building on successful past programming. The program provides learn-to-ride and bicycle safety classes to more than 1,000 people and includes broad outreach to San Francisco residents and visitors via in-person presence at fairs, festivals, farmer's markets, and open streets events. Educational and promotional materials will be distributed in English, Spanish, Chinese, and Filipino. Each year, a minimum of two classes each shall be conducted in English, Spanish, and Chinese, and a minimum of one class each conducted in Filipino. See the attached allocation request form for the most recent summary report (2017 - 2019) for details on class attendance and demographic information.
Transit	SFMTA	Third Street Transit and Safety Improvements	\$ -	\$ 383,776	Funds requested are to construct improvements intended to reduce bus delays and improve pedestrian safety to better accommodate existing travel demand patterns on Third Street between Howard and Brannan, and at Townsend Street at Third Street. The overall project will be delivered in three phases. Phase 2, the subject of this request, will add a transit-only queue-jump turn lane at Townsend and Third streets, and signal hardware modifications at the intersections of Third Street and Folsom, Harrison, Bryant, and Townsend streets. The project is anticipated to be completed by July 2021.
<b>TOTAL</b>			<b>\$580,000</b>	<b>\$383,776</b>	

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

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

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended
39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2	\$ 480,000	\$ -
39	SFMTA	Bicycle Safety Education and Outreach	\$ 100,000	\$ -
Transit	SFMTA	Third Street Transit and Safety Improvements	\$ -	\$ 383,776
TOTAL			\$580,000	\$383,776

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

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

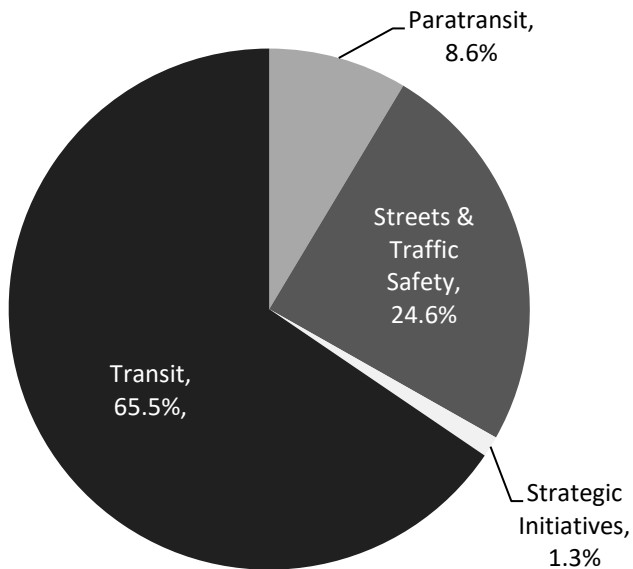
Recommendations
<b>5-Year Prioritization Program (5YPP) Amendment:</b> Request includes an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$100,000 from Citywide Neighborhoods to the subject project in FY 19/20, and reprogram all of the funds FY 20/21 programmed for Bike Safety Education and Outreach (\$90,000) to Citywide Neighborhoods. See attached 5YPP amendment for details.

**PROP K SALES TAX**

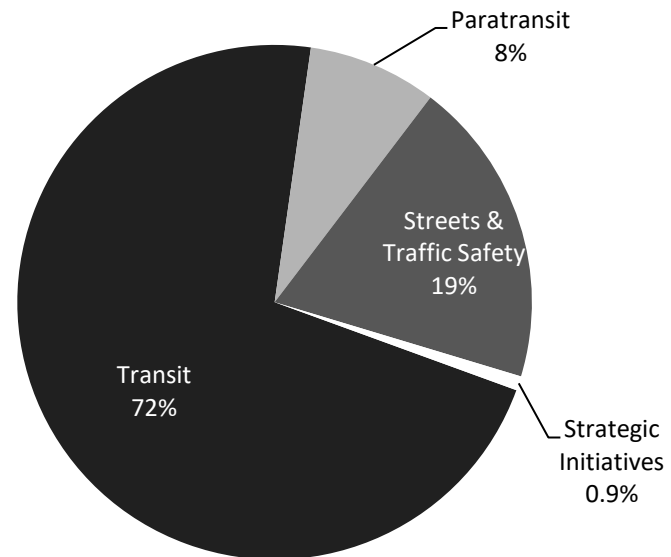
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 150,376,024	\$ 23,771,038	\$ 65,497,456	\$ 12,168,066	\$ 9,934,729	\$ 35,560,081	\$ 2,727,154	\$ 717,500
Current Request(s)	\$ 580,000	\$ -	\$ 530,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 150,956,024	\$ 23,771,038	\$ 66,027,456	\$ 12,218,066	\$ 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**

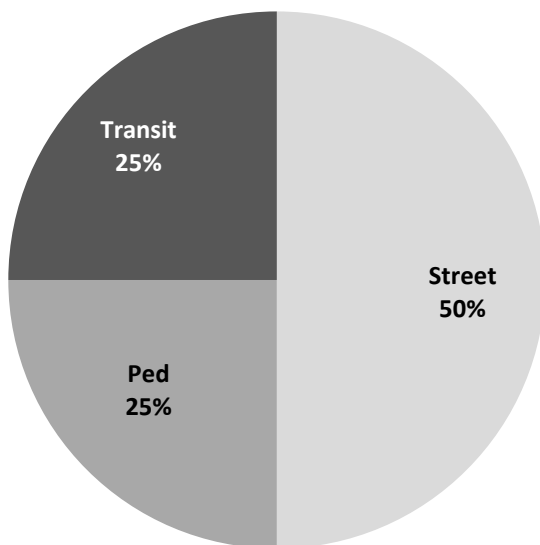


**PROP AA VEHICLE REGISTRATION FEE**

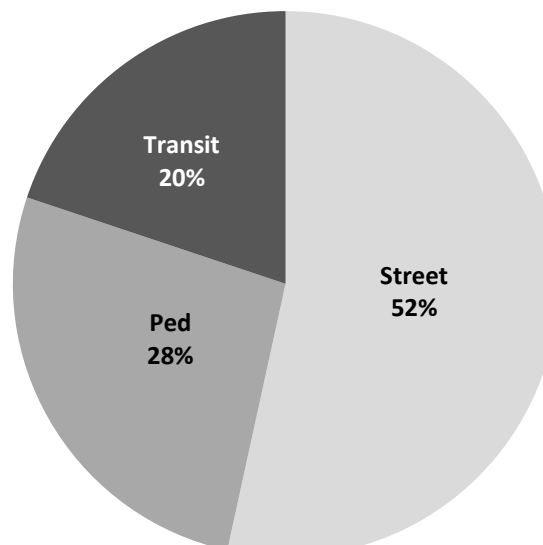
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -
Current Request(s)	\$ 383,776	\$ -	\$ 383,776	\$ -	\$ -
New Total Allocations	\$ 7,236,156	\$ 2,365,202	\$ 3,577,588	\$ 1,293,366	\$ -

The above table shows total cash flow for all FY 2019/20 allocations approved to date, along with the current recommended allocation(s).

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



**Prop AA Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Bicycle Circulation/Safety
<b>Current Prop K Request:</b>	\$480,000
<b>Supervisory District(s):</b>	District 09, District 10

### REQUEST

#### Brief Project Description

Improvements to the existing limited circulation network for people walking and biking through the Cesar Chavez/ Bayshore/ Potrero Intersection known as the Hairball. The project will create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations. Phase 2 will build on the improvements completed in Phase 1 with scope that includes raised crosswalks at key crossings, new and upgraded bike lanes, flashing pedestrian beacons, and wheelchair accessibility/safety improvements such as curb ramps and special pavement striping.

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

In the area known as the Hairball, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while motor vehicles use all three levels. This series of pedestrian and bicycle pathways in the Hairball allow for connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle. However, the network has clear gaps where the bicycle and/or pedestrian facilities are limited or substandard. Certain portions of the network are not ADA accessible and are in poor condition. Lastly, because of the many paths that intersect in this area, the interchange is challenging to navigate and there are points of high conflict between vehicles, pedestrians and bicycles.

In 2010, the San Francisco Planning Department began a community outreach process to develop a community-supported vision and design for a safe, comfortable and accessible Cesar Chavez Street for all users. This outreach process culminated in the Cesar Chavez East Community Design Plan, which was finalized in early 2012 and incorporates the Hairball. The Plan separates the larger Hairball area into a series of segments (see map, attached) and includes safety improvement recommendations for each segment. In fall 2015, the Transportation Authority allocated \$100,000 in Prop K Neighborhood Transportation Improvement Program funds to develop recommendations for safety improvements at five of the prioritized segments: Segments F and G at the western entry to the Hairball, and Segments M, N, and O at the southeastern entry to the Hairball. SFMTA and Public Works have implemented near-term improvements to Segments M,N, and O and capital improvements to F,G,M,N, and O.

For details of the Phase 2 scope see the list of improvements by location (i.e. by project segment) and the segment map, attached. Phase 2 will build on previous planning and near-term improvements to the existing limited circulation to create a continuous, accessible, and safe series of bicycle and pedestrians pathways and linkages that connect the surrounding areas, providing connections between residential neighborhoods and vital destinations such as regional transit stops, parks, hospitals, educational institutions and food markets.

The scope and construction costs of Phase 2 have been reduced from those originally planned. Due to feasibility issues the planned sidewalk expansions and lighting upgrades have been cut from the scope. During Phase 1 the sidewalk widening elements were found to be infeasible due to issues with utilities and Caltrans rights-of-way. Planned lighting changes were cut from the scope because lighting falls within the purview of the San Francisco Public Utilities Commission, which has made some bulb upgrades in the area's existing lights. The revised scope therefore focuses on



raised crosswalks, rectangular rapid flashing beacons, and pavement striping to improve safety in the Hairball.

The revised Phase 2 scope includes roadway striping, signs, posts, and new concrete and asphalt raised crosswalks for the following:

- > new/ upgraded striping for bicycle lanes;
- > key crossings to be upgraded with raised crosswalks, new curb ramps, and flashing pedestrian beacons;
- > wheelchair accessibility to be improved through additional striping and new curb ramps.

This project builds on earlier community engagement processes, including Cesar Chavez East Community Plan and the Prop K NTIP funded Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball). This phase does not include additional in-depth outreach through open houses or public meetings, but will continue to engage with neighbors, community groups and schools nearby with stakeholder interviews and door-to-door outreach. We expect this outreach to be completed in late Spring of 2020.

**Project Location**

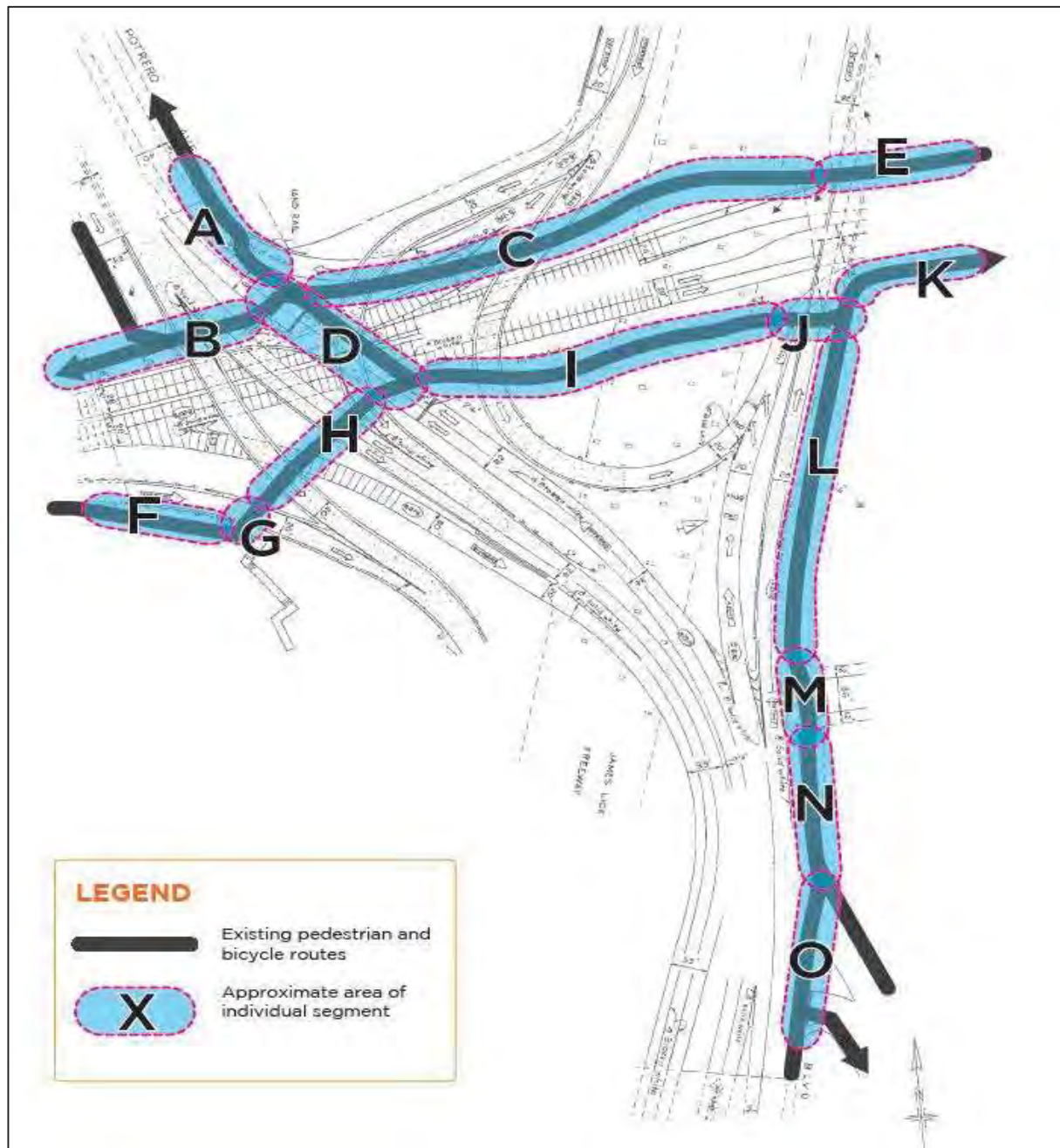
Cesar Chavez/Potrero/Bayshore intersection

**Project Phase(s)**

Design Engineering (PS&E)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$480,000



## The Hairball Improvements Phase 2 - Scope and High Level Cost Estimates

Scope by Segment and Cost

*Segments F, G and N not included; improvements to these segments are included in Phase 1 and are underway  
Portions of Segments M and O included; remainder of improvements in those segments are included in Phase 1*

Segment	Description	Boundaries	Potential Scope of Improvements	Design	Construction
<b>Segment A: (approx. 150ft)A</b>	In segment A, the vehicular circulation network intersects the pedestrian and bicycle network. Vehicles exiting highway 101 southbound toward northbound Potrero Avenue dip below grade while making a sharp right turn. Before the off-ramp rises completely up to street level, it crosses a pedestrian crosswalk that is several steps below sidewalk grade.	<ul style="list-style-type: none"> <li>North: Potrero (NB), right after the merge from Cesar Chavez</li> <li>South : Exit of the bikeway bridge from E Cesar Chavez</li> </ul>	Flashing beacon	\$25,000	\$150,000
<b>Segment B: (approx. 150 ft.)</b>	Segment B carries pedestrians and cyclists between the northbound Potrero and southbound Potrero crosswalks. The existing combined bicycle and pedestrian path is a sidewalk less than 8 feet wide.	<ul style="list-style-type: none"> <li>East : Crosswalk at northbound Potrero</li> <li>West: Southbound Potrero crosswalk</li> </ul>	Paint and post upgrades	\$15,000	\$30,000
<b>Segment C: (approx. 600 ft.)</b>	Segment C is a bridge intended for westbound bicycle traffic only, but is also used by many pedestrians and some eastbound cyclists. There is no alternative pedestrian's path on the north side of Cesar Chavez street between Vermont Street and Bayshore Boulevard.	<ul style="list-style-type: none"> <li>East: entrance the bikeway bridge</li> <li>West: exit of the bikeway bridge</li> </ul>	Upgrade striping	\$10,000	\$30,000
<b>Segment D: (approx. 150 ft.)</b>	Segment D consists of an approximately 7'-4" wide sidewalk which carries pedestrians and southbound bicycles, an adjacent 6' wide curbside bicycle lane for northbound bicycles, and two crosswalks used by both pedestrians and bicyclists to cross northbound Potrero Avenue.	<ul style="list-style-type: none"> <li>North: Crosswalk at northbound Potrero</li> <li>South: Crosswalk at off ramp/Bayshore , before roadway splits to either West Cesar Chavez or N.Potrero</li> </ul>	Paint and post upgrades	\$10,000	\$30,000
<b>Segment E: (approx. 150 ft.)</b>	Segment E is a westbound bicycle path and a missing link in the pedestrian network, spanning the gap between the north sidewalk of Cesar Chavez Street east of Vermont Street, and the bicycle bridge (also used by pedestrians) approximately 150' to the west.	<ul style="list-style-type: none"> <li>East: The gap between the north sidewalk of Cesar Chavez Street east of Vermont Street</li> <li>West: Entrance to the bicycle bridge</li> </ul>	Provide two asphalt raised crosswalks, striping upgrades	\$20,000	\$40,000





Segment	Description	Boundaries	Potential Scope of Improvements	Design	Construction
<b>Segment H: (approx. 150 ft.)</b>	Segment H consists of a narrow bridge structure which carries pedestrians and eastbound cyclists under several highway ramps and over a trench carrying vehicles from Cesar Chavez Street to Bayshore Boulevard. The crosswalk at the eastern end of the segment is a crucial node connecting segments C, H and I.	<ul style="list-style-type: none"><li>East: Eastern end of narrow bridge structure which carries pedestrians and eastbound cyclists under several hwy ramps and over a trench carrying vehicles from Cesar Chavez Street to Bayshore Boulevard. At east end, there is a crosswalk at Potrero Avenue.</li><li>West: Western end of narrow bridge structure.</li></ul>	Upgrade striping	\$10,000	\$30,000
<b>Segment I: (approx. 400 ft.)</b>	Segments I carries pedestrians and two-way bicycle traffic through a large landscaped area and under the main freeway structure.	<ul style="list-style-type: none"><li>East: Crosswalk at northbound Bayshore Boulevard</li><li>West: Crosswalk at Potrero Avenue</li></ul>	Upgrade striping	\$10,000	\$30,000
<b>Segment J: (approx. 25 ft.)</b>	Segment J is an unsignalized crosswalk carrying pedestrians and two-way bicycle traffic across northbound Bayshore Boulevard between segments I, K and L.	<ul style="list-style-type: none"><li>East: East end of crosswalk at northbound Bayshore Boulevard/City-Owned Parking Lot on E. Cesar Chavez</li><li>West: West end of crosswalk at northbound Bayshore Boulevard</li></ul>	Concrete raised crosswalk, pedestrian and cyclist-activated signal, widen curb ramps, narrow roadway	\$160,000	\$330,000
<b>Segment K: (approx. 300 ft.)</b>	Segment K carries pedestrians and two-way bicycle traffic between Segment J and the intersection of Cesar Chavez and Kansas Streets. Eastbound cyclists use the wide curbside vehicle lane of Cesar Chavez Street.	<ul style="list-style-type: none"><li>East: Intersection of Cesar Chavez and Kansas Streets</li><li>West: East end of crosswalk at northbound Bayshore Boulevard/ City-Owned Parking Lot on E. Cesar Chavez</li></ul>	Narrow vehicle lane to install bike lane, possible 2 way bike lane on EB Cesar Chavez (striping); flashing beacon	\$10,000	\$30,000



Segment	Description	Boundaries	Potential Scope of Improvements	Design	Construction
<b>Segment L: (approx. 350 ft.)</b>	Segment L carries pedestrians and two-way bicycle traffic. The northern portion of the segment is a 10-foot wide path bordered by a city-owned surface parking lot to the east and the elevated Highway 101 northbound on-ramp to the west. The southern portion of the segment is significantly narrower.	<ul style="list-style-type: none"> <li>North: City-owned parking lot at E. Cesar Chavez</li> <li>South: entrance to the 101 N Highway on-ramp/Intersection of Marin St. and NB Bayshore Blvd</li> </ul>	Striping/path markings	\$10,000	\$30,000
<b>Segment M:</b>	Segment M where Bayshore Blvd meets Marin Street has a two-way bicycle way and pedestrian crossing north south where northbound traffic makes uncontrolled right turns across and westbound traffic makes stop sign controlled right turns across. There is a Highway 101 northbound on-ramp north of the Marin intersection	<ul style="list-style-type: none"> <li>Bayshore and Marin Intersection</li> </ul>	Build a concrete raised crosswalk for pedestrians and bicycles crossing Marin Street at Bayshore Boulevard, create a two-way bikeway on Bayshore Blvd south of Marin Street	\$80,000	\$230,000
<b>Segment O:</b>	Segment O where Jerrold meets Bayshore Blvd carries northbound and southbound pedestrians and bicycles	<ul style="list-style-type: none"> <li>Bayshore and Jerrold Intersection</li> </ul>	Build a concrete raised crosswalk for pedestrians and bicycles crossing Jerrold Ave at Bayshore Boulevard	\$70,000	\$100,000
Contingency					\$50,000
<b>TOTAL ESTIMATED COST</b>				<b>\$480,000</b>	<b>\$1,060,000</b>



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2020	Jul-Aug-Sep	2020
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Jan-Feb-Mar	2021
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2021		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

### SCHEDULE DETAILS

ENVIRONMENTAL CLEARANCE: SFMTA expects to be able to seek a Categorical Exemption for this work in Summer 2020 after Conceptual Design is complete.

LEGISLATIVE APPROVALS: This project will require coordination with SFMTA's Transit and Accessibility divisions, another SFMTA project on Bayshore Blvd., and the SF Fire Department. SFMTA expects to advance the conceptual design through inter-agency approvals by the Summer 2020, with SFMTA Board Approval (if required) by Fall 2020.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$0	\$480,000	\$0	\$480,000
<b>Phases in Current Request Total:</b>	\$0	\$480,000	\$0	\$480,000

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

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$480,000	\$0	\$480,000
PROP B GENERAL FUND SET-ASIDE	\$1,060,527	\$0	\$90,000	\$1,150,527
<b>Funding Plan for Entire Project Total:</b>	\$1,060,527	\$480,000	\$90,000	\$1,630,527

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$90,000	\$0	Actual Cost
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$480,000	\$480,000	Engineering Estimate based on previous projects
Construction (CON)	\$1,060,527	\$0	Engineering Estimate/Staff Hours and Cost
Operations	\$0	\$0	
<b>Total:</b>	\$1,630,527	\$480,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	02/25/2020
<b>Expected Useful Life:</b>	20 Years

<b>MAJOR LINE ITEM BUDGET</b>				
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<b>Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 2 - DESIGN</b>
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	Total \$1,630,527	Planning \$ 90,000	<b>Design</b> \$ 480,000	Construction \$ 1,060,527
<b>SFMTA:</b>	\$ 480,918		\$ 199,368	\$ 281,550
Sustainable Streets Division - Engineering	\$ 199,368		\$ 199,368	\$ -
Paint Shop Costs	\$ 212,690		\$ -	\$ 212,690
Sign Shop	\$ 68,860		\$ -	\$ 68,860
Signal Shop	\$ -		\$ -	\$ -
<b>Public Works: builds 5 raised crosswalks</b> (2 asphalt/3 concrete)	610,000		\$ 180,000	\$ 430,000
<b>Contractor- 2 RRFBs</b>	350,000		50,000	300,000
2 Rectangular Rapid Flashing Beacons *	350,000		\$ 50,000	\$ 300,000
<i>Contingency</i>	<i>100,000</i>		\$ 50,000	\$ 50,000

\* Contractor will be responsible for both design andj construction of the RRFBs



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

309

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total Prop K Requested:</b>	\$480,000	<b>Total Prop AA Requested:</b>	\$0
<b>Total Prop K Recommended:</b>	\$480,000	<b>Total Prop AA Recommended:</b>	\$0

<b>SGA Project Number:</b>		<b>Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2 - Design
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/21
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	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-139	\$0	\$480,000	\$0	\$0	\$0	\$480,000

#### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, 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. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order) and updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

#### Special Conditions

1. 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
<b>Actual Leveraging - Current Request</b>	0.0%	No Prop AA
<b>Actual Leveraging - This Project</b>	70.56%	No Prop AA

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$480,000
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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
JJ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Thalia Leng	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4762	(415) 646-2520
<b>Email:</b>	thalia.leng@sfmta.com	joel.goldberg@sfmta.com

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

311

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Bicycle Safety Education and Outreach
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Bicycle Circulation/Safety
<b>Current Prop K Request:</b>	\$100,000
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

Provide 16 months of Bicycle Safety Education and Outreach, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and provides classes to more than 1,000 people.

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

The SFMTA requests \$100,000 to support 16 months of the Bicycle Safety Education and Outreach program. The SFMTA provides bicycle training classes for adults and children with funding from voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process. See attached scope for details.

#### Project Location

Citywide

#### Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount

#### Justification for Necessary Amendment

Request includes an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$100,000 from Citywide Neighborways to the subject project in FY 19/20, and reprogram all of the funds programmed for Bike Safety Education and Outreach in FY 20/21 (\$90,000) to Citywide Neighborways. This amendment is required to fully fund the subject project in FY 19/20. The Citywide Neighborways program is still developing its initial set of projects, so deferring a portion of FY 19/20 programming until next year (and leaving \$660,000 in the current fiscal year) will not have an impact on the delivery of the program.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**Background and Scope**

The SFMTA requests \$100,000 to support the next 16 months of the Bicycle Safety Education and Outreach program. The SFMTA provides bicycle training classes for adults and children thanks to voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process.

Please see the attached Evaluation Report for the 2019 program year to learn more about the program's reach and history.

**Task 1: Broad Bicycle Safety and Education Outreach Activities**

Task 1 requires the SFMTA's contractor to develop and implement activities that introduce bicycling and bicycling safety concepts to people who may not otherwise receive safety messaging and encouragement. The contractor will host a table at 12 pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract. The contractor will submit an outreach plan proposing specific dates and locations to the SFMTA for feedback and approval at least one month prior. The goal will be to reach at least 2250 people per quarter. Task 1 requires in-person, community-oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time. This will include distributing educational and promotional materials in Chinese, Spanish, and Filipino as well as English.

**Task 2: Bicycle Safety Education Classes**

Task 2 involves multiple activities that will provide bicycle education opportunities for children and adults of varying abilities, including:

- Teaching children and adults how to ride a bike
- Providing bicycling basics to help people start to commute, shop, and travel by bike
- Rules of the road trainings
- On-street bicycle instruction

Each year, a minimum of two classes shall be conducted in each of the following languages: Spanish, English and Chinese, and a minimum of one class conducted in Filipino. Based on learnings from previous years, the SFMTA and the contractor have developed the following portfolio of classes for this contract:

<b>Class Description</b>	<b>Hrs/Class</b>	<b>Target Attendees</b>	<b># of Classes</b>	<b>Total People</b>
Adult Learn-to-ride	3	20	7	140
Smart City Cycling 1: Classroom	2	30	10	300
Smart City Cycling 2: Maneuvering	2	15	3	45
Smart City Cycling 3: Road Practice	2	15	3	45
Night and All-Weather Biking	1	20	6	120
On-Bike Practice for Adult Beginning Cyclists	3	20	3	60
Sharing City Streets	2	20	2	40
Youth Freedom from Training Wheels	3.5	50	10	500
<b>Total</b>			<b>44</b>	<b>1250</b>

**Additional Information**

*Annual evaluation:*

The program will be evaluated on demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation have been included as an attachment to this request.

*Equity:*

The program will ensure that event participation is not limited only to people who can pay to attend and that outreach and activities happen within all four quadrants of the city. The budget includes funding to provide multi-lingual materials and translation to ensure people are not excluded by language barriers.

*Environmental Status:*

On January 10, 2019, the SFMTA Environmental Review Team determined that the Bicycle Safety Education and Outreach program is "Not a Project" pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Bicycle Safety Education and Outreach
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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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				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2020		
Operations				
Open for Use			Oct-Nov-Dec	2021
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

### SCHEDULE DETAILS

Classes will run from September 2020 through December 2021; final closeout, reporting etc may continue into early 2022.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Bicycle Safety Education and Outreach
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$100,000	\$0	\$0	\$100,000
<b>Phases in Current Request Total:</b>	\$100,000	\$0	\$0	\$100,000

### 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)	\$100,000	\$100,000	Budget from current contractor
Operations	\$0	\$0	
<b>Total:</b>	\$100,000	\$100,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form  
 Project Name: Bicycle Safety Education and Outreach

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals	
<b>1. Contract</b>					\$	99,500.00
<b>Task 1: Bicycle Education Outreach</b>						
Materials & Promotion	1	\$ 1,000			\$	1,000
Translation Services	1	\$ 300			\$	300
Major Outreach Event	12	\$ 1,796			\$	21,554
<b>Task 2: Bicycle Safety Education Classes</b>						
Materials & Promotion	1	\$ 1,000			\$	1,000
Space and Supplies Rental	1	\$ 1,000			\$	1,000
Translation Services	1	\$ 1,000			\$	1,000
Adult Learn-to-Ride	7	\$ 2,431			\$	17,018
Smart City Cycling 1: Classroom	10	\$ 1,334			\$	13,340
Smart City Cycling 2: Maneuvering	3	\$ 2,123			\$	6,370
Smart City Cycling 3: Road Practice	3	\$ 2,123			\$	6,370
Night and All-Weather Biking	6	\$ 1,151			\$	6,906
Pilot: On-Bike Practice for Adult Beginning Cyclists	3	\$ 2,134			\$	6,403
Pilot: Sharing City Streets	2	\$ 1,279			\$	2,558
Freedom From Training Wheels	10	\$ 1,183			\$	11,830
<b>Task 3: Reporting</b>						
Monthly and Final Reporting	1	\$ 2,850			\$	2,850
<b>2. SFMTA Support (Contract Award and Oversight)</b>						
City Attorney			2	\$	\$	500
<b>TOTAL CONSTRUCTION PHASE</b>						\$ 100,000



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Bicycle Safety Education and Outreach
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$100,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$100,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Bicycle Safety Education and Outreach
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
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	FY 2024/25 +	Total
PROP K EP-139	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$100,000

### Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon SFMTA's approval of contractor outreach plan (anticipated September 2020), including specific dates and locations, MTA shall submit the outreach plan.

3. Upon project completion (anticipated March 2022), provide copy of program evaluation.

### Special Conditions

1. The recommended allocation is contingent upon a concurrent amendment to the Prop K Bicycle 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.

### Notes

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

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

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Bicycle Safety Education and Outreach
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$100,000
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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
JJ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
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<b>Title:</b>	Transportation Planner II	Grants Procurement Manager
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# Bicycle Safety Education and Outreach Program<sup>319</sup>

## 2019 Program Report

### Overview

The San Francisco Municipal Transportation Agency Bicycle Safety Education and Outreach Program is funded by Prop K and is administered through a contract with the San Francisco Bicycle Coalition.

- In 2019, the Bicycle Safety Education and Outreach program reached over 10,000 people
- Since 2017, the program has seen an increase in the ethnic/racial diversity of participants
- Nearly all (96%) participants in the adult education classes would recommend their course

### Attendance

Over the past three years, the program has seen an increase of participation in bicycle safety programming, both per-event and corresponding to increases in the number of offered events. Our contractors held at least one event (and often more) in each Supervisor District.

Figure 1: Event attendance at bicycle safety events from 2017 to 2019

	Outreach Events		Adult Bicycle Education		Freedom from Training Wheels	
Year	# of Events	# of People Engaged	# of Classes	# of Attendees	# of Events	# of Attendees
2019	11	8944	27	440	9	703
2018	11	8802	26	399	9	778
2017	9	6038	20	268	7	345

Figure 2: Location of 2019 events by San Francisco Supervisor District

District	1	2	3	4	5	6	7	8	9	10	11
# of Events	3	1	3	1	13 <sup>1</sup>	7	2	2	3	7	5

### Class Outcomes

Post-class surveys were conducted 6 weeks after classes were held and had about a 25% response rate (~100 responses total). The post-class surveys show positive impacts from the classes (though it should be noted that survey respondents are likely more engaged with bicycle safety than participants overall).

- 96% are very or somewhat likely to recommend the course

<sup>1</sup> While in-classroom courses are spread out among the districts, on-bike classes require car-free outdoor space, which is limited in San Francisco; these classes are most likely to be held at the Arguello Extension in District 5.

- 38% say they bike more since taking the class
- 53% say they have good or excellent knowledge of their rights and responsibilities when biking
- 57% of Adult Learn-to-Ride participants feel at least a little bit confident in their bicycle skills when riding in a car-free area (compared to 13% pre-class)
- 59% of Smart City Cyclist participants feel at least a little bit confident in their bicycle skills when riding in traffic (compared to 39% pre-class)

## Demographics

In 2019, our contractors reached an increasingly diverse population of San Francisco residents through culturally competent outreach and education delivered in English, Chinese, Spanish, and Filipino.

- In 2019, 5 out of 27 classes were offered in languages other than English, compared to 3 out of 46 classes in 2017-18
- An additional 8 classes offered the possibility of multi-lingual instruction for attendees

Figure 3: Percentage of adult bicycle education attendees by ethnicity

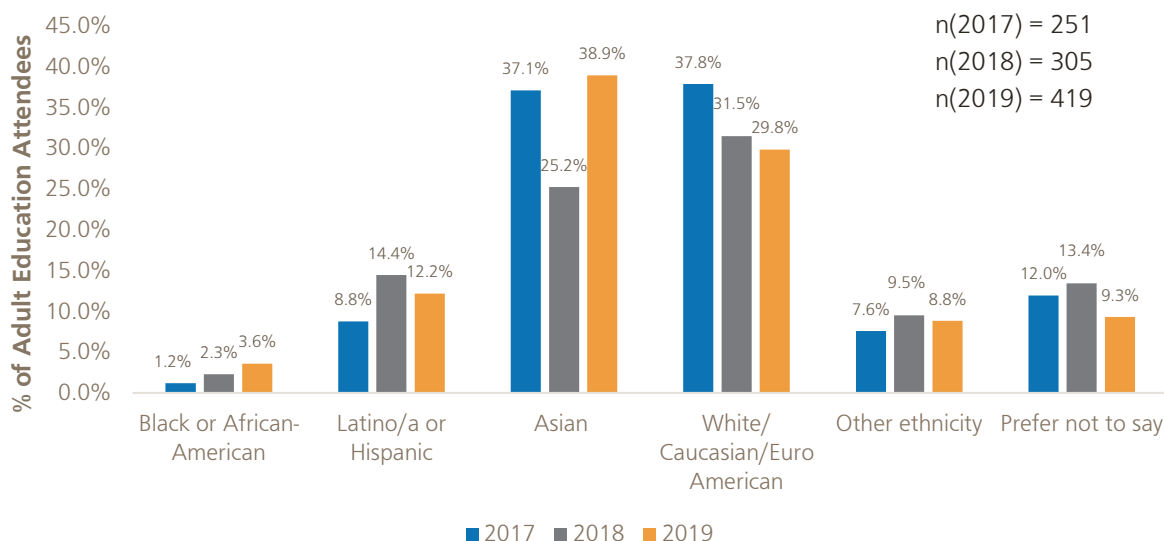
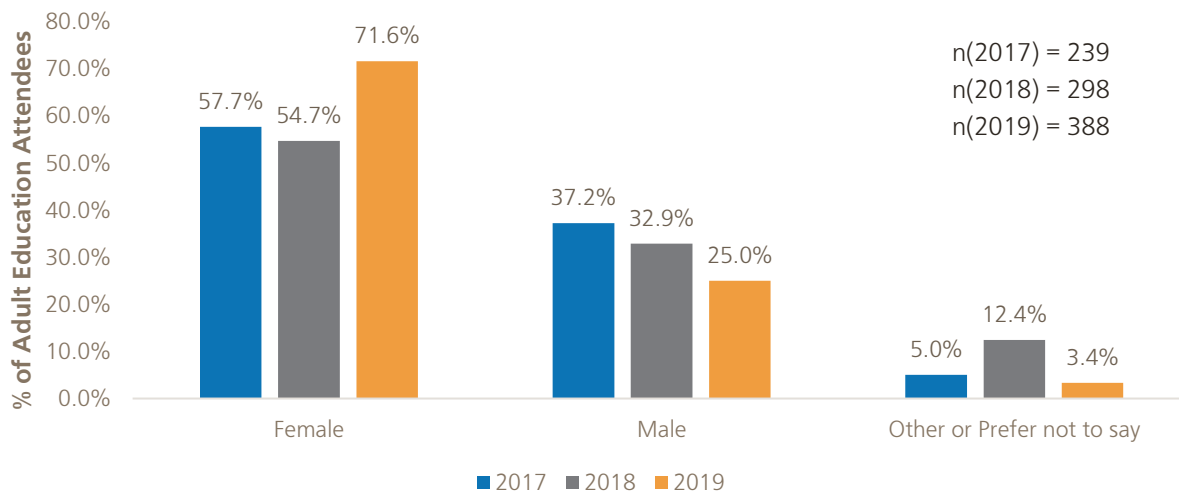


Figure 4: Percentage of adult bicycle education attendees by gender



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

321

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Third Street Transit and Safety Improvements
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop AA EP categories:</b>	Prop AA Transit Projects
<b>Current Prop AA Request:</b>	\$383,776
<b>Supervisory District(s):</b>	District 06

### REQUEST

#### Brief Project Description

The Third Street Transit and Safety Early Implementation project will reduce bus delays and improve pedestrian safety to better accommodate existing travel demand patterns. The project will be delivered in three phases, and this request is for the second phase which includes adding a queue jump (transit-only turn lane) at Townsend at Third Street and signal hardware modifications at the intersections of Third Street and Folsom, Harrison, Bryant, and Townsend streets.

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

See attached background and detailed scope description.

#### Project Location

3rd Street between Howard and Brannan & Townsend Street at Third Street

#### Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop AA Strategic Plan Amount:</b>	\$383,776

### 3rd Street Transit and Safety Improvements Background and Scope

#### BACKGROUND

Third Street in the South of Market (SoMa) district is a major multimodal arterial providing access to the Financial District, Chinatown, and other destinations north of Market Street as well as Interstate 80 (I-80) and U.S. Highway 101 (US-101) on-ramps. A one-way, northbound street with three to four through lanes of traffic north of King Street, it also features a transit-only lane north of Townsend Street and is one of Muni's busiest corridors, used by nearly 40 buses per hour between Bryant and Market Streets in the peak period. Autos, trucks, and other private vehicles are allowed to access the transit lane to turn right, merge into right-turn lanes, or access curbside parking. However, motorists often drive in the transit-only lane illegally. Additionally, as the surrounding neighborhood has grown rapidly in recent years, pedestrian volumes have increased and the rate of injury collisions along Third Street are among the highest in the City, making it a high-injury corridor.

A range of methods was used to engage with the surrounding community as well as Muni riders, motorists and others from outside the immediate area who might be affected by the changes.

Outreach strategies included:

- More than two dozen stakeholder meetings with and presentations to community and citywide advocacy organizations, institutional stakeholders, residents of senior communities, citizens advisory committees, and the Supervisors offices for Districts 3 and 6.
- A variety of surveys, including surveys for Muni passengers, pedestrians and motorists, as well as a door-to-door survey of merchants regarding their loading needs. These were administered both in-person and through digital channels and in multiple languages.
- An open house attended by approximately 100 participants, with interpreters provided for multiple languages.
- Approximately 14,000 multi-lingual informational mailers sent to businesses and residents in the SoMa and nearby Mission Bay neighborhoods.
- A project website and email updates to more than 4,000 recipients.

The project is consistent with the Central SoMa Plan.

#### BENEFITS

The Third Street Transit and Safety project will reduce transit delays by 1) relocating the transit-only lane, currently located next to the parking lane or curbside, one lane to the left between Brannan and Howard Streets, which creates additional capacity for vehicles making turns or maneuvering into parking spaces to the right of the lane, reducing conflicts between transit and private vehicles, and 2) relocating and consolidating stops to reduce the total number of stops by one, while simultaneously improving access overall by more evenly spacing stops. It would improve pedestrian safety in a variety of ways, primarily by adding "bulb" sidewalk extensions to reduce crossing distances and make pedestrians more visible, making crosswalks more visible, adding new crosswalks and using traffic signal phases to separate vehicle from pedestrian movements at busy crossings.

#### PHASING

This project includes three phases. Dividing the project into three phases will allow most project benefits to be delivered within 12-24 months of project approval, rather than in five years, when the final phase is scheduled for completion. Because the early implementation phases do not make expensive changes to the roadway (such as relocation of curblines or changes to drainage), they can be delivered both much faster and for far less money. Additionally, inclusion of fast-tracked early implementation phases will allow the SFMTA to make improvements to pedestrian safety in a Vision Zero high-injury corridor four-plus years earlier than would otherwise be possible.

### 3rd Street Transit and Safety Improvements Background and Scope

**PHASE 1:** In the first phase, now nearing completion, most project elements are being implemented including relocation of the transit lane and stops as well as most of the pedestrian safety improvements. This phase includes construction of boarding islands that will be expanded to transit bulbs as part of Phase 3. Phase 1 improvements along 3<sup>rd</sup> Street between Brannan and Howard Streets:

- Relocation of the transit lane
- Bus stop consolidation
- Boarding islands (at Folsom and Bryant Streets)
- Painted safety zones
- Crosswalk improvements (not including those at at Folsom and Bryant Streets), including new crosswalks on side streets

**PHASE 2 (subject request):** This application is for the second phase of the project. This phase includes:

- A transit-only queue-jump on Townsend for buses turning onto 3<sup>rd</sup> Street. Queue-jump turn lanes allow transit vehicles to bypass automobile queues, reducing delay by anywhere from a few seconds to most of a signal cycle.
- Signal hardware modifications at four intersections to increase the visibility of leading transit interval (LTI) signals. These signal improvements are regularly employed by SFMTA to reduce transit delay and travel time variability. LTIs allow transit vehicles to proceed ahead of vehicle traffic, reducing conflicts with private vehicles. In the case of the 3rd and Townsend queue, preliminary traffic modeling found an average vehicular delay of 50 seconds for the turn movement. We expect this to decline substantially for transit, at a location used by up to 20 buses per hour.

Phase 2 will be completed within 12 months (see detailed intersection improvement drawings, attached)

**PHASE 3** will include:

- Transit bulbs at Folsom and Bryant Streets
- New crosswalks at Folsom and Bryant Streets. These must be coordinated with the transit bulbs
- Upgraded curb ramps

#### SCOPE OF OVERALL PROJECT

(see rendering of planned 3<sup>rd</sup> Street transit and safety improvements following scope description)

**Transit Lane Changes:** The existing transit-only lane on Third Street was designed to mitigate traffic delays. In 2014, the lane was upgraded with red colorization to improve motorist compliance with transit lane restrictions. However, staff has concluded that the transit-only lane is inherently prone to delay due to turning vehicles, and that allocating more space for right-turning traffic to queue would reduce conflicts and delay.

Specifically:

- Starting just north of Brannan Street and ending just north of the existing stop at Folsom Street, the transit lane would be the third lane from the eastern curb. To its right would be full-time right-turn lanes and the curbside lane, which would primarily be parking and loading but would include a second, smaller right-turn lane at Bryant and Folsom. Tow-away restrictions would be used to extend the second right-turn lane along the curb during peak periods at Bryant and Folsom Streets (a second turn lane would not be provided at Harrison due to its two-way configuration and limited ability to receive turning vehicles; a full-time curbside right-turn lane would also be provided at Brannan). Dual turn lanes would create additional capacity; they would also create space for right- turning motorists to maneuver around vehicles illegally parked along the curb during towaway hours.

### 3rd Street Transit and Safety Improvements Background and Scope

- Between the Folsom Street stop and Howard Street, the transit lane would be the second lane from the eastern curb, rather than curbside as today. This would provide a transition between the segments of lane to the south and to the north, between Howard and Mission Streets where the transit lane is currently the second lane from the curb.
- There would be no changes to the location of the transit lane south of Brannan Street or north of Howard Street. Right-turn delay is not a major issue in this segment, as right turns are not allowed at Howard Street or Market Street, and right turn volumes are lower at Mission Street than farther south.

These changes would allow buses to bypass right-turn queues at Bryant, Harrison and Folsom Streets while remaining in the transit lane. They would also provide additional capacity for right turns outside of the transit lane.

To accommodate these changes, the remaining lanes of Third Street between Brannan and Howard Streets would be reconfigured. During peak periods, there would be three continuous through lanes of traffic to the left of the transit lane from Townsend Street to Market Street. During off-peak periods, the curbside lane would be used primarily for parking and loading and there would be two lanes of through traffic in the three-block segment between Brannan and Folsom Streets. Along with pedestrian safety improvements, these changes would also require changes to parking and loading, described in the attachment.

There will also be signal hardware modifications at 3rd and Folsom, 3rd and Harrison & 3rd and Bryant to facilitate the new separated phasing on 3rd Street. This work would add new signal poles, vehicle signals, and signal conduit.

**Transit Stop Changes:** To further reduce transit delays, some stops would be removed or relocated. The proposed right-turn lanes in the second lane from the curb at Bryant, Harrison, and Folsom Streets present opportunities to locate large transit bulb stops on the far side of the intersection, as no transit or private vehicle movements would need to be accommodated in this space. For this reason, and to provide more consistent spacing between stops and comply with SFMTA Stop Spacing Guidelines, stops are proposed to be located as shown in the attachment.

The stops at Townsend/Brannan Streets (existing), Bryant Street (new) and Folsom Street (existing) would be located on bulbs long enough to simultaneously accommodate two 60-foot buses. The existing bulb at Townsend/Brannan Streets would be widened to approximately 10 feet, effectively widening the sidewalk to 20 feet, while new bulbs at Bryant and Folsom Streets would be approximately 14 feet wide, effectively widening the sidewalk to 24 feet. All three stops would provide space for shelters and other amenities. New transit islands would be constructed as a near-term improvement at Folsom and Bryant. They would be replaced with bulbs when the long-term improvements are constructed.

The existing stop at Mission Street would remain as is. The temporary existing stop at Harrison Street (formerly at Perry Street) would be removed, and replaced by the proposed stop at Bryant Street. The existing stop at Howard Street would be eliminated as it is not a transfer point and has lower ridership than adjacent stops. The result would be a reduction in the total number of stops on Third Street in SoMa from five to four, and a reduction in the maximum distance between stops from nearly 1,800 feet to less than 1,300 feet. The bus zone at Perry Street, currently not used by Muni, would be retained for use by AC Transit. Altogether, these improvements are projected to reduce PM peak period transit travel times between the Caltrain terminal and Market Streets by approximately two minutes per trip, or over 20 percent.

**Pedestrian Safety Improvements:** As SoMa has become one of San Francisco's fastest-growing neighborhoods in recent years, pedestrian volumes on Third Street have increased. The 24-hour pedestrian count is now more than 3,000 at the intersection of Third and Mission Streets, and more than 2,000 at Third and Folsom Streets.



Even at Bryant Street, south of I-80 and farther from the traditional downtown, the pedestrian volumes exceed 1,000 per day. Volumes are much higher after Giants games and other events at AT&T Park.

South of Mission Street, sidewalks are 10 feet wide, below the Planning Department's Better Streets guidelines for Mixed-use Streets such as Third Street. While there are traffic signals at every major intersection and crosswalks on most legs of these intersections, there are closed crosswalks at Bryant and Folsom, and other crosswalks are not designed to SFMTA's current high-visibility standards. There are also no pedestrian bulbs at crosswalks on Third Street, and the roadway is 62.5 feet wide, with up to six lanes of traffic.

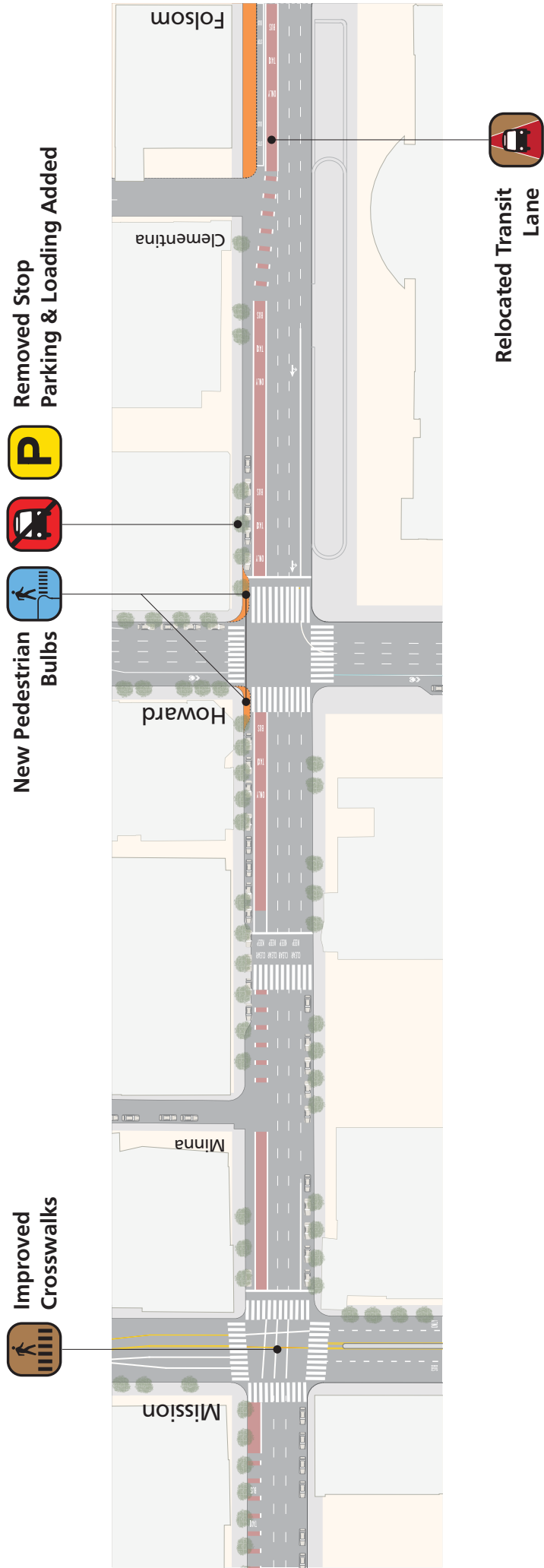
Speeds at the 85th percentile are well over the posted speed limit of 25 miles per hour. Between Townsend and Brannan Streets, the 85th percentile speed is 30 miles per hour. Additionally, as a major access route to downtown and area freeways, Third Street experiences high volumes of truck traffic.

Third Street has been identified by San Francisco's Vision Zero program as a High-Injury Corridor. Analysis conducted for this project found that in the five-year period between 2012 and 2016, there were a total of 50 pedestrian- or bicyclist-involved collisions on Third Street between Townsend and Mission Streets, or 10 per year. Of these, two were fatal, and another six resulted in severe injuries. The collisions were distributed throughout the corridor, with between six and seven pedestrian collisions at each of the intersections of Third Street with Bryant, Harrison and Howard Streets.

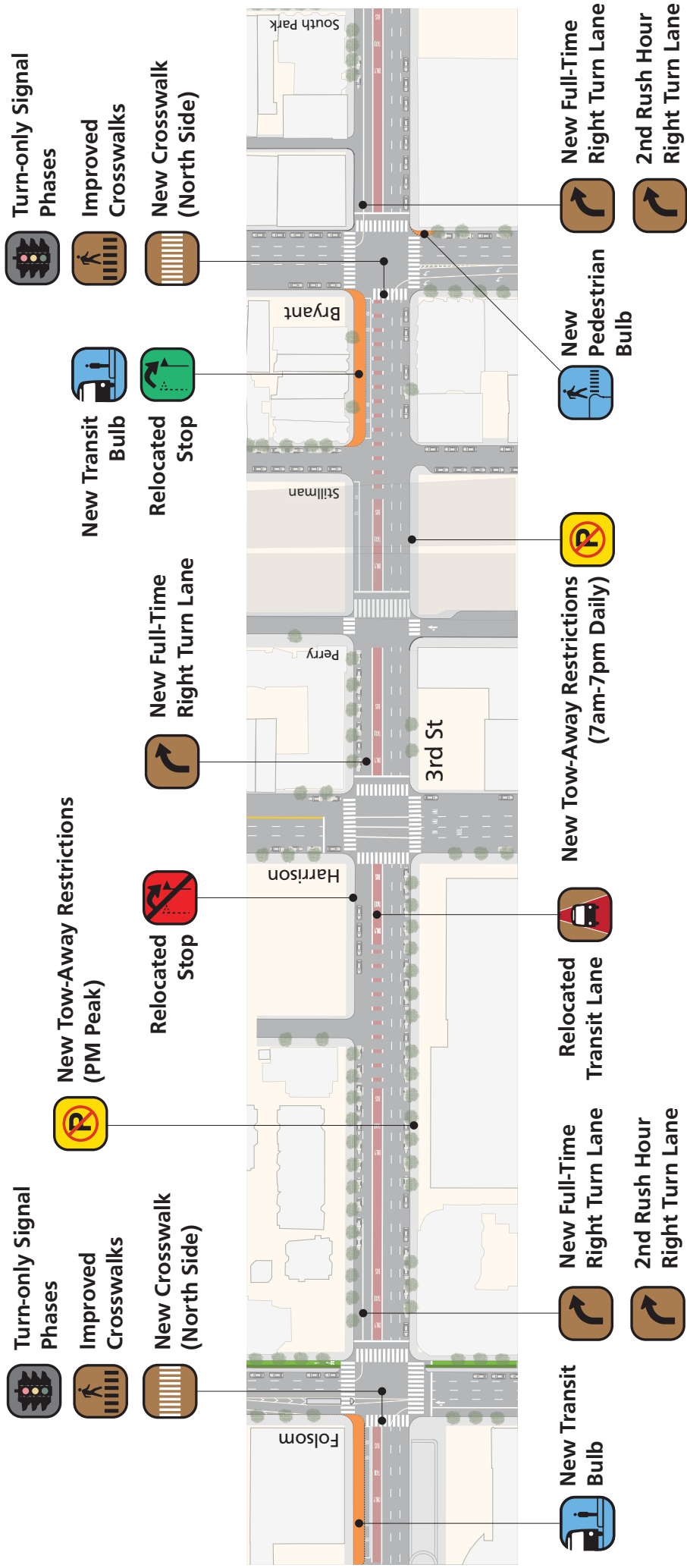
This project seeks to improve pedestrian safety, and to more comfortably accommodate increasing volumes of pedestrians, by implementing a range of improvements. These include:

- Sidewalk extensions (bulbs). Transit bulbs would be installed at Bryant and Folsom Streets, which would be approximately 14 feet wide and would effectively widen the sidewalk at those locations to approximately 24 feet (over a length of more than 150 feet). Pedestrian bulbs approximately six feet wide are planned on one or more corners at Townsend, Brannan, Bryant and Howard Streets. Crossing distances would be reduced to approximately 48 to 49 feet, and pedestrians on bulbs waiting to cross the Street would also be made more visible to motorists. (Note that sidewalk extensions are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- New crosswalks. Crosswalks would be added on the northern side of the intersection at Bryant and Folsom Streets, reducing the number of crossings required at these locations from three to one. Additionally, crosswalks would be added along Third Street at intersections with minor Streets and alleys such as Stillman and Minna Streets.
- Upgraded crosswalks. All crosswalks would be of a high-visibility "continental" design.
- New and upgraded curb ramps. Non-compliant curb ramps would be upgraded. A second ramp would also be added in locations where a single ramp now serves crossings in two directions, and is not directly aligned with one or both crosswalks, for example on the northeast corner of Third and Townsend Streets. (Note that curb ramps are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- Advance limit lines. Advance limit lines or stop bars for motorists would be added in advance of the crosswalk at all signalized intersections on Third Street.
- Leading pedestrian intervals. As part of planned upgrades to traffic signal hardware, all signalized intersections without leading pedestrian intervals or pedestrian "head starts" would receive them.
- Right turn on red restrictions. Signal cycles at Bryant and Folsom Streets would also include a turn-only phase, allowing protected right turns off of Third Street and left turns onto Third Street. During this phase, pedestrian movements would be prohibited. At all other times, these turn movements would be restricted, reducing conflicts between vehicles and pedestrians in the crosswalk. Signal hardware modifications will be made to facilitate new separated phasing between motorist and pedestrians.

# 3rd St, from Mission to Clementina



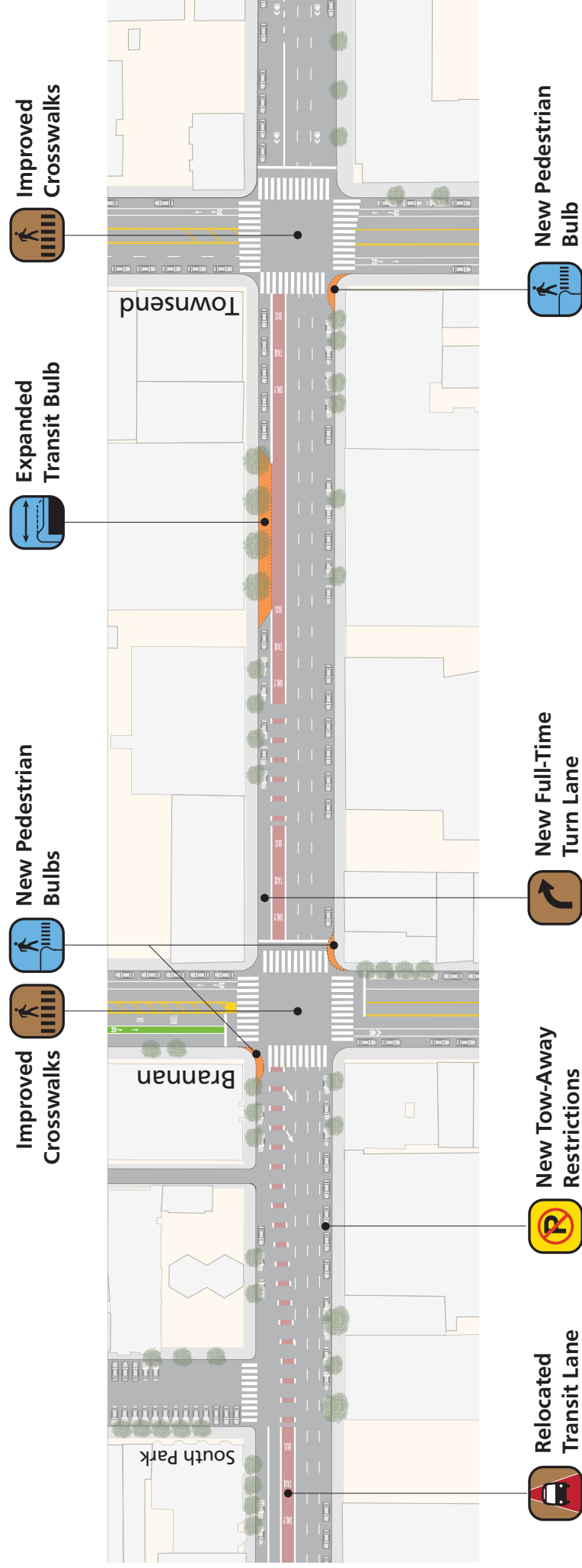
# 3rd St, from Folsom to Bryant



Existing Tow-Away Hours Extended  
Some Parking Spaces Removed  
Some Loading Zones Relocated



# 3rd St, from South Park to Townsend



Existing Tow-Away Hours Extended  
Some Parking Spaces Removed  
Some Loading Zones Relocated



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Third Street Transit and Safety Improvements
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

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

### SCHEDULE DETAILS

Construction  
 Phase 1: October 2019 - June 2020  
 Phase 2: July 2020 - July 2021  
 Phase 3: July 2023 - June 2024

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Third Street Transit and Safety Improvements
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA: Prop AA Transit Projects	\$0	\$383,776	\$0	\$383,776
<b>Phases in Current Request Total:</b>	\$0	\$383,776	\$0	\$383,776

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

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$383,776	\$0	\$383,776
SFMTA OPERATING FUND	\$0	\$1,500,000	\$0	\$1,500,000
PROP B GENERAL FUND SET ASIDE	\$0	\$1,000,000	\$80,000	\$1,080,000
<b>Funding Plan for Entire Project Total:</b>	\$0	\$2,883,776	\$80,000	\$2,963,776

**COST SUMMARY****331**

Phase	Total Cost	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$50,000	\$0	Actual Cost
Environmental Studies (PA&ED)	\$5,000	\$0	Actual Cost
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$25,000	\$0	Actual Cost
Construction (CON)	\$2,883,776	\$383,776	Based on 100% design
Operations	\$0	\$0	
<b>Total:</b>	<b>\$2,963,776</b>	<b>\$383,776</b>	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	09/30/2019
<b>Expected Useful Life:</b>	5 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### Third Street Transit and Safety Improvements Phase 2

#### MAJOR LINE ITEM BUDGET

#### SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	SFMTA
Construction Tasks	
Task 1: Signal Installation	\$ 183,140
Task 2: Paint Installation	\$ 95,000
Subtotal	\$ 278,140
Construction Management/Support	\$ 36,628
Project Management	\$ 11,904
Design Support (construction phase)	\$ 27,471
Contingency	\$ 29,632
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 383,776</b>



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

333

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Third Street Transit and Safety Improvements
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total Prop K Requested:</b>	\$0	<b>Total Prop AA Requested:</b>	\$383,776
<b>Total Prop K Recommended:</b>	\$0	<b>Total Prop AA Recommended:</b>	\$383,776

<b>SGA Project Number:</b>		<b>Name:</b>	3rd Street Transit and Safety Phase 2
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2022
<b>Phase:</b>	Construction	<b>Fundshare:</b>	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 AA EP-703	\$0	\$383,776	\$0	\$0	\$0	\$383,776

#### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, list of improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR due July 1, 2020, SFMTA shall provide 2-3 photos of typical before conditions.

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

#### Special Conditions

1. Reimbursement is conditioned upon receipt of evidence of completion of design (e.g. copy of certifications page).

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
<b>Actual Leveraging - Current Request</b>	No Prop K	0.0%
<b>Actual Leveraging - This Project</b>	No Prop K	87.05%

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Third Street Transit and Safety Improvements
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

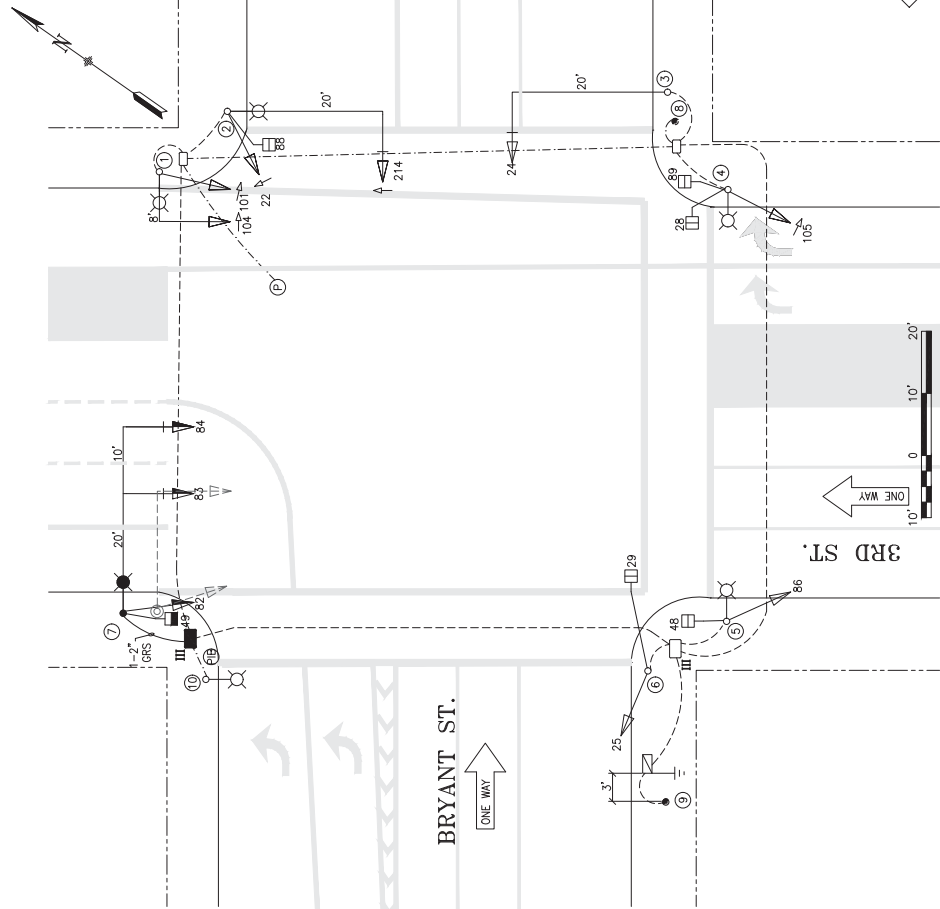
<b>Current Prop AA Request:</b>	\$383,776
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
JJ

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Kevin Shue	Joel C Goldberg
<b>Title:</b>	Assistant Engineer	Grants Procurement Manager
<b>Phone:</b>		(415) 646-2520
<b>Email:</b>	kevin.shue@sfmta.com	joel.goldberg@sfmta.com



POLE AND EQUIPMENT SCHEDULE									
POLE No.	TYPE OF POLE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS
		No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE	
①	17B-1-70 SIGNAL MAST ARM	104 101	3S12*RA 3S12*RA	MAS SV-1-T					BP
②	17B-1-70 WITH 20' SIGNAL MAST ARM	214 22	4S12*-CLA 4S12*-CLA	MAS SV-1-T			88	1S-IN SP-1	BP
③	16-1-70 SIGNAL MAST ARM	24	3S12*	MAS					BP
④	SL	105	3S12*RA	SV-1-T			89 28	1S-IN 1S-IN SP-1 SP-1	
⑤	SL	86	3S12*	SV-1-T			48	1S-IN SP-1	
⑥	MUNI POLE	25	3S12*	SV-1-T			29	1S-IN SP-1	
⑦	19-3-100 SIGNAL MAST ARM	83 84 82	3S12* 3S12* 3S12*	MAC MAC SV-1-T			49	1S-IN SP-1	BP BP
⑧	UTILITY								
⑨	UTILITY								
⑩	SL								

CONTROLLER FOUNDATION TYPE STANDARD

**SHEET NOTES:**



- ① F/ 1-2" PVC CONDUIT AND SIGNAL WIRES FOR SIGNAL 49, 82, 813 AND 814 FROM POLE 7 TO THE I.C.

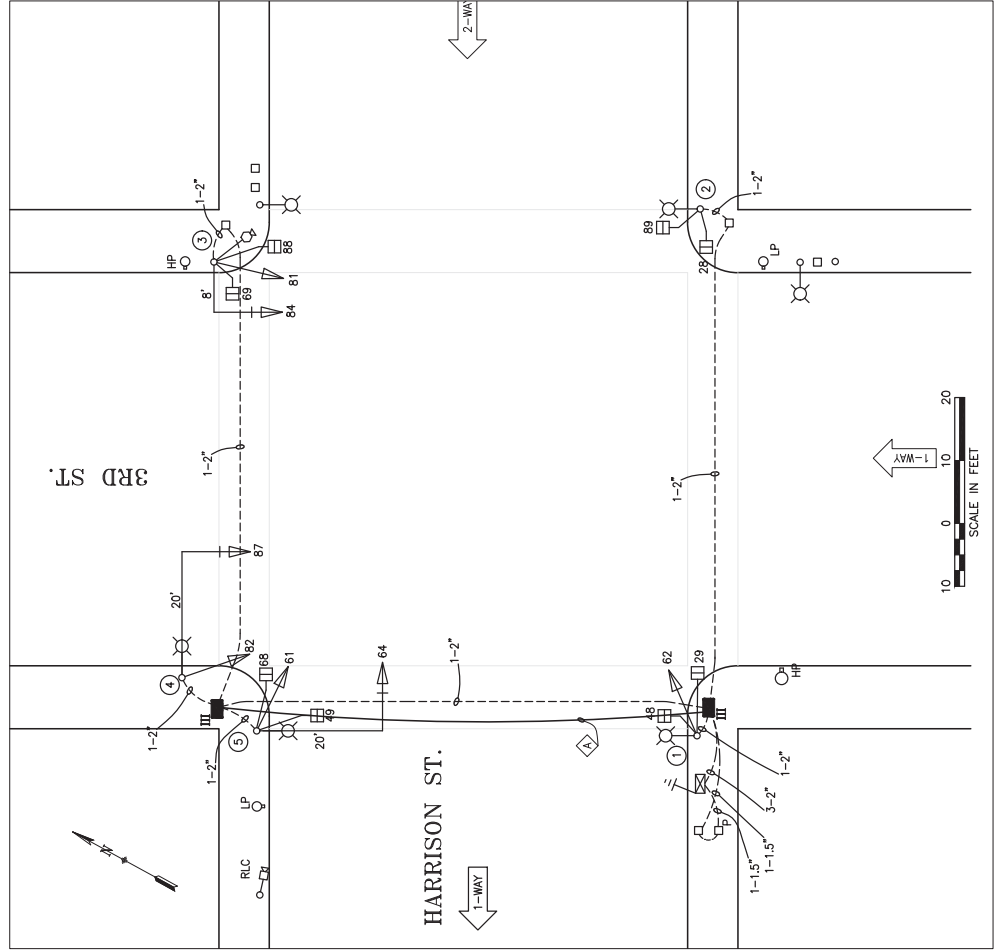
				CONTRACT NO. _____ DRAWING NO. <b>E-3.0</b> FILE NO. _____ REV. NO. _____	
DATE: _____ CHECKER: _____		APPROVED: _____ SENIOR ENGINEER: _____ DATE: _____		SCALE: <b>1" = 20'</b> SHEET/SHEETS: <b>1 OF 4</b>	
DESCRIPTION: _____ BY: _____ APP: _____		MUNI FORWARD AS-NEEDED CONTRACT 3RD ST & BRYANT ST			



**A** F/ 1-2" PVC CONDUIT AND SIGNAL 86 WIRES FROM SIGNAL HEAD TO I.C.

POLE AND EQUIPMENT SCHEDULE										
POLE No.	TYPE OF POLE	VEHICLE SIGNAL				LOUVERS	PEDESTRIAN SIGNAL			REMARKS
		No.	TYPE	MOUNTING	VISORS		No.	TYPE	MOUNTING	
①	17B-1-70 WITH 8' MAST AND 6' LUMINAIRE ARMS	84 81	4S12GBA 4S12GBA	MAS SV-1-T	T T		88	1S-IN	SP-1	BACKPLATE
②	EX MUNI POLE	22	4S12GLA	SV-1-T	T					
③	17B-1-70 WITH 20' MAST AND 6' LUMINAIRE ARMS	21 24	3S12" 3S12"	SV-1-T MAS	T T		89 28	1S-IN 1S-IN	SP-1 SP-1	
④	EX SL (MUNI)						29	1S-IN	SP-1	
⑤	EX SL						48	1S-IN	SP-1	
⑥	1-A (10')	82	3S8"	TV-1	T		49	1S-IN	SP-1	
⑦	1E-1-70 WITH 8' MAST ARM	83	3S12"	MAS	T					BACKPLATE
⑧	1G-2-100 WITH 20' SIGNAL MAST ARM	86	3S12"	MAS						BACKPLATE
⑨	MUNI	87	3S12"	SV-1-T						EXT CONDUIT
⑩	MUNI									
⑪	SL									
⑫	MUNI									

NO.	DATE	DESCRIPTION	BY	APP
		TRAFFIC ENGINEERING		
		CHECK WITH TRACING TO SET. IF YOU HAVE LATEST REVISION		
 				
APPROVED		SCALE: 1" = 20'		
DATE: _____		DATE: _____		
DRAWN: _____		SHEET/SHEETS: _____		
CHECKED: _____		CITY TRAFFIC ENGINEER DATE: _____		
		2 OF 4		
		3RD ST AND POLOSON ST		
		MUNI FORWARD AS-NEEDED CONTRACT		
		CONTRACT NO. _____		
		DRAWING NO. E-1.0		
		FILE NO. _____		
		REV. NO. _____		



POLE AND EQUIPMENT SCHEDULE									
POLE No.	TYPE OF POLE	LUMINAIRE (HPS)	VEHICLE SIGNAL		PEDESTRIAN SIGNAL		REMARKS		
			No.	TYPE	MOUNTING (F/I)	No.			
1	CITY STANDARD SL WITH 6' LUMINAIRE ARM.	120/150	62	3512"	SV-1-T	29 48	IS-COUNT IS-COUNT	SP-1 SP-1	
2	CITY STANDARD SL WITH 6' LUMINAIRE ARM.	120/150				28 89	IS-COUNT IS-COUNT	SP-1 SP-1	
3	16-1-70 WITH 8' MAST ARM		81 84	3512" 3512"	SV-1-T MAS	69 88	IS-COUNT IS-COUNT	SP-1 SP-1	RLC AUX FLASH BACKPLATE
4	178-1-70 WITH 20' MAST AND 6' LUMINAIRE ARMS.	120/200	82 87	3512" 3512"	SV-1-T MAS				BACKPLATE
5	178-1-70 WITH 20' MAST AND 6' LUMINAIRE ARMS.	120/150	61 64	3512" 3512"	SV-1-T MAS	49 88	IS-COUNT IS-COUNT	SP-1 SP-1	BACKPLATE

SHEET NOTES:

- F/I 2-2" PVC CONDUITS AND PULL ROPE.

NO. DATE DESCRIPTION BY APP

TABLE OF REVISIONS

CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SENIOR ENGINEER

CHECKED: \_\_\_\_\_ DATE: \_\_\_\_\_

CITY TRAFFIC ENGINEER

SCALE: AS SHOWN

SHEET/SHEETS: 3 OF 4

MUNI FORWARD AS-NEEDED CONTRACT

3RD STREET AND HARRISON STREET

CONTRACT NO.

DRAWING NO. E-2.0

FILE NO.

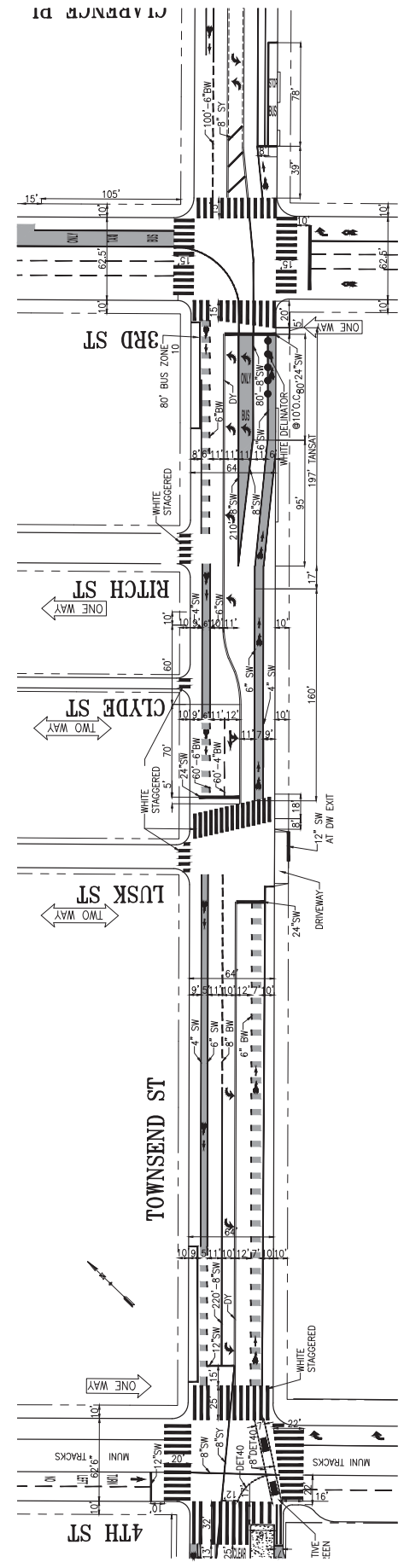
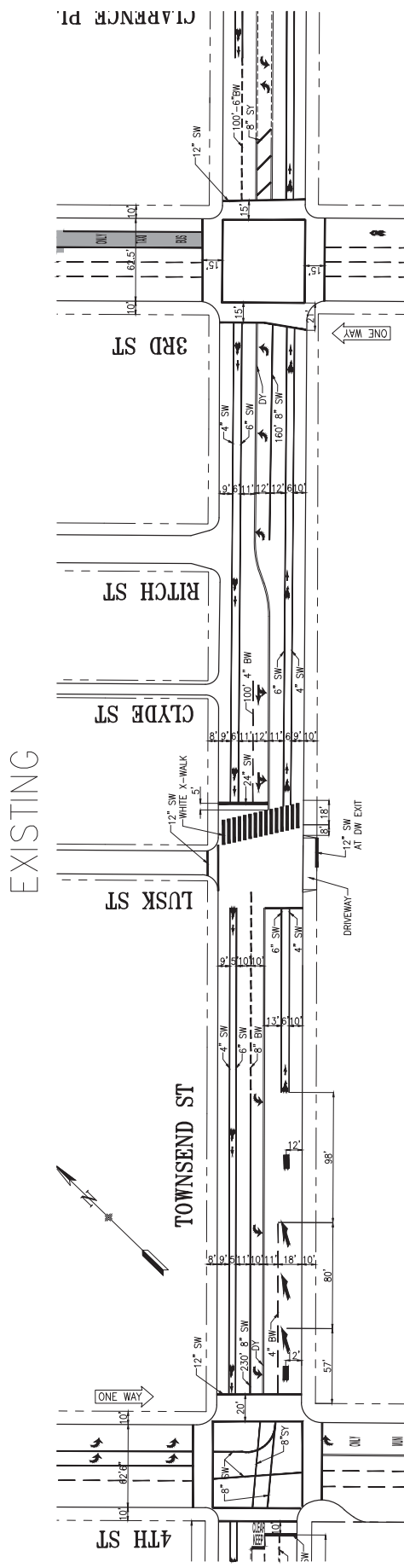
REV. NO.



1) F/ 1-2" PVC CONDUIT AND SIGNAL WIRES FOR SIGNAL 27 AND 24 FROM POLE 3 TO THE I.C.

POLE AND EQUIPMENT SCHEDULE												
POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE / WATTAGE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL				REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOWERS	No.	TYPE	MOUNTING		
①	EX SL		81	358"	SV-1-T	T			88	1S-COUNT	SP-1	
②	EX MUNI (FEEDER)		22	PHS12"-GLA	SV-1-T	T			69	1S-COUNT	SP-1-T	EXTERNAL CONDUIT SEE DETAIL 2 ON DWG E-28.
③	18-3-100 35" MAST ARM		27 24	3512"-LA	MAC MAC	T T						BACKPLATE
④	EX MUNI		21	3512"	SV-1-T	T			28 89	1S-COUNT 1S-COUNT	SP-1 WITH 18" NIPPLES SP-1-SF	
⑤	EX MUNI								48	1S-COUNT	SP-1	
⑥	1-A (10')		62	PV 3512"	TV-1	T			29 48A	1S-COUNT 1S-COUNT	SP-2-T-SF	
⑦	18-1-70 WITH 20" MAST ARM		64	3512"	MAS (END)	T						BACKPLATE
⑧	CITY STANDARD SL WITH 6" LUMINAIRE ARM	120/150	61	358"	SV-1-T	T			68	1S-COUNT	SP-1	REUSE EX FOUNDATION
⑨	1-A (10')		82	358"	TV-1	T			49	1S-COUNT	SP-1	
⑩	18-1-70 WITH 20" MAST ARM		84	3512"	MAS (END)	T						BACKPLATE

[illegible]

[illegible]



## Memorandum

### AGENDA ITEM 21

**DATE:** April 7, 2020  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 4/14/2020 Board Meeting: Allocate \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$580,000 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Cesar Chavez/Bayshore/Potrero Intersection Improvements (The Hairball) Phase 2 (\$480,000)</li> <li>2. Bicycle Safety Education and Outreach (\$100,000)</li> </ol> <p>Allocate \$383,776 in Prop AA funds, with conditions, to the SFMTA for:</p> <ol style="list-style-type: none"> <li>3. Third Street Transit and Safety Improvements</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.</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 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

### FINANCIAL IMPACT

The recommended action would allocate \$580,000 in Prop K funds and \$383,776 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.





Attachment 4 shows the 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**

None. The March 25 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

### **SUPPLEMENTAL MATERIALS**

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